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

0000/14P/2497 (LOT 2) PROGRESS REPORTS (A) (ENTSH)
JUL.-NOV. 1945

SECRET

Subject: Progress Report - C.M.F.

Transportation (Br) Main,
C.M.F.

TM.A/1/43.

29 November, 1945.

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

Herewith my Progress Report No. 26 for the month of October, 1945.

H.C. Pottle

Colonel,
for Brigadier,
Director of Transportation.
(H.C.Pottle).

Distribution:

Director of Transportation (Air Mail)	(4)
Q (Mov), G.H.Q. C.M.F.	(1)
D.Tn. G.H.Q. M.E.F.	(1)
D.Tn. Allied Land Forces, S.E...C.	(1)
D.D.Tn. B.A.S. Washington.	(1)
D.D.M.R.S.	(1)
D.D.Tn. Trieste.	(1)
Chief, Transport Divn. ...C.Austria (BE)	(1)
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Transportation Sub-Commission, A.C.	(1)
Transportation Sub-Commission, A.C. (Rail Secn.)	(1)
1 Port Operating Group R.E.	(1)
5 Port Operating Group R.E.	(1)
1 Railway Construction & Maintenance Group R.E.	(1)
1212 Railway Construction & Maintenance Group R.E.	(1)
1 Railway Operating Group R.E.	(1)
3 Transportation Stores Group R.E.	(1)
War Diary.	(2)
File.	(1)

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

London, W.C.2.

Herewith my Progress Report No. 26 for the month of October, 1945.

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Director of Transportation.
(H.G.Pottle).

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Director of Transportation (Air Mail)	(1)
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D.D.Tn. B.A.S. Washington.	(1)
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SECRET

TRANSPORTATION (BR) MAIN C.M.F.

PROGRESS REPORT NO.26.

October, 1945.

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III. Port Operation.
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General.
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Locos. and Rolling Stock.
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Requirements of Am. Equipment of U.S. Origin.
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Transportation (Br) M.in

C.M.F.

Progress Report No. 26.

October 1945.

I. GENERAL.

1. The disbandment of units continues but no firm programme can be evolved owing to the uncertainties of the Release scheme, and of the requirements of Mideast for reinforcements.

2. The British section of the port of Naples has been taken over satisfactorily from the Americans. Ancona has been handed over to Civil Control and Tn. docks interests there have practically ceased. The outbreak of plague at Taranto referred to in the last report subsided early in the month.

3. The Po Bridge at Piacenza was opened on 14 Oct. 45 with great benefit to traffic working in the North.

4. There was heavy rainfall in N. W. Italy during the last few days of the month. At Genoa 18 inches were recorded in 3 days. Flooding of rivers naturally resulted and many bridges both road and rail were put out of action, including the temporary railway bridge across the Po at Ostiglia, thus closing the direct line to the Brenner and N.E. Italy.

5. Arrangements were made to hand over the operation and control of all traffic to the I.S.R. w.e.f. 1 Nov. 45 in accordance with the A.F.H.Q. directive, and no difficulties were experienced.

6. Re-electrification continues but progress is slow on the whole, and is not assisted by the heavy pilferage of copper overhead lines which takes place at frequent intervals.

7. The supply of coal and oil fuel is generally satisfactory, though difficulties are being experienced in Austria where a failure to supply hard coal from the Ruhr necessitated a diversion of Italian stocks.

8. The wheels of the machinery for stores disposal are turning but slowly.

9. The introduction of the peace time system of Annual Estimates and the request to provide these at very short notice required a rapid mental adjustment to the new conditions. Considerable difficulty was experienced in deciding the items to be regarded as a charge against British funds and many assumptions have had to be made.

II. ADMINISTRATION.

10. Disbandment of Units.

The following Tn. units were disbanded during the month w.e.f. the dates shown:-

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The following Tn. units were disbanded during the month w.e.f. the dates shown:-

H.Q. No. 6 I.W.T. Group, R.E.	1 Oct. 1945.
H.Q. No. 3 P.O. & R. Group R.E.	1 Oct. 1945.
H.Q. No. 7 Port Operating Group, R.E.	15 Oct. 1945.
921 Italian Docks Operating Coy.	15 Oct. 1945.
922 " " " "	15 Oct. 1945.
923 " " " "	15 Oct. 1945.

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Application has been made to G.H.Q. C.M.F. for the disbandment of the undermentioned units during November:-

1017 Port Operating Coy. R.E.	15 Nov. 1945.
1065 I.W.T. Workshop Coy. R.E.	15 Nov. 1945.
159 Rly. Construction Coy. R.E.	30 Nov. 1945.

11. Amendment of War Establishments.

At the request of G.H.Q. C.M.F. the existing W.E. of the Tn. (Br) Section of G.H.Q. has been reviewed and proposals submitted for the following reductions in personnel w.e.f. 1 Dec. 1945:-

Officers 7. (2 A.D.Tn. 1 D.A.D.Tn. 4 S/Capts. Tn.)

O.R's. Nil.

The total W.E. strength of the Tn. H.Q. will then be 43 officers and 161 O.R's.

12. Release.

During the month G.H.Q. announced that all officers from and including Age/Service Group 21 would be retained as operationally vital for a provisional period of four months. Subsequently the release of officers in Age/Service Group 21 between 12 Nov. 1945 and 10 Feb. 1946 was authorised.

13. Changes in Officer Personnel.

See Appendix B.

14. Reinforcements.

Draft RJCEN arrived in C.M.F. at the beginning of the month and included 262 R.E. (Tn) O.R's but no officers. The split-up by trades of these reinforcements corresponded well with existing deficiencies.

15. Moves of Units.

Appendix A Part II gives details of moves of Tn. units during the month.

H.Q. 4 Ind. Rly. C & M Group I.E. with units under command commenced their move by rail to Taranto on 21 Oct. 1945 to await shipment to India.

H.Q. Rly. Construction Engineers S.A.E.C. with 61 and 62 Tunnelling Coys S.A.E.C. under command were withdrawn from work on the Mt. Cenis Tunnel to a concentration area prior to re-deployment to the Union.

III. PORT OPERATION.

16. Employment of

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Officers 7. (2 A.D.Tn. 1 D.A.D.Tn. 4 S/Capts. Tn.)

O.R's. Nil.

The total W.E. strength of the Tn. H.Q. will then be 45 officers and 161 O.R's.

12. Release.

During the month G.H.Q. announced that all officers from and including Age/Service Group 21 would be retained as operationally vital for a provisional period of four months. Subsequently the release of officers in Age/Service Group 21 between 12 Nov. 1945 and 19 Feb. 1946 was authorised.

13. Changes in Officer Personnel.

See Appendix B.

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III. PORT OPERATION.

16. Employment of Port Operating Groups.

(a) With effect from 1 Oct. 1945, consequent upon the disbandment of 7 Port Operating Group R.E. responsibility for the working of ANCONA and GENOA was assumed by 1 Port Operating Group R.E. This latter Group is therefore now responsible for TRIESTE, VENICE, GENOA and ANCONA, and 5 Port Operating Group R.E. for BARI, NAPLES and TARANTO.

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(b) The following list shows the categories of ports as at 1 Oct. 1945:-

BRINDISI	....	....	....	A
TARANTO	(Mercantile)..	....	....	A
"	(Arsenale)....	....	....	D
BARI...	....	....	....	C
ANCONA.	....	....	....	A
VENICE.	....	....	....	A
TRIESTE	....	....	....	In view of the special circumstances, the existing arrangement remains in force. (In effect, a category C port)
GENOA..	....	....	....	A
NAPLES.	....	....	....	C

(c) Generally speaking, the handing over to civil control has been smoother than had been anticipated, and such "teething troubles" as have been experienced have been quickly settled. A close liaison is maintained between this Directorate and the Italian Ministry of Marine, and also between the Movements, Transportation and Italian port officials.

(d) Minor amendments have been made to certain port projects as the result of experience gained, and authority is still awaited to hand over the Tn. equipment which is at present held by the Italian port authorities on a loan basis.

(e) As is to be expected at this time of year, weather interfered with port working but only to a small extent, especially towards the end of the month.

(f) Average daily tonnages, in respect of military cargoes and civilian cargoes handled under military supervision, are appended:-

Port	DAILY AVERAGE								
	EXPORT			IMPORT			TOTAL.		
	MT			MT			MT		
	No.	Tons	Stores.	No.	Tons	Stores.	No.	Tons	Stores.
TARANTO	10	46	88	-	-	19	10	46	107
BARI	14	46	1939	-	* 1	736	14	47	2675
ANCONA	1	10	89	-	-	277	1	10	366
VENICE	-	-	4	-	-	517	-	-	521
TRIESTE	17	79	165	-	-	1686	17	79	1851

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GENOA... .... (In effect, a category C port)
NAPLES. .... A
 C

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VENICE	-	-	4	-	-	517	-	-	521
TRIESTE	17	79	165	-	-	1686	17	79	1851
GENOA	-	-	-	-	-	48	-	-	48
NAPLES	10	46	369	-	-	657	10	46	1026
Totals	52	227	2654	-	* 1	3940	52	228	6594

* BARI discharged 6 MT = 21 tons during the month.

ANCONA worked 1 - 20 Oct. 45 } The figures in the table above
NAPLES worked 23 - 31 Oct. 45 } are averaged over these periods.

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17. Labour.

(a) The general position has been satisfactory.

(b) All ports except BARI are now capable of producing sufficient civilian stevedores to cover both military and civilian commitments. Military stevedores are employed at TARANTO on Personnel Vessels, in view of the importance of quick turn-rounds.

(c) Final approval has not yet been received for the adoption of the Unified Wage Scale and Tariff for all civilian port labour, but it has been temporarily adopted in one or two ports. In the majority, the system whereby each port functions on the locally agreed scales is working satisfactorily. An early agreement is anticipated.

18. East Italian Port Working.

(a) TARANTO averaged 107 tons per day during the month, the majority of this figure comprising G-1098 and baggage, and 262 vehicles which were loaded for Mideast.

The outbreak of bubonic plague did not interfere to any great extent with port working, and the area was placed in bounds to troops on 11 Oct. 45.

(b) At BRINDISI, no military tonnages were handled during the month. All craft were handed over to the civilian authorities early in the month and the I.W.T. detachment returned to Bari. A handful of Port Maintenance personnel remain, awaiting instructions for the disposal of one or two items of plant.

(c) BARI. There has been at this port a very substantial reduction in the import figures, while the export figure of approximately 2000 tons per day is higher than was expected.

A welcome change in policy resulted in the U.S. export programme, mainly bombs and PSP, becoming a civilian commitment under the control of W.S.A. Consequent upon this arrangement, it was found necessary to extend the civilian area of the port to include Berth 15.

(d) ANCONA became an 'A' port on 1 Oct. 45, and, although more military stores were handled early in the month than had been anticipated, no difficulties were experienced. Towards the end of the month, all Tn. personnel, with the exception of the I.W.T. detachment, were withdrawn. The only future military traffic is expected to be an occasional frozen meat Coaster, and arrangements have been made for S & T to provide such liaison personnel as are necessary.

The I.W.T. detachment, consisting of three tug crews, is awaiting a naval escort to Venice, the tugs being surplus to requirements.

(e) VENICE. As had been anticipated, the daily average tonnage handled fell to 521 tons. This was handled satisfactorily by the civilian organisation, only a minimum of Port Operating Company personnel being required.

(f) TRIESTE. The port of Trieste has function[illegible]

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(f) TRIESTE. The port of Trieste has functioned satisfactorily during the month, the tonnage handled being slightly more than during September.

The work of rehabilitation continues, advice to the civil authorities being given by 932 Port Construction & Repair Company.

It has been agreed that the UNRRA import programme, which is not a military responsibility, be increased by an additional 18,000 tons per month.

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(g) The question of Venice, instead of Trieste, becoming the base port for S.E.A. and XIII Corps, is being considered. From the purely administrative point of view, the change would have considerable advantages, but these would be largely off-set by the disadvantages of Venice as a port, and by the political complications which would ensue.

From a Tn. point of view, our resources can easily be switched, if necessary, from Trieste to Venice.

19. West Italian Port Working.

(a) GENOA. The only military cargo during the month amounted to 1304 tons of coal and three consignments of sheep on the hoof. The discharge ex ship and clearance were both effected by the civilian authorities with a minimum of military supervision.

(b) At NAPLES, the extreme difficulty which was experienced in finding suitable billets delayed the commencement of port working until 23 Oct. 45. New vessels were taken over as they arrived and by 29 Oct. Tn. personnel had taken over from the U.S. authorities complete responsibility for the British area.

Two Operating Companies and the H.Q. and two sections of a Port Maintenance Company are at present in Naples, and a further Operating Company is due to move from Bari during the first few days of November.

The U.S. authorities co-operated very well and the take-over proceeded without undue difficulties. A further account will be included in the November Progress Report.

20. Port Maintenance.

(a) Naples.

Installations for the maintenance of Tn. plant and equipment are in progress.

Items of plant declared surplus to existing requirements at Bari are being transferred for use at Naples.

(b) Bari & Taranto.

The reduction in maintenance and repairs required for dock plant has been off-set by the arrival of six Z Craft from Genoa, these craft requiring considerable hull and engine repairs after their protracted voyage during which much bad weather was encountered.

(c) Venice & Trieste.

Routine maintenance and repairs to plant have continued, with no outstanding features to report.

1037 Port Maintenance Company R.E. will take over responsibility for maintenance of Tn. craft in the port of Venice, following the disbandment of 1065 I.W.T. Workshop Company.

21. Inland Water Transport.

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21. Inland Water Transport.

(a) During the month, the following tonnages were handled:-

TARANTO	2,349
BARI...	32,751
TRIESTE	1,005
Total	36,105

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(b) The I.W.T. (Port) Operating detachments at BRINDISI, ANCONA and GENOA returned to their parent Companies during the month.

(c) Disposal instructions are awaited for the following craft declared surplus to requirements as at 31 Oct. 45:-

TANAC tugs	14
TUSA tugs.	4
Z Craft...	3
R.C.L.	40
Minca Barges	53
MD Minca Barges.	3
Minus Barges	1

(d) The three 'B' type and three 'A' type Z Craft, which left GENOA on 9 August 45, eventually arrived at BARI on 12 Oct. 45 after their eventful voyage.

(e) We have continued to oppose strongly any suggestion of using I.W.T. craft in connection with the dumping of ammunition some 20 miles out at sea, but have agreed to the loan of two tugs to the U.S.N.A.F. for harbour work at MANFREDONIA, where dumb LCTs are being loaded with ammunition for dumping and towed to sea by American L.T. tugs.

The whole question of the dumping of some 350,000 tons of ammunition is under consideration by C-in-C Med., and Mov & Tn, A.F.H.Q. and it would appear that either deep sea vessels or an adequate number of LCTs will have to be made available.

(f) The civilian water transport organisations at TRIESTE are dealing satisfactorily with the small amount of lighterage work in that port.

IV. RAILWAY CONSTRUCTION.

22. Lines were opened to traffic as follows:

Line.	Section.	Agency.	Date.
65	Piacenza - Codogno.	A.C./I.S.R.	15 Oct. 45.
72	Udine - Monfalcone. (via Gorizia)	R.C.E.1.	31 Oct. 45.

23. It is estimated that lines will be opened to traffic as follows:-

Line.	Section.	Agency.	Date.
50	Bussoleno - Modane.	R.C.E.1212	Now in doubt.
61	Ventiglia - Mentone.	R.C.E.1212	30 Nov. 45.

24. Responsibilities of R.C.E's.

(a) Responsibility for the Mont Cenis Tunnel on Line 50 passed from R.C.E. (S.A.E.C.) to R.C.E. 1212 on 25 Oct. 45 on the departure of R.C.E. (S.A.E.C.)

(b) On the departure of I.R.C.E. 4 on 12 Oct. 45, his responsibilities were passed over as follows:-

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(d) The three 'B' type and three 'A' type Z Craft, which left GENOA on 9 August 45, eventually arrived at BARI on 12 Oct. 45 after their eventful voyage.

(e) We have continued to oppose strongly any suggestion of using L.W.T. craft in connection with the dumping of ammunition some 20 miles out at sea, but have agreed to the loan of two tugs to the U.S...A.F. for harbour work at MARSEILLES, where dumb LCTs are being loaded with ammunition for dumping and towed to sea by American L.T.tugs.

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24. Responsibilities of R.C.E's.

(a) Responsibility for the Mont Cenis Tunnel on Line 50 passed from R.C.E. (S.A.E.C.) to R.C.E. 1212 on 25 Oct. 45 on the departure of R.C.E. (S.A.E.C.)

(b) On the departure of I.R.C.E. 4 on 12 Oct. 45, his responsibilities were passed over as follows:-

To R.C.E.1. Line 65: Bologna to Piacenza.
Line 69: Bologna to Verona.

To the Italian State Railways.
Line 86: Ortona - Ancona - Bologna.
Line 87: Orte - Falconara.
Line 65: Prato - Bologna.

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(c) Other responsibilities remain unchanged.

(d) Thus, all the lines South of Bologna and Genoa have been handed back to the Italian State Railways for maintenance and reconstruction.

25. Line Construction & Maintenance.

Notes on the present situation on lines of Military importance are given below:-

(a) Line 65. Bologna to Milan.
Line 59. Piacenza to Alessandria.

(i) The Po River bridge at Piacenza was opened to traffic on 14 Oct. 45 and steel winter bridges between Bologna and Piacenza were completed during October. A safe winter line is thus now open to traffic from Bologna to Milan (Line 65).

(ii) The permanent steel reconstruction of three viaducts between Piacenza and Alessandria (Line 59) has been completed but some further protection work is necessary and is in hand.

(b) Line 61. Genoa - Ventimiglia - Mentone.

(i) Heavy rain and subsequent earth movement has cut down tunnelling speeds to about half during the last fortnight and the E.D.C. for this section has had to be put back to 30 Nov. 45.

(ii) 160 Coy. has moved back from Line 59 and is now engaged on outstanding work on this section.

(c) Line 50. Turin to Modane.

(i) The Mont Cenis Tunnel. Work continues satisfactorily at the Italian end.
At the French end the S.N.C.F. has not, so far, agreed to continue the work started by the S.A.E.C. on the single line entrance. The whole question of Policy on this line has been referred to G.H.Q. for decision and G.H.Q. has referred the matter to W.O.

(d) Line 69. Bologna - Verona - Brennero.

Supervision of the German effort continues.

26. Statistics.

At Appendix (D) are summaries of the works completed during October and in hand at 1 November 45.

V. RAILWAY OPERATING.

27. Arrangements were put in hand, and instructions issued, to

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Line 59. Piacenza to Alessandria.

(i) The Po River bridge at Piacenza was opened to traffic on 4 Oct. 45 and steel winter bridges between Bologna and Piacenza were completed during October. A safe winter line is thus now open to traffic from Bologna to Milan (Line 65).

(ii) The permanent steel reconstruction of three viaducts between Piacenza and Alessandria (Line 59) has been completed but some further protection work is necessary and is in hand.

(b) Line 61. Genoa - Ventimiglia - Mentone.

(i) Heavy rain and subsequent earth movement has cut down tunnelling speeds to about half during the last fortnight and the E.D.C. for this section has had to be put back to 30 Nov. 45.

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(i) The Mont Cenis Tunnel. Work continues satisfactorily at the Italian end.

At the French end the S.N.C.F. has not, so far, agreed to continue the work started by the S.A.E.C. on the single line entrance. The whole question of Policy on this line has been referred to G.H.Q. for decision and G.H.Q. has referred the matter to W.O.

(d) Line 69. Bologna - Verona - Brennero.

Supervision of the German effort continues.

26. Statistics.

At Appendix (D) are summaries of the works completed during October and in hand at 1 November 45.

V. RAILWAY OPERATING.

27. Arrangements were put in hand, and instructions issued, to implement the A.F.H.Q. Order to hand over the operation and control of all traffic to the I.S.R. w.e.f. 1 Nov. 45. All aspects have been covered in meetings with I.S.R. Officials; no difficulties are expected when the hand-over takes place. M.R.S. personnel are remaining at Compartimenti for the present.

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28. The Po bridge at PIACENZA was opened to traffic on 14 Oct 45 and, as the PIACENZA - MILAN line is electrified, the diversion of MEDLOC and Leave trains together with some freight trains to this route from the BOLOGNA - VERONA line has effected considerable saving of coal and fuel oil, and has considerably improved the journey time to MILAN from the South.

29. A test train was run from UDINE to the Western extremity of the GORIZIA ISONZO bridge on 24 Oct. and this line is expected to be opened to traffic on 1 Nov. 45.

30. All MEDLOC main trains over Route 'B' were cancelled between 24 and 27 Oct. inclusive, because of bad weather in the Channel and MEDLOC feeder trains throughout Italy were reduced accordingly.

31. Military and civilian passenger and freight traffic has, in general, been moved satisfactorily throughout the system.

32. <u>S. Italy (i.e. South of Bologna).</u>

(a) Traffic continued to be heavy and BOLOGNA has proved to be a bottleneck because of limited capacity to accept trains.

(b) A Brownhoist Crane capsized on the FOGLIA Bridge near PESARO on 16 Oct. 45 whilst lifting bridge girders and the main line was completely blocked for 55 hours. Traffic was diverted over Line 90 but a block inevitably built up in the ANCONA Compartimento; towards the end of the month this block was almost cleared.

(c) A total of 108 MEDLOC feeder trains to and from MILAN were handled over Line 86 during the month, despite the cancellations during period 24/27 Oct.

(d) Good progress is being made in the provision of signalling on Line 86 Central and this should be completed early in November.

(e) Line 65 between BOLOGNA and VERONA was converted to electric traction.

(f) Apart from the block at BOLOGNA, which place will be a bottleneck until additional sidings are provided, the operation of the railways has been reasonably satisfactory.

33. <u>N.E. Italy.</u>

(a) Traffic has been heavy and considerable dislocation was caused by the closing of the PO/MA bridge from 4 Oct. to 13 Oct. and the failure of the road lift between GEMONA and PONTEBBA to clear the tonnage offered; in consequence a large number of wagons were blocked under load but this has now been cleared.

(b) In the early part of the month there was a shortage of

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30. All MEDLOG main trains over Route 'B' were cancelled between 24 and 27 Oct. inclusive, because of bad weather in the Channel and MEDLOG feeder trains throughout Italy were reduced accordingly.

31. Military and civilian passenger and freight traffic has, in general, been moved satisfactorily throughout the system.

32. S. Italy (i.e. South of Bologna).

(a) Traffic continued to be heavy and BOLOGNA has proved to be a bottleneck because of limited capacity to accept trains.

(b) A Brownhoist Crane capsized on the FOGLIA Bridge near PESARO on 16 Oct. 45 whilst lifting bridge girders and the main line was completely blocked for 55 hours. Traffic was diverted over Line 50 but a block inevitably built up in the ANCONA Compartimento; towards the end of the month this block was almost cleared.

(c) A total of 108 MEDLOG feeder trains to and from MILAN were handled over Line 86 during the month, despite the cancellations during period 24/27 Oct.

(d) Good progress is being made in the provision of signalling on Line 86 Central and this should be completed early in November.

(e) Line 65 between BOLOGNA and VERNIO was converted to electric traction.

(f) Apart from the block at BOLOGNA, which place will be a bottleneck until additional sidings are provided, the operation of the railways has been reasonably satisfactory.

33. N.E. Italy.

(a) Traffic has been heavy and considerable dislocation was caused by the closing of the DOGNA bridge from 4 Oct. to 13 Oct. and the failure of the road lift between GEMONA and PONTEBBA to clear the tonnage offered; in consequence a large number of wagons were blocked under load but this has now been cleared.

(b) In the early part of the month there was a shortage of highsides in the VENICE Compartimento for coal clearance but this was very temporary and was soon put in order.

(c) After considerable discrepancies the wagon balance between AUSTRIA and ITALY at TARVISIO has now been adjusted and firm figures established, and it has been agreed that ITALY should carry a debit balance of 800 wagons to assist AUSTRIA.

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(d) Minor troubles have been experienced with communications but on the whole they have been satisfactory and adequate.

(e) Relations with I.S.R. have been satisfactory.

34. N.W. Italy.

(a) Some delays have occurred in the GENOA area because of minor landslides and small bridges being washed away together with the partial collapse of the RONCAIROLE tunnel; traffic movement was not seriously affected.

(b) The incidence of loose tyres on MEDLOC stock has fallen and the maintenance of this stock has improved now that an I.S.R. C & W squad, reinforced by a few British Workshop personnel, is established at NOVARA.

Most of the buffet cars have been fitted with a stronger type of drawbar and all cars are being so fitted at the rate of one per day; this should see the end of broken drawbars on MEDLOC buffet cars.

An additional Swiss set of coaching stock has been introduced into service on Route 'B', making 3 Swiss sets in all.

Ambulance Train 612 has now been made ready for the beginning of ambulance train service on Route 'B' to the Channel Ports, expected in early November.

A small detachment of British Operating personnel has been placed at NOVARA to liaise between MOV and the I.S.R. regarding the marshalling etc. of MEDLOC stock; greatly improved working has resulted.

(c) The operation of the railways in this area has been good and satisfactory relations with the I.S.R. maintained.

VI. RAILWAY MECHANICAL.

35. Locomotive Repairs (Steam).

(a) Seven steam locomotives were turned out of FOLIGNO Shops, all but one being either Stanier's or Mikado's. This figure is in accordance with the new target for FOLIGNO Shops, i.e. 7 Steam and 8 Electric locomotive repairs per month.

Many of the Mikados now passing through the Shops require fairly heavy firebox repairs, including a large amount of re-staying, and this may prove to be the limiting factor in turning these engines out of the Shops on schedule.

Mikado 71169 on which, as previously reported, there was a partial collapse of the crown sheet, is to be repaired by utilising the boiler off another engine with a damaged frame; the original boiler will be repaired as conditions permit.

Preliminary reports indicate that the fitting of Nathan injectors to Stanier WD.70375 is entirely satisfactory.

(b) Work proceeds satisfactorily at other Shops with the exception of FOGGIA, where the output has dropped due, in the main, to labour troubles.

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Preliminary reports indicate that the fitting of Nathan injectors to Stanier No.70375 is entirely satisfactory.

(b) Work proceeds satisfactorily at other Shops with the exception of FOGGIA, where the output has dropped due, in the main, to labour troubles.

(c) Breda's of MILAN are carrying out the heaviest repairs to locomotives in a very satisfactory manner.

36. Locomotive Repairs (Electric).

(a) 5 heavy and 3 light repairs have been turned out from FOLIGNO during the month.

(b) A number of these Electric locomotives which were removed to Germany are now back in Italy, and are being repaired as necessary.

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37. Oil-burning.

(a) The installation at PESCARA should be completed shortly, and that at FOGGIA, although not fully completed, should be workable shortly. The I.S.S. are carrying out the preliminary work at TARANTO which will be completed by 5 Rly. Mob. Wksp. when the FOGGIA installation is finished. Some minor modifications, chiefly to do with the heating of the oil in winter, are being incorporated in the ANCONA and BARI installations.

(b) Oil-burning locomotives are now working BOLOGNA - PIACENZA pending the completion of re-electrification of this Section.

38. Carriage & Wagon.

(a) Lighting continues to be a trouble on the MEDLOC trains. Contact has been made with a firm in MILAN who can both manufacture and repair coach batteries, but as their monthly output of 300 new batteries will only be sufficient for one extra battery per coach, it is doubtful if this will materially assist the present situation in time.

(b) Investigation is proceeding into the somewhat excessive rate at which MEDLOC stock is coming out of service for repairs.

(c) Additional coaching stock continues to come into service at a satisfactory rate and wagon repairs are up to the mark, although of course, timber is still a critical item.

39. Rehabilitation of Shops.

(a) At PESCARA the job is now virtually finished and a very efficient shed has been the result. At ANCONA building work still continues. The turntable here is now completed. At RIMINI Shops a fair quantity of machinery has been, and is being installed, and there are 4 locomotives under repair. It will, of course, be some time before this large Shop returns to normal. At BOLOGNA work is proceeding very satisfactorily. The Running Shed proper is virtually complete and the adjacent Shops are coming on well. Work is also progressing very well at the large and badly damaged C & W Shops.

(b) In the North-East conditions are also good. Work at MESTRE and UDINE has been somewhat hampered by the presence of several U.X.B., but the general situation is well in hand.

40. Miscellaneous.

(a) TERNI continue to turn out repaired boilers at the rate of 3 or 4 per month.

(b) Repairs to Diesel Loco WD.70058 are approaching completion at FOLIGNO.

VII. RAILWAY ELECTRIFICATION.

41. A further stage in re-electrification of the Italian State

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38. Carriage & Wagon.

(a) Lighting continues to be a trouble on the MELLOC trains. Contact has been made with a firm in MILAN who can both manufacture and repair coach batteries, but as their monthly output of 300 new batteries will only be sufficient for one extra battery per coach, it is doubtful if this will materially assist the present situation in time.

(b) Investigation is proceeding into the somewhat excessive rate at which MELLOC stock is coming out of service for repairs.

(c) Additional coaching stock continues to come into service at a satisfactory rate and wagon repairs are up to the mark, although of course, timber is still a critical item.

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40. Miscellaneous.

(a) TERNI continue to turn out repaired boilers at the rate of 3 or 4 per month.

(b) Repairs to Diesel Loco WD.70058 are approaching completion at FOLIGNO.

VII. RAILWAY ELECTRIFICATION.

41. A further stage in re-electrification of the Italian State Railway system was completed during the month when the VERMIO-BOLOGNA, BOLOGNO-VERONA, ALA-TRENTO and ROME-CASOLI Sections commenced electrical operation. Electrification of the Po bridge and station at PIACENZA was also completed and placed in service.

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42. Progress on erection of 3,000 Volt D.C. overhead contact line and 130 K.V. High Tension Transmission lines on other Sections was slow, due primarily to labour and materials being concentrated on the above mentioned Sections. Repairs to mobile sub-stations, which are now urgently required, have been handicapped through lack of materials needed for the manufacture and repair of electric motors, transformers, and various other items of auxiliary equipment. Re-habilitation of permanent sub-stations has been delayed for the same reasons. Installations of mobile sub-stations for continuous operation is far from satisfactory, but it is the only course that can be adopted until the permanent sub-station buildings are repaired and static equipment installed.

43. Electrical operation of the Sections already in service was satisfactory throughout the month.

44. Northern Italy.

(a) Re-electrification of the following lines in Northern Italy for single line working were completed during the month. All electrical and mechanical tests proved satisfactory and continuous electrical operation commenced.

BOLOGNA - VERONA (Line 69) 114 Kms.
ALA - TRENTO (Line 69) 40 Kms.
Po River Bridge & Station at PIACENZA.

(b) 3000 Volt Contact Line. Erection of 3000 Volt overhead contact line is proceeding on the 52 Km. stretch of line between VERONA and ALA (Line 69). 40% of the work is now completed. Work has also commenced on the BOLOGNA - PIACENZA section (Line 65).

(c) Sub-Stations. The undermentioned Sub-stations in Northern Italy went into service during the month.

BOLOGNA S.VITAL. (Line 69) Mobile Sub-station ABB 24.
One 2000 K.W.Rectifier unit.

CASTIGLIA. (Line 69) Fixed Sub-station.
Two 2000 K.W.Rectifier units.

VERONA. (Line 69) Mobile Sub-station ASA 53.
One Rectifier unit.

(d) Rehabilitation of the following static Sub-stations is progressing.

BOLOGNA S.VITAL. (Line 65) Installation of 2000 K.W.Brown Boveri air cooled Rectifier unit.

PIACENZA. (Line 65) One Rectifier group complete.
Second group undergoing final adjustment.

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43. Electrical operation of the Sections already in service was satisfactory throughout the month.

44. Northern Italy.

(a) Re-electrification of the following lines in Northern Italy for single line working were completed during the month. All electrical and mechanical tests proved satisfactory and continuous electrical operation commenced.

BOLOGNA - VERONA (Line 69) 114 Kms.
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(c) Sub-Stations. The undermentioned Sub-stations in Northern Italy went into service during the month.

BOLOGNA S.VITALE	(Line 69)	Mobile Sub-station AEB 24. One 2000 K.W.Rectifier unit.
OSTIGLIA.	(Line 69)	Fixed Sub-station. Two 2000 K.W.Rectifier units.
VERONA.	(Line 69)	Mobile Sub-station ASA 53. One Rectifier unit.

(d) Rehabilitation of the following static Sub-stations is progressing.

BOLOGNA S.VITAL.	(Line 69)	Installation of 2000 K.W.Brown Boveri air cooled Rectifier unit.
PIACENZA.	(Line 65)	One Rectifier group complete. Second group undergoing final adjustment.
FIDENZA.	(Line 65)	One 2000 K.W.Rectifier group now nearing completion.
PARMA.	(Line 65)	One Rectifier Transformer repaired. Second Rectifier Transformer being repaired on site. Both Rectifiers are at Brown Boveri workshops, MILAN, for repair.

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45. Central Italy.

(a) Florence - Bologna (Line 65). Electric traction for single line working commenced between VERNIO and BOLOGNA (61 Kms) during the month. The two Mobile Sub-Stations ABR 36 and ABR 37 installed at BRIZZANA for energisation of this Section have operated satisfactorily since going into service.

In the Section FLORENCE - VERNIO many tunnels are blocked by debris but re-electrification is being carried out as the tunnels are cleared.

(b) Rome - Casoli (Line 88) Single Line. Electric service now in operation (74 Kms). Two rectifier sub-stations, CASTEL MADAMA and MAGLIANA, are being used to energise this Section. MAGLIANA Sub-station is situated on the ROME - LEGHORN line but is supplying power to the ROME - CASOLI Section through feeder cables.

(c) Rome - Orte (Line 65). Copper contact wire is now arriving on this Section and stringing of wire has commenced.

Repairs to buildings of PARA SABINA Sub-station are almost complete, one rectifier transformer and rectifier are on site ready for installing. C.G.E. works in MILAN are being urged to complete switch panels.

46. Southern Italy.

Re-electrification of VILLA LITERNO - AVERSA and NAPLES - TORRE ANNUNZIATA Section is now awaiting arrival of 60 K.V.Mobile Sub-station in transit from Brown Boveri works in MILAN.

47. Reconstruction of 130 K.V. H.T. Transmission Lines.

(a) Bressanone - Bologna. Good progress is being made with this reconstruction work and it is hoped to complete one 130 K.V. line before the end of the year. This will bring into full use the available energy from the Italian State Railway Hydro Power Station at BRESSANONE in Northern Italy and will considerably ease the power situation in Central Italy.

(b) Bologna - Grizzana. This work is again undergoing delay due to discovery of fresh minefield. Mine clearing squads are now at work and are lifting an average of 30 mines per day.

48. Power Supply.

Continued dry weather with consequent low stream flow has reduced the electric hydro generating capacity in Central and Southern Italy to a point where the October electricity allocations could not be met. Sub normal voltage and frequency are experienced daily. During November another generating unit should come into service at GALLETO Hydro Power Station. This, with the expected increase of stream flow due to rainfall, should ease the power situation considerably.

VIII. TN. STORES.

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(b) Rome - Casoli (Line 88) Single Line. Electric service now in operation (74 Kms). Two rectifier sub-stations, CASTEL MADAMA and MAGLIANA, are being used to energise this Section. MAGLIANA Sub-station is situated on the ROME - LEGHORN line but is supplying power to the ROME - CASCLI Section through feeder cables.

(c) Rome - Orte (Line 65). Copper contact wire is now arriving on this Section and stringing of wire has commenced.

Repairs to buildings of TIVOLI SABINA Sub-station are almost complete, one rectifier transformer and rectifier are on site ready for installing. C.C.E. works in MILAN are being urged to complete switch panels.

46. Southern Italy.

Re-electrification of VILLA LITERNO - AVERSA and NAPLES - TORRE ANNUNZIATA Section is now awaiting arrival of 60 K.V.Mobile Sub-station in transit from Brown Boveri works in MILAN.

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VIII. TN. STORES.

49. Stores Depots.

(a) With the closing of 331 T.S.D. Leghorn, for issues, w.e.f. 1 Oct. 45, accounting T.S.Ds. are now operating only at Bari, Ancona and Bologna. Non accounting dumps are at Naples and at Zeltweg (Austria BR. Zone). The establishment of a Tn. Stores dump in Austria was decided upon in view of location of T.S.Ds. in Italy, the long haul involved in supplying emergency requirements to Austria and the need to have on hand in Austria materials readily available to effect emergency repairs to military and essential civil Ls. of C.

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(b) In pursuance of our policy of reducing the number of T.S.Ds. in Italy to a minimum we intend to close 330 T.S.D. Falconara, Ancona as early as possible, disposing of stocks either by obtaining disposal instructions or by arranging transfers to other depots. Movement of track materials required for projects or reserve from 330 T.S.D. to 333 T.S.D. Bologna, has been ordered to assist in effecting this closure.

(c) Issues to Tn. units during the month totalled 8000 tons compared with 12,000 tons during September. The decrease indicates the progress already made in making good structures against winter conditions and the reduction in the number of customers, due to redeployment, etc.

50. Venezia Giulia.

(a) Bulk demands for Tn. Stores required for the Railways of Zones A and B during the ensuing 3 months have been received and are being supplied as far as possible from T.S.Ds. and Italian Railway stocks.

(b) Local purchase of commodities, by the Railways of Zone A, approved and sponsored by Tn. Stores representative, totalled 84,000 lire during the month compared with 300,000 for the month of September.

(c) A total of 7 tons of general consumable stores were issued to the Jugo Slav Military Mission for the operation of the Railways in Zone B during the month. These issues are made in accordance with our agreement to assist in supply of items not available within the Jugo Slav controlled area. An application for authority to issue to the Jugo Slavs 1,000 tons coal monthly, for use in Italian locomotives operating in Zone B, has been turned down by Coal Section A.F.H.Q. on the grounds of known availability within Jugo Slav territory. In view of the extreme weather conditions expected in Venezia Giulia during coming months we have undertaken to arrange supply of 1,000 tons of wood fuel for heating workshops and essential offices in Zone A. It is interesting to note that when this area was occupied by the Germans each I.S.R. employee was allocated 30 cwts. of coal for domestic use by the German Commander, from Italian Railway stocks. The fact that we are unable to continue such arrangements (involving 4,000 tons coal) is only partially understood.

(d) To overcome supply and specification difficulties arising in connection with supplies of specialized railway equipment, not available from I.S.R. stocks, we have arranged with the Italian Railways to contract with Italian firms and for accounts to be paid by the Railways of Venezia Giulia.

51. (a) Statistical information on the following appears at App. E:-

(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.

(b) Stores received at Italian ports, at App. F.

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(v) Track materials.

(b) Stores received at Italian ports, at App. F.

52. Compared with the month of September, tonnages handled in T.S.Ds. declined by more than 16,000 tons.

53. Locomotives and Rolling Stock.

(a) A summary of the locomotive and wagon position is at App. G.

(b) We have noted your advices that all Br. owned (including Lease Lend) Locos. have been declared surplus to global military requirements.

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Before referring to U.S.C.G. the question of disposal of the 31 2-8-2 Class U.S. Locos we have drawn your attention to the G.H.Q. C.M.F. staff view of the M. of S. function in this matter and subject to any comments you may make we propose to declare our total holdings to M. of S. for action, as necessary, upon Lease Lend and Br. types.

(c) Declaration of theatre surpluses of rolling stock has been delayed due to difficulties over bids from civil organisations, who in certain instances are not prepared to bid without detailed specifications and prices. This reaction to our efforts to provide opportunities for bidding for surplus military stocks is unfortunate and we are amending the present system of bidding by directing such enquiries through M. of S. channels.

(d) 12 of the 67 U.S.A. Diesel Locos have now been shipped back to America. The 49 U.S. (former Br. Lease Lend) Diesels plus all U.S. owned Steam Locos and rolling stock are expected to become Italian property during Nov. 45.

54. Railway Bridging.

Issues of railway bridging materials increased to 2670 feet during the month for works now in progress. It is expected that issues will taper off in view of the diminishing number of projects to which we are committed. The increase in requirements was forecast in our last report and largely results from our assumption of responsibility for repairs on the Brenner Route.

55. Austria (British Zone of Occupation).

(a) We have noted your instructions that prior to declaration of stocks surplus to theatre requirements we should request A.C.Austria to state requirements on a disease and unrest and maintenance of occupational forces level against Br. type holdings.

(b) With the object of defining C.M.F. Tn. Stores policy in regard to the Br. Zone, Austria, A.D.Tn (Stores) visited Villach during the month and in conjunction with Tn. B.T.A. and Chief of Transport Division A.C.A. drafted and agreed a directive on future policy on supply of military Tn. Stores to the Br. Zone. A copy of this directive is at App. H.

(c) It is our view that so long as B.T.A. is under command of G.H.Q. C.M.F. responsibility for disease and unrest and maintenance of occupational forces must continue to be accepted as a Tn. C.M.F. liability and in conformity with this view, we, in agreement with Tn. B.T.A. established a Tn. Stores dump within the Br. Zone, Austria, to enable emergencies and military commitments to be met. The stores concerned remain assets of Tn. Stores branch C.M.F. until dispersed for authorised military or essential civil projects or taken over by A.C. Austria, when they accept liability for all military and civil railway operation.

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56. Coal and Oil Supplies.

(a) Italy. The coal supply situation continues to be generally satisfactory.

(b) Austria. Railway coal requirements are now being handled entirely by the Solid Fuel Allocation Committee in Vienna. Due to a failure in supply of Hard Coal from the Ruhr it was necessary to despatch 3,000 tons Hard Coal from Italian Railway stocks to Austria (Br. Zone). Considerable difficulty is reported in obtaining adequate supplies of Brown Coal.

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(c) The general P.O.L. supply position in Italy, Venezia Giulia and Austria (Br. Zone) continues to be satisfactory. To cover use of oil burning locomotives on Line 86 South we have been able to obtain an increase in allocation for November from 140,000 to 178,000 barrels Fuel Oil. This increase will permit limited use of oil burning locos in S.E. Italy and cover the period required for training I.S.R. drivers in the use of this type of loco power.

(d) Since the handover of responsibility for supply of Rly. type P.O.L. to civil organisations in Italy it has been possible to dispose of stocks held in T.S.Ds. in excess of reserves maintained for Venezia Giulia and Austria (Br. Zone). A total of 5,000 tons of Rly. P.O.L. is being handed over to Comitato Italiano Petroli under arrangements made with Pet. Sec. A.F.H.Q.

57. Disposal.

(a) Bridging materials. Final stock check of all bridging and trestling materials has now been completed but as a result of our need to establish firm requirements for works now in hand it has not proved possible finally to declare surpluses in all types. It has therefore been decided to deal in piecemeal fashion with surpluses rather than delay submission of statements.

(b) Track materials. We are asking A.C. Austria to bid for Br. materials required for essential civil purposes and maintenance of occupational forces and will resubmit our declaration together with this information.

(c) Harbour Craft. In order to clarify the position in regard to M.W.T. and Army supply Harbour Craft employed at Italian ports operated or formerly operated by Br. Tn. personnel we are preparing a revised declaration showing the overall position in regard to holdings, military requirements and theatre surpluses (including Port Disposal project requirements) for submission to you shortly.

(d) Railway Mobile Workshops, Rolling Stock, Oil Conversion and Diving Equipment. Bids from civil organisations are awaited before we can submit declarations.

(e) Minor Items of Tn. Provision. We have asked A.C.A. to state their requirements for essential civil and maintenance of occupational forces prior to declaring theatre surpluses.

(f) Port Disposal Projects. These projects are now complete in respect of Bari, Taranto, Ancona, Venice, Genoa, Savona and Brindisi, and are to be submitted to G.H.Q. C.M.F. in an endeavour to obtain the approval of the U.S. authorities and Br. Services concerned in supply of items other than those of Tn. (Br.) supply.

IX. FINANCE.

58. Financial Estimates for year 1946/7.

(a) War Office Signal 81891 dated 27 Oct. 45 to Commands for

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57. Disposal.

(a) Bridging materials. Final stock check of all bridging and trestling materials has now been completed but as a result of our need to establish firm requirements for works now in hand it has not proved possible finally to declare surpluses in all types. It has therefore been decided to deal in piecemeal fashion with surpluses rather than delay submission of statements.

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IX. FINANCE.

58. Financial Estimates for year 1946/7.

(a) War Office Signal 81691 dated 27 Oct. 45 to Commands for estimates of Transportation expenditure and revenue under categories, and by votes, of (A) New Works and (B) Maintenance for the financial year 1946/7, was referred to this Service for the provision of the required Estimates.

(b) In view of the limited time allowed for the preparation and submission of the estimates, which are required to cover the whole of the C.M.F. theatre (Italy, Austria, North Africa and Greece) immediate steps have been taken to obtain essential up to date basic information from the outside Countries.

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(c) Estimates will be based on assumptions which it is understood will be provided by M.G.A. and Log Plans (including relative troop strengths in the various countries under Command C.M.F.) during the financial year involved.

(d) As far as can be foreseen, no expenditure on New Works is contemplated, and any necessary repairs to rail installations in Italy and Austria can be met from existing T.S.D. stocks, or in the case of local purchase of railway materials in these countries, payment will be met directly from State Railway Funds. It is also anticipated that quay labour in Italy will be provided and paid for under arrangements to be made by the Italian Government. All payments made in A.M.G. currency through the Command Paymaster will be included in the estimates, unless specific instructions are received to the contrary.

(e) The Financial Adviser is being approached to clarify the position with regard to the Mutual Aid and Lend-Lease/Reciprocal Aid areas of North Africa and Greece respectively and any estimates for these countries will be based in accordance with the guidance given.

(f) Revenue, in view of Para. 3 of the Signal under reference, will relate solely to the recovery of Port and Rail charges levied by this Service on Non-military Egdiss traffic, and will exclude any recoveries which might be anticipated by way of disposal of stores declared surplus in the theatre.

59. Railway Finance - Italy.

(a) Costing of Railway Rehabilitation Works. Very few Field Completion Reports came to hand during the period under review, and in consideration of the negligible value involved, it has been decided to report their value in the November 45. statement to the Financial Adviser, when it is anticipated a greater number of completion reports will have become available.

A review of the present position shows that the total of construction works completed or in hand as No. 1,410 at 31 October 1945 of which 841 projects have already been costed and reported for inclusion in the Allied Commission Account, leaving a balance of some 569 projects to be evaluated, including non-rehabilitation projects which will be dealt with in accordance with theatre disposal instructions.

Since the War Office, by letter Encls 3-57/Italy/1/Tn.2(1.b) dated 16 October 45, have raised no objection to the retention by the Italian State Rlys. of W.D. Stores incorporated in railway projects - as their value is already recorded against the Italian Government through Civil Affairs - the Allied Commission are being advised that any adjustment to the rehabilitation account, considered necessary, where bridging etc. is removed and reused, will be their own responsibility. However, if the necessity arises to withdraw W.D. materials under Tn. arrangements appropriate credit statements will be submitted to the Allied Commission to enable them to re-adjust the account accordingly.

(b) Financial Responsibility for Payment for the Movement of Displaced Persons and Refugees. The question of the responsibility for the payment of rail transport charges for the movement of Displaced Persons and Refugees [illegible]

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(e) The Financial Adviser is being approached to clarify the position with regard to the Mutual Aid and Lend-Lease/Reciprocal Aid areas of North Africa and Greece respectively and any estimates for these countries will be based in accordance with the guidance given.

(f) Revenue, in view of Para. 3 of the Signal under reference, will relate solely to the recovery of Port and Rail Charges levied by this Service on Non-Military Bodies traffic, and will exclude any recoveries which might be anticipated by way of disposal of stores declared surplus in the theatre.

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(b) Financial Responsibility for Payment for the Movement of Displaced Persons and Refugees. The question of the responsibility for the payment of rail transport charges for the movement of Displaced Persons and Refugees was referred to the Tn. Sub-Commission A.C. who are pursuing the matter with Civil Affairs Branch, A.F.H.Q.

However, as this traffic is at present booked on Military Warrants, and in view of the fact that documentation would not appear to be a military responsibility, the matter is to be referred to the next meeting of the Finance Sub-Committee of the Allied Railway Board for further examination. It is thought that U.N.R.R.A. should be the channel for any arrangements necessary regarding reimbursement of the Italian State Railways, should it be decided that the latter are entitled to such revenue in respect of this traffic.

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(c) Medloc Trains. It is understood that the War Office has signalled A.F.H.Q. asking for clerification of certain points in connection with Medloc financi l arrangements, a matter which, as reported in my Progress Report for Sept. 45, has already been taken up with A.F.H.Q. for authorisation of the rates charged by the Swiss Federal Railways. It is intended, as soon as confirmation of rates is received, to undertake a complete check of the Medloc accounts with the military warrants issued and to deduct, in contra, the value of coal supplied to the Swiss, after which the certified accounts will be passed to the Military Attache at Berne for settlement.

Nevertheless, delay in certification is likely to occur until all relevant railway warrants have been received for the particular accounts in hand.

(d) Recoveries on Tn. Account. During the month bills were prepared against E.F.I./N.A.A.F.I. and other non-military organizations to the value of Lire 10,403,288 in respect of the transport of personnel and freight over the Italian State Rlys. system.

All personnel and freight charges concerning non-military bodies rail traffic has now been billed up to Oct. 12, 1945, and includes recoveries for rail traffic in Zone 'A' Trieste.

The present position with regard to cash recoveries from non-military bodies, the Italian State Railways, and contractors is as follows:-

	Billed. Lire.	Recovered. Lire.	O/s as at 31 Oct 45 Lire.
E.F.I. (Rail)	50,331,273.00	35,021,669.00	15,309,604.00
(Port)	16,575,145.00	13,370,885.00	3,204,260.00
Y.M.C.A.	30,301.00	Nil	30,301.00
C.V.W.W.	26,381.00	Nil	26,381.00
Toc H.	1,786.00	Nil	1,786.00
Church Army	641.00	Nil	641.00
I.S.R.			
Bricks	6,275,350.00	6,275,350.00	Nil
Wages	212,376.00	212,376.00	Nil
Lignite	505,745.80	505,745.80	Nil
Contractors.	357,796.20	352,796.20	5,000.00
Total	74,316,795.00	55,738,822.00	18,577,973.00

(e) Local Purchase. A further decrease in the value of the bills passed to the Italian State Railways for direct settlement during the month is to be recorded. Materials were obtained by British and American M.R.S. Units for the reconstruction and rehabilitation of the Italian State Railways, amounting in value to Lire 3,572,065.

The principal items of purchases were as follows:

Major Items.	Value

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particular accounts in hand.

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The principal items of purchases were as follows:

Major Items.	Value Lire
Materials for incorporation in Locomotives and Plant.	256,000
Steel and Iron bars, tube, plate etc. for Rly. construction.	450,000
Timber for railway construction.	30,000
Bricks " " "	1,810,000
Gravel " " "	348,000
Sand " " "	42,000

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In addition a total of 68 accounts were passed through the Command Paymaster for settlement involving an expenditure of Lire 861,250 made up principally as follows:-

Major Items.	Value Lire
Material for repair of Harbour Craft.	349,000
Maintenance and repair of Docks, Plant and machinery.	319,000
Cutting of Timber Baulks.	60,000

(f) Statistics. Railway (Passenger and Freight) Statistics for all British operated areas in Italy, exclusive of Zone 'A' (Venezia Guilia) are shown on Appendix K Pages 1 and 2.

60. Railway Finance in Zone 'A' Venezia Giulia.

(a) Contracts - Railway Projects. A special arrangement was made during the month for the vetting of contracts entered into by Capo Compartimento, Trieste by Public Works and Utilities Division of A.M.G. XIII Corps, whereby full use is made of their knowledge of local conditions and current prices to formulate reasonable contract rates.

It is pointed out, however, that this procedure in no way infers that this Service is seeking A.M.G. authority to carry out the projects concerned, but only to utilise a knowledge of local conditions in connection with which this particular Department of A.M.G. specialises.

Of four contracts submitted during the month, the largest of these, a contract for the repair of the Loco Sheds at Trieste, involved a sum of Lire 24,000,000. Ultimately a provisional contract for this project, was made for Lire 7,000,000 but this represents only the immediately essential portions of the total work involved.

(b) Train operating costs - Adjustments between Zones 'A' and 'B'. The cost of train operation in Zone 'B' on a train-kilometre basis has not yet been finally settled, but Capo Compartimento, Trieste has now submitted amended figures for steam and electric traction for the months of May, June and July 45. Before any further action can be taken, a schedule of the increased cost of principal items of consumable stores is in course of preparation in order to justify the charges shown for general maintenance, repairs of locomotives and rolling stock.

The method of costing electric current has been discussed at some length, but it has been decided to leave the present single contract for electricity supply to both Zones to continue, in order to avoid possible increases in existing contract charges. The method of assessment for the value of electric current supplied to Zone 'B' (Jugoslav) has not yet been agreed, as several technical difficulties are involved, and a cost of one million lire for the installation of suitable metering is considered unjustifiable. When certain small difficulties have been smoothed out it is thought that this item too, can be dealt with on a train Kilometre basis.

(c) Joint Operating Committee. The question of unpaid bills for railway works carried out prior to the formation of, but now falling in, Zone 'B' territory was discussed by the Joint Operating Committee. The total value of the unpaid accounts lire 3,660,732.11, it was proposed, should be split into (A) Maintenance and (B) Rehabilitation, the proportion for the former to be paid by Zone 'A' as this represented wages (for which Zone 'A' had accepted responsibility in Zone 'B') and the proportion for

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Railway finance in Zone 'A' Venezia Giulia.

(a) Contracts - Railway Projects. A special arrangement was made during the month for the vetting of contracts entered into by Capo Compartimento, Trieste by Public Works and Utilities Division of A.M.G. XIII Corps, whereby full use is made of their knowledge of local conditions and current prices to formulate reasonable contract rates.

It is pointed out, however, that this procedure in no way infers that this Service is seeking A.M.G. authority to carry out the projects concerned, but only to utilise a knowledge of local conditions in connection with which this particular Department of A.M.G. specialises.

Of four contracts submitted during the month, the largest of these, a contract for the repair of the Loco Sheds at Trieste, involved a sum of Lire 24,000,000. Ultimately a provisional contract for this project, was made for Lire 7,000,000 but this represents only the immediately essential portions of the total work involved.

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(d) Port Finance - Trieste. A proposal to increase Maggazzini Generali (the organisation responsible for supplying port services) port tariffs by 35% is still in abeyance. At the last Port Control Committee meeting is was agreed to reintroduce the civil organisation "Ufficio del Lavoro (Sezione portuale)", which before the war dealt with such matters as Port tariffs. This organisation will submit its recommendations to the Port Control Committee for consideration and decision, since the Maggazzini Generali is officially controlled by the latter.

(e) Railway Statistics. Railway (Passenger and Freight) Statistics for Zone 'A' (Venezia Giulia) are shown at Appendix K, Page 3.

61. Austria.

(a) Accounting for issues of Tn. materials to Austrian Railways. Arrangements have been made for the reporting of all issues of Tn. materials to the Austrian Railways ex T.S.Ds. in Italy or Service Stocks in Austria to M.G. Accounts Branch A.C.A. for recording of their value against the Austrian Govt.

It is understood, however, that M.G. Accounts Branch A.C.A. do not require vouchers to be valued, and enquiries are being made as to the means by which they intend to record issues to the Austrian State Railways.

62. North Africa.

(a) Disposal of Rail Installations. Claims and Hirings, B.T.N.A. have reported that settlement was reached during the month for the disposal of the following works, at the values indicated. The disposal prices were previously agreed by this Service.

Project No.	Location.	Disposed of to	Value
Job 91	Bone Docks	Ponts et Chaussees, Bone	2,015,764
Job 4	Birtouta	C.F.A.	22,475
Job 99 & 99A	Oulea Rhamoun	C.F.A.	148,822
		Total.	Frs. 2,187,061

This brings the total value of rail installations so far disposed of to the French Authorities in Algeria up to a figure of Frs. 14,965,312, after due allowance for costs of lifting of trackage. It is understood that a full statement with regard to disposals in Tunisia will shortly be available.

(b) Disposal of Port Cranes at Bone. Advice was received from North Africa that the French Military have presented a Bon de Commande for the W.D. Mobile Cranes at Bone to be handed over under Mutual Aid arrangements. Since the cranes in question and cargo handling gear have been already handed over to Ponts et Chaussees, Bone on repayment under War Office authorities, Signals 52256 TN.2, 28 June 45 and 57852 TN.2, 6 July 45, A.D. Disposal, B.T.N.A. has been signalled that the transaction is definitely on a cash repayment and not Mutual Aid basis as the mobile

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of Tn. materials to the Austrian Railways ex T.S.Ds. in Italy or Service Stocks in Austria to M.G. Accounts Branch A.C.A. for recording of their value against the Austrian Govt.

It is understood, however, that M.G. Accounts Branch A.C.A. do not require vouchers to be valued, and enquiries are being made as to the means by which they intend to record issues to the Austrian State Railways.

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Job 99 & 99A	Ouled Rhemoun	C.F.A.	148,822
		Total.	Frs. 2,187,061

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(c) Recoveries on Th. Account. The following is the position as at 31 Oct. 45 with regard to recoveries for services provided and supplies made to non-military bodies and civil organisations in North Africa:-

	Billed Frs.	Recovered Frs.	O/s as at 31 Oct 45 Frs.
E.F.I.	17,762,324	17,357,629	444,695
Other Philanthropic Societies	177,254	177,254	-
Civilian	2,810,205	1,699,728	1,110,477
	20,769,783	19,214,611	1,555,172

63. Greece.

(a) Responsibility for payment by British Army of rail transport-charges. Further accounts to those reported in my Sept. 45 Progress Report have been received from the Greek Ministry of Transports. These accounts concern transports effected over the S.E.K. Railway (Hellenic State Railways) and clearly fall under the terms of G.C.I. 465/45 for direct settlement by the Greek Government as Reciprocal Aid. The accounts will be disposed of accordingly.

(b) Payment of Quay Handling Charges on Military Cargoes. Greekmil reported at the commencement of the month that the Agricultural Bank, who act as our agent for payment of port handling charges on military cargoes, had stated that they would cease to act in this capacity as from 15 Oct. 45 owing to the fact they were incurring a financial loss on the transaction. This was due to the fact that reimbursement from Army Funds was taking often as long as a month during which period the Bank was compelled to borrow at 3% interest to cover their activities during the interim period.

Through lack of Transportation representatives at various ports to deal with Quay handling accounts, it was decided, with the concurrence of the Financial Adviser, to put the following arrangement into force. The Command Paymaster to make advances to the Agricultural Bank to cover the estimated disbursements the Bank would be called upon to make over a specified period.

The Contractors' accounts will continue to be agreed with the tonnage certificates and passed to the Command Paymaster for charge against his suspense account. No advances are to be made to cover port handling charges on U.S. military consignments. It is understood that the Bank resumed to act on W.D. behalf as from 22 Oct. 45.

H. Pottle

Colonel,
for Brigadier,
Director of Transportation
(H.G.Pottle.)

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

Greece.

(a) Responsibility for payment by British Army of rail transport-charges. Further accounts to those reported in my Sept. 45 Progress Report have been received from the Greek Ministry of Transports. These accounts concern transports effected over the S.E.K. Railway (Hellenic State Railways) and clearly fall under the terms of A.C.I. 463/45 for direct settlement by the Greek Government as Reciprocal Aid. The accounts will be disposed of accordingly.

(b) Payment of Quay Handling Charges on Military Cargoes. Greekmil reported at the commencement of the month that the Agricultural Bank, who act as our agent for payment of port handling charges on military cargoes, had stated that they would cease to act in this capacity as from 15 Oct. 45 owing to the fact they were incurring a financial loss on the transaction. This was due to the fact that re-imbursement from Army Funds was taking often as long as a month during which period the Bank was compelled to borrow at 3% interest to cover their activities during the interim period.

Through lack of Transportation representatives at various ports to deal with quay handling accounts, it was decided, with the concurrence of the Financial Adviser, to put the following arrangement into force. The Command Paymaster to make advances to the Agricultural Bank to cover the estimated disbursements the Bank would be called upon to make over a specified period.

The Contractors' accounts will continue to be agreed with the tonnage certificates and passed to the Command Paymaster for charge against his suspense account. No advances are to be made to cover port handling charges on U.S. military consignments. It is understood that the Bank resumed to act on W.D. behalf as from 22 Oct. 45.

H.G. Pottle

Colonel,
for Brigadier,
Director of Transportation
(H.G.Pottle.)

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

Appendix 'A'
Sheet 1, Part 1.

LOCATION STATEMENT
TN. UNITS, C.M.F.
31 OCTOBER, 1945.

Unit	Location	Remarks.
D.Tn. Transportation (Br) Main.	Rome.	
D.A.D.Tn. G.H.Q. C.M.F.	Caserta.	
D.D.Tn. Trieste.	Trieste.	
H.Q. No. 1 Port Operating Group R.E.	Trieste	Det. Venice.
991 Port Operating Coy. R.E. (less det)	Venice.	
1010 Port Operating Coy. R.E.	Trieste.	
1015 Port Operating Coy. R.E.	Trieste.	
1023 Port Operating Coy. R.E.	Genoa.	
1027 Port Operating Coy. R.E. (less dets)	Venice.	
1037 Port Maintenance Coy. R.E.	Trieste.	Det. Venice.
945 I.W.T. (Port) Operating Coy. R.E.	Venice.	Det. Ancona.
1065 I.W.T. Workshop Coy. R.E.	Venice.	
952 Port Constr. & Repair Coy. R.E.	Trieste.	
H.Q. No. 5 Port Operating Group R.E.	Bari.	Dets. Taranto. Naples.
993 Port Operating Coy. R.E.	Naples.	
994 Port Operating Coy. R.E.	Bari.	
997 Port Operating Coy. R.E.	Naples.	
1007 Port Operating Coy. R.E.	Bari.	
1014 Port Operating Coy. R.E.	Bari.	
1017 Port Operating Coy. R.E.	Bari.	
1019 Port Maintenance Coy. R.E.	Bari.	Dets. Taranto. Brindisi.
1021 Port Operating Coy. R.E.	Bari.	
1030 Port Operating Coy. R.E.	Taranto.	
1031 Port Operating Coy. R.E.	Bari.	
No. 4 Docks Workshop Section R.E.	Bari.	
947 I.W.T. (Port) Operating Coy. R.E.	Bari.	Dets. Brindisi. Taranto.
990 Port Maintenance Coy. R.E.	Bari.	
H.Q. No. 1 Railway Constr. & Maint Group R.E.	Udine.	
10 Railway Construction Coy. R.E.	Gorizia.	
150 Railway Construction Coy. R.E.	Pontebba.	
161 Railway Construction Coy. R.E.	Collechio.	Dets. Parma. Piacenza.
29 Railway Survey Coy. R.E. (2 Section)	Ferrara.	
H.Q. 1212 Railway Constr. & Maint Group R.E.	Milan.	
159 Railway Construction Coy. R.E.	Susa.	

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H.Q. No. 1 Port Operating Group R.E.	Trieste	Det. Venice.
991 Port Operating Coy. R.E. (less det)	Venice.	
1010 Port Operating Coy. R.E.	Trieste.	
1015 Port Operating Coy. R.E.	Trieste.	
1023 Port Operating Coy. R.E.	Genoa.	
1027 Port Operating Coy. R.E. (less dets)	Venice.	
1037 Port Maintenance Coy. R.E.	Trieste.	Det. Venice.
945 I.W.T. (Port) Operating Coy. R.E.	Venice.	Det. Ancona.
1065 I.W.T. Workshop Coy. R.E.	Venice.	
932 Port Constr. & Repair Coy. R.E.	Trieste.	
H.Q. No. 5 Port Operating Group R.E.	Bari.	Dets. Taranto. Naples.
993 Port Operating Coy. R.E.	Naples.	
994 Port Operating Coy. R.E.	Bari.	
997 Port Operating Coy. R.E.	Naples.	
1007 Port Operating Coy. R.E.	Bari.	
1014 Port Operating Coy. R.E.	Bari.	
1017 Port Operating Coy. R.E.	Bari.	
1019 Port Maintenance Coy. R.E.	Bari.	Dets. Taranto. Brindisi.
1021 Port Operating Coy. R.E.	Bari.	
1030 Port Operating Coy. R.E.	Taranto.	
1031 Port Operating Coy. R.E.	Bari.	
No. 4 Docks Workshop Section R.E.	Bari.	
947 I.W.T. (Port) Operating Coy. R.E.	Bari.	Dets. Brindisi. Taranto.
990 Port Maintenance Coy. R.E.	Bari.	
H.Q. No. 1 Railway Constr. & Maint Group R.E.	Udine.	
10 Railway Construction Coy. R.E.	Gorizia.	
150 Railway Construction Coy. R.E.	Pontebba.	
161 Railway Construction Coy. R.E.	Collechio.	Dets. Parma. Piacenza.
29 Railway Survey Coy. R.E. (2 Section)	Ferrara.	
H.Q. 1212 Railway Constr. & Maint Group R.E.	Milan.	
159 Railway Construction Coy. R.E.	Susa.	
160 Railway Construction Coy. R.E.	Sanremo.	
2 Railway Bridging Section R.E.	Ferrara.	
29 Railway Survey Coy. R.E.	Parma.	3 Section at Scarzara.
187 Mechanical Equipment (Tn) Coy. R.E.	Cassano D'adda.	
45 Mechanical Equipment (Tn) Pln. R.E.	Cassano D'adda.	
46 Mechanical Equipment (Tn) Pln. R.E.	Padua.	
89 Mechanical Equipment (Tn) Pln. R.E.	Cassano D'adda.	

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Unit	Location	
HQ Italian Railway Inspectorate	Rome	
HQ No.1 Italian Railway Engineer Group	Bologna	
HQ No.13 Italian Railway Engineer Bn.	Imola	
8 Italian Railway Engineer Coy	Imola	
21 Italian Railway Engineer Coy	Imola	
31 Italian Railway Engineer Coy	Imola	
HQ No.2 Italian Railway Engineer Group	Verona	
HQ No.1 Italian Railway Engineer Bn:	Anzola dell'Emilia	
2 Italian Railway Engineer Coy	Parma	
7 Italian Raflway Engineer Coy	Anzola dell'Emilia	
20 Italian Railway Engineer Coy	S. Cesareo	
HQ No.2 Italian Railway Engineer Bn.	In Transit	
9 Italian Railway Engineer Coy	" "	
16 Italian Railway Engineer Coy	" "	
24 Italian Railway Engineer Coy	" "	
HQ No.1 Railway Operating Group R.E.	Trieste	
154 Railway Operating Coy R.E.	Villach	Dets. Klagenfurt, Graz
189 Railway Operating Coy R.E.	Venice	Det. Udine
192 Railway Operating Coy R.E.	Verona	
Railway Workshops		
163 Railway Workshop Coy R.E.	Foligno	Dets. Ancona, Foggia, Pescara
2 Railway Mobile Workshop R.E.	Pescara	
5 Railway Mobile Workshop R.E.	Foggia	
HQ No.3 Transportation Stores Group R.E.	Rome	
24 Transportation Stores Coy R.E.	Zeltweg	
156 Transportation Stores Coy R.E.	Castel Maggiore	Det. Venice
196 Transportation Stores Coy R.E.	Falconara	
922 Transportation Stores Coy R.E.	Modugno	Det. Casalnuovo
19 Transportation Stores Port Section R.E.	Naples	Dets. Bari, Venice, Leghorn.
TN SIGNALS UNITS		
HQ No.3 Railway Telegraph Coy R. Signals	Milan	
104 Construction Section (Rly), R. Sigs.	Milan	Dets. Piacenza, Parma, Bologna.
72 Railway Telegraph Operating Sec. R. Sigs.	Udine	Dets. Trieste, Villach.

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HQ No.2 Italian Railway Engineer Group	Verona	
HQ No.1 Italian Railway Engineer Bn:	Anzola dell'Emilia	
2 Italian Railway Engineer Coy	Parma	
7 Italian Railway Engineer Coy	Anzola dell'Emilia	
20 Italian Railway Engineer Coy	S. Ceasreo	
HQ No.2 Italian Railway Engineer Bn.	In Transit	
9 Italian Railway Engineer Coy	" "	
16 Italian Railway Engineer Coy	" "	
24 Italian Railway Engineer Coy	" "	
HQ No.1 Railway Operating Group R.E.	Trieste	
154 Railway Operating Coy R.E.	Villach	Dets. Klagenfurt, Graz
189 Railway Operating Coy R.E.	Venice	Det. Udine
192 Railway Operating Coy R.E.	Verona	
Railway Workshops		
163 Railway Workshop Coy R.E.	Foligno	Dets. Ancona, Foggia, Pescara
2 Railway Mobile Workshop R.E.	Pescara	
5 Railway Mobile Workshop R.E.	Foggia	
HQ No.3 Transportation Stores Group R.E.	Rome	
24 Transportation Stores Coy R.E.	Zeltweg	
156 Transportation Stores Coy R.E.	Castel Maggiore	Det. Venice
196 Transportation Stores Coy R.E.	Faleonara	
922 Transportation Stores Coy R.E.	Modugno	Det. Casalnouvo
19 Transportation Stores Port Section R.E.	Naples	Dets. Bari, Venice, Leghorn.
TN SIGNALS UNITS		
HQ No.3 Railway Telegraph Coy R. Signals	Milan	
104 Construction Section (Rly), R. Sigs.	Milan	Dets. Piacenza, Parma, Bologna.
72 Railway Telegraph Operating Sec. R. Sigs.	Udine	Dets. Trieste, Villach.
76 Railway Telegraph Operating Sec. R. Sigs.	Milan	Dets. Rome, Trieste.
GREECE		
992 Port Operating Coy R.E.	Piraeus	Dets. Salonika, Patras.

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Appendix 'A'
Part II.

Moves of Tn. Units during October 1945.

Unit	Strength	From	To	Date
24 Tn. Stores Coy R.E. (less Det)	30	Leghorn	Zeltweg (Austria)	10 Oct.
Det. 120 Ind. Rly. Constr. Coy. I.E.	100	Ancona	Pescara	10 Oct.
990 Port Maintenance Coy R.E.	190	Ancona	Naples	19 Oct.
993 Port Operating Coy R.E.	270	Ancona	Naples	19 Oct.
997 Port Operating Coy R.E.	332	Brindisi	Naples	19 Oct.
HQ 4 Ind. Rly. C & M Group I.E.	28	Bologna	To Taranto for India	21 Oct.
120 Ind. Rly. Constr. Coy I.E.	255	Pescara		
122 Ind. Rly. Maint. Coy I.E.	221	Senigallia		
136 Ind. Rly. Maint. Coy I.E.	244	Bologna		
1023 Port Operating Coy R.E.	210	Ancona	Genoa	22 Oct.
Det. 163 Rly. W/Shop Coy R.E.	28	Bologna	Foligno	24 Oct
Det. 991 Port Operating Coy R.E.	77	Genoa	Venice	24 Oct.

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Det.	50	Leghorn	(Austria)	10 Oct.
Det. 120 Ind. Rly. Constr. Coy. I.E.	100	Ancona	Pescara	10 Oct.
990 Port Maintenance Coy R.E.	190	Ancona	Naples	15 Oct.
993 Port Operating Coy R.E.	270	Ancona	Naples	19 Oct.
997 Port Operating Coy R.E.	332	Brindisi	Naples	19 Oct.
HQ 4 Ind. Rly. C & M Group I.E.	28	Bologna	To Taranto for India	21 Oct.
120 Ind. Rly. Constr. Coy I.E.	255	Pesaro		
122 Ind. Rly. Maint. Coy I.E.	221	Senigallia		
136 Ind. Rly. Maint. Coy I.E.	244	Bologna		
1023 Port Operating Coy R.E.	210	Ancona	Genoa	22 Oct.
Det. 163 Rly. W/Shop Coy R.E.	28	Bologna	Foligno	24 Oct
Det. 991 Port Operating Coy R.E.	77	Genoa	Venice	24 Oct.

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CHANGES IN OFFICER PERSONNEL.

(a) Tn. H.Q. Staff.

Major	R.C.	WILSON	Tn(Br) GHQ	SOS on posting to X8(a) list (Python) w.e.f. 4 Oct 45.
Lt.Col.	W.R.G.	SUDDABY	Tn(Br) GHQ	SOS on posting to X8(a) list (Python) w.e.f. 10 Oct 45.
Lt.Col.	A.F.	HYER	Tn(Br) GHQ	SOS on posting to X8(a) list (Release) w.e.f. 15 Oct 45.
Capt.	G.F.	CALDWELL	Tn(Br) GHQ	SOS on posting to X8(a) list (Release) w.e.f. 21 Oct 45.
Major	H.F.	SMITH	Tn Inc Balkans	Appointed DADTn., Tn(Br) Sec, GHQ, CMF w.e.f. 12 Nov 45.
Major	D.	KIRKPATRICK	HQ 6 I/T Group	Appointed DADTn., Tn(Br) Sec, GHQ, CMF w.e.f. 4 Nov 45.
Capt.	E.M.	TANNER	Tn(Br) GHQ	SOS on posting to X8(a) List (Release) w.e.f. 15 Oct 45.
Major	P.C.W.	CLARKE	Tn(Br) GHQ	SOS on being retained in U.K. from I.I.S.P. w.e.f. 14 Sept 45.

(b) Railway Operating.

Lieut.	L.D.	JONES	189 Rly Op Coy	SOS on posting to Transport Div., A.C.(Austria)(B.E.) and granted acting rank of Capt w.e.f. 18 Aug 45.
LT.Col.	A.E.	FAIRHEAD	HQ 2 Rly Op Group	SOS on posting to X8(a) List (Release) w.e.f. date of departure.
Lieut.	D.G.	MUIR	X4 List att'd 189 Rly Op Coy	Posted to 189 Rly Op Coy w.e.f. 29 Oct 45.
Lieut.	H.J.	ROWSELL	189 Rly Op Coy	SOS on posting to X8(a) List (Release) w.e.f. date of departure.

(c) Railway Construction.

Capt.	A.E.	PYE	45 M.E.(Tn)	Posted to 187 M.E.(Tn) Coy and

				(Release) w.e.f. 15 Oct 45.
Capt.	G.F.	CAMPBELL	Tn(Br) GHQ	SOS on posting to X8(a) List (Release) w.e.f. 21 Oct 45.
Major	H.W.	SMITH	Tn Inc Balkans	Appointed DADTn., Tn(Br) Sec, GHQ, CMF w.e.f. 12 Nov 45.
Major	D.	KIRKPATRICK	HQ 6 INT Group	Appointed DADTn., Tn(Br) Sec, GHQ, CMF w.e.f. 4 Nov 45.
Capt.	E.M.	TANNER	Tn(Br) GHQ	SOS on posting to X8(a) List (Release) w.e.f. 15 Oct 45.
Major	P.C.V.	CLARKE	Tn(Br) GHQ	SOS on being retained in U.K. from L.I.A.F. w.e.f. 14 Sept 45.
	(b)	Railway Operating.		
Lieut.	L.D.	JONES	189 Rly Op Coy	SOS on posting to Transport Div., A.C.(Austria)(B.E.) and granted acting rank of Capt w.e.f. 18 Aug 45.
LT.Col.	A.F.	FALKNER	HQ 2 Rly Op Group	SOS on posting to X8(a) List (Release) w.e.f. date of departure.
Lieut.	D.C.	MUIR	X4 List att'd 189 Rly Op Coy	Posted to 189 Rly Op Coy w.e.f. 29 Oct 45.
Lieut.	W.J.	ROWETT	189 Rly Op Coy	SOS on posting to X8(a) List (Release) w.e.f. date of departure.
	(c)	Railway Construction.		
Capt.	A.E.	PYE	45 M.E.(Tn) Platoon.	Posted to 187 M.E.(Tn) Coy and granted the Acting rank of Major w.e.f. 2 Oct 45.
Lieut.	A.D.	LITTLEBOY	46 M.E.(Tn) Platoon.	Posted to 45 M.E.(Tn) Platoon and granted the Acting rank of Capt w.e.f. 2 Oct 45.
Lieut.	T.D.	BISHOP	89 M.E.(Tn) Platoon.	Posted to 187 M.E.(Tn) Coy w.e.f. 5 Oct 45.
Capt.	J.	McNAB	HQ 1 Rly C & M Group	Posted to 161 Rly Constr Coy and granted the Acting rank of Major w.e.f. 7 Oct 45.

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(c) Railway Construction - Cont'd.

Capt.	G.C.C.	DANIELS	150 Rly Constr Coy	Posted to HQ 1 Rly C&M Group w.e.f. 7 Oct 45.
Lt.Col.	J.R.	SIMPSON	HQ 4 Ind Rly C&M Group	SOS on proceeding to U.K. (FURLOUGH) w.e.f. 15 Oct 45.
Major	C.	NEVIAN	136 Ind Rly Maint Coy.	Posted to HQ 4 Ind Rly C&M Gp and granted the acting rank of Lt.Col. w.e.f. 15 Oct 45.
Major	M.F.	MORESHINA	HQ 4 Ind Rly C&M Group	Posted to 136 Ind Rly Maint Coy w.e.f. 15 Oct 45.
Capt.	D.E.	ETCHELLS	136 Ind Rly Maint Coy.	Posted to HQ 4 Ind Rly C & M Gp w.e.f. 15 Oct 45.
Major	F.E.	OLDITCH	HQ 1 Rly C. & M. Group	Posted to HQ 1212 Rly C&M Group and granted the Acting rank of Lt.Col. w.e.f. 16 Oct 45.
Major	W.P.W.	DAVIDSON	10 Rly Constr Coy	Posted to HQ 1 Rly C & M Group w.e.f. 16 Oct 45.
Capt.	W.R.D.	HARRISSON	150 Rly Constr Coy	SOS on posting to X8(a) List (Release) w.e.f. 14 Oct 45.
Lt.Col.	J.W.	PATTERSON	HQ 1212 Rly C & M Group	SOS on posting to X8(a) List (Release) w.e.f. 16 Oct 45.
Capt.	T.W.	STAFFORD	46 M.E.(Te) Platoon.	SOS on posting to X8(a) List (Release) w.e.f. 16 Oct 45.
Major	P.R.	BAINES	161 Rly Constr Coy	SOS on posting to X8(a) List (Release) w.e.f. date of departure.
Capt.	G.C.	ROSE	150 Rly Constr Coy.	Posted to 10 Rly Constr Coy w.e.f. 16 Oct 45.
Capt.	J.C.	JOHNSTON	199 Rly Constr Coy	Posted to 150 Rly Constr Coy w.e.f. 16 Oct 45.

(d) Docks.

Major	J.G.	HAYCRAFT	HQ 7 Port Op Group	Posted to HQ 5 Port Op Group w.e.f. 3 Oct 45.
Major	J.	KAY	HQ 7 Port Op Group	Posted to HQ 1 Port Op Group w.e.f. 15 Oct 45.
Major	W.	CORNISH	HQ 7 Port Op Group	Posted to HQ 5 Port Op Group w.e.f. 17 Oct 45.
Major	J.A.	WILLETT	HQ 7 Port	Posted to HQ 5 Port Op Group

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			Gen. Group	w.e.f. 15 Oct 45.
Capt.	D.E.	ETCHELLS	136 Ind Rly Maint Coy.	Posted to HQ 4 Ind Rly C & M Gp w.e.f. 15 Oct 45.
Major	F.B.	OLDITCH	HQ 1 Rly C. & M. Group	Posted to HQ 1212 Rly C&M Group and granted the Acting rank of Lt.Col. w.e.f. 16 Oct 45.
Major	W.P.N.	DAVIDSON	10 Rly Constr Coy	Posted to HQ 1 Rly C & M Group w.e.f. 16 Oct 45.
Capt.	W.R.D.	HARRISSON	150 Rly Constr Coy	SOS on posting to XB(n) List (Release) w.e.f. 14 Oct 45.
Lt.Col.	J.W.	PATTERSON	HQ 1212 Rly C & M Group	SOS on posting to XB(a) List (Release) w.e.f. 16 Oct 45.
Capt.	T.W.	STAFFORD	46 M.T.(Tn) Platoon.	SOS on posting to XB(a) List (Release) w.e.f. 16 Oct 45.
Major	F.R.	BAINES	161 Rly Constr Coy	SOS on posting to XB(a) List (Release) w.e.f. date of departure.
Capt.	G.C.	ROWE	150 Rly Constr Coy.	Posted to 10 Rly Constr Coy w.e.f. 16 Oct 45.
Capt.	J.C.	JOHNSTON	159 Rly Constr Coy	Posted to 150 Rly Constr Coy w.e.f. 16 Oct 45.

(a) Docks.

Major	J.G.	HAWORTH	HQ 7 Port Op Group	Posted to HQ 5 Port Op Group w.e.f. 3 Oct 45.
Major	J.	KAY	HQ 7 Port Op Group	Posted to HQ 1 Port Op Group w.e.f. 15 Oct 45.
Major	W.	CORNISH	HQ 7 Port Op Group	Posted to HQ 5 Port Op Group w.e.f. 17 Oct 45.
Major	J.A.	WILLETT	HQ 7 Port Op Group	Posted to HQ 5 Port Op Group w.e.f. 4 Oct 45.
Capt.	P.F.	ACFORD	992 Port OP Coy	Posted to 991 Port Op Coy and granted the Acting rank of Major w.e.f. 24 Oct 45.

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(c) Docks - Cont'd.

Capt.	H.L.	BLACKBOURN	1014 Port Op Coy	Posted to 1027 Port Op Coy and granted the Acting rank of Major w.e.f. 24 Oct 45.
Lieut.	G.	BELSHAW	990 Port Maint Coy	Posted to 1019 Port Maint Coy and granted the Acting rank of Capt w.e.f. 24 Oct 45.
Lieut.	J.A.	KING-SPOONER	945 IWT(P) Op Coy	Posted to X8(a) List (Release) w.e.f. 3 Oct 45.
Major	L.F.E.	JAMES	HQ 5 Port OP Group	SOS on posting to X8(a) List (Release) w.e.f. 5 Oct 45.
Major	H.G.	MALES	991 Port Op Coy	SOS on being retained in U.K. (A/S Op 20) w.e.f. 23 Oct 45.
Lieut.	G.W.	GEE	997 Port Op Coy	Posted to 992 Port Op Coy w.e.f. 3 Oct 45.
Capt.	G.W.	REID	HQ 6 IWT Group	Posted to 1015 Port Op Coy w.e.f. 1 Oct 45.
Capt.	J.L.D.	CHRISTIE	HQ 7 Port Op Group	Posted to 1010 Port Op Coy w.e.f. 15 Oct 45.
Capt.	F.G.	REID	HQ 7 Port Op Group	Posted to HQ 1 Port Op Group w.e.f. 15 Oct 45.
Lieut.	B.T.	THOMAS	HQ 6 IWT Group	Posted to 945 IWT(P) Op Coy w.e.f. 1 Oct 45.
Capt.	L.C.	ALLAN	1010 Port Op Coy	SOS on posting to X8(a) List (Release) w.e.f. 13 Oct 45.
Lieut(QM)	A.N.	ATKINSON	HQ 6 IWT Group	SOS on posting to X8(a) List (Release) w.e.f. 13 Oct 45.
Capt.	A.G.	LEY	HQ 5 Port Op Group	Posted to 1030 Port Op Coy w.e.f. 15 Oct 45.
Capt.	W.H.	BULL	HQ 7 Port Op Group	Posted to HQ 5 Port Op Group w.e.f. 15 Oct 45.
Lt.Col.	J.F.	O'DELL	HQ 7 Port Op Group	Posted to Tn(Br) Sec., GHQ, CMF and appointed A.D.Tn. w.e.f. 15 Oct 45.
Lieut.	H.	HARDY	1055 IWT Wksp Coy	Posted to Tn(Br)Sec., GHQ, CMF and granted the Acting rank of S/Capt(Tn) w.e.f. 21 Oct 45.

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Lieut.	J.A.	KING-SPOONER	945 I.T.(P) Op Coy	Posted to X8(a) List (Release) w.e.f. 3 Oct 45.
Major	I.F.E.	JAMES	HQ 5 Port OP Group	SOS on posting to X8(a) List (Release) w.e.f. 5 Oct 45.
Major	H.G.	MALES	991 Port Op Coy	SOS on being retained in U.K. (A/S Gp 20) w.e.f. 23 Oct 45.
Lieut.	G.W.	GEE	997 Port Op Coy	Posted to 992 Port Op Coy w.e.f. 3 Oct 45.
Capt.	G.W.	REID	HQ 6 I.T. Group	Posted to 1015 Port Op Coy w.e.f. 1 Oct 45.
Capt:	J.L.D.	CHRISTIE	HQ 7 Port Op Group	Posted to 1010 Port Op Coy w.e.f. 15 Oct 45.
Capt.	F.C.	REID	HQ 7 Port Op Group	Posted to HQ 1 Port Op Group w.e.f. 15 Oct 45.
Lieut.	B.T.	THOMAS	HQ 6 I.T. Group	Posted to 945 I.T.(P) Op Coy w.e.f. 1 Oct 45.
Capt.	L.C.	ALLAN	1010 Port Op Coy	SOS on posting to X8(a) List (Release) w.e.f. 13 Oct 45.
Lieut(QM)	A.N.	ATKINSON	HQ 6 I.T. Group	SOS on posting to X8(a) List (Release) w.e.f. 13 Oct 45.
Capt.	A.G.	LEY	HQ 5 Port Op Group	Posted to 1030 Port Op Coy w.e.f. 15 Oct 45.
Capt.	W.H.	BULL	HQ 7 Port Op Group	Posted to HQ 5 Port Op Group w.e.f. 15 Oct 45.
Lt.Col.	J.F.	O'DELL	HQ 7 Port Op Group	Posted to Tn(Br) Sec., GHQ, CMF and appointed A.D.Tn. w.e.f. 15 Oct 45.
Lieut.	H.	HARDY	1065 I.T. Wksp Coy	Posted to Tn(Br)Sec., GHQ, CMF and granted the acting rank of S/Capt(Tn) w.e.f. 21 Oct 45.
Capt.	A.F.B.	TAYLOR	1030 Port OP Coy	SOS on posting to X8(a) List (Release.) w.e.f. 15 Oct 45.
Major	E.T.	MALONE	1023 Port Op Coy	SOS on posting to X8(a) List (Release) w.e.f. 17 Oct 45.
Capt.	R.R.	HOOD	1010 Port Op Coy	SOS on posting to X8(a) List (Release) w.e.f. 13 Oct 45.
Capt(QM)	G.	ONG	HQ 7 Port Op Group	SOS on posting to 179 CRE Works w.e.f. 15 Oc. 45.

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(d) Docks - Cont'd.

Lieut.	S.D.J.	THACKER	997 Port Op Coy	Posted to 922 Tn Stores Coy w.e.f. 28 Oct 45.
Major	J.	KAY	HQ 1 Port Op Coy	Posted to 1023 Port Op Coy w.e.f. 1 Oct 45.
Capt.	T.H.E.	HEATON	991 Port Op Coy	SOS on posting to X8(a) List (Release) w.e.f. 14 Oct 45.
Capt.	G.F.T.	BROTHERS	HQ 1 Port Op Group	SOS on posting to X8(a) List (Release) w.e.f. 13 Oct 45.
Lieut.	L.J.	BRESSON	1007 Port Op Coy	SOS on posting to X8(a) List (Release) w.e.f. 19 Oct 45.
Lieut.	J.L.	CARNEY	991 Port Op Coy	Posted to 24 Tn Stores Coy w.e.f. 26 Oct 45.
Capt.	W.	KIRKUP	HQ 3 P.C. & R. Group	SOS on posting to G.H.Q., C.M.F. w.e.f. date of assumption.
Major	W.P.	LANE	HQ 1 Port Op Group	SOS on posting to X8(a) List (Release) w.e.f. date of departure.
Capt.	F.E.	RADING	1065 I.T. Disp Coy	SOS on posting to X8(a) List (Release) w.e.f. date of departure.
Major	H.	BURTON	1015 Port Op Coy	SOS on posting to X8(a) List (Release) w.e.f. 24 Oct 45.
Capt.	S.	BARNETT	991 Port Op Coy	Posted to 1015 Port Op Coy and granted the acting rank of Major w.e.f. 15 Nov 45.
Lieut.	J.W.	RANKIN	932 P.C. & R. Coy.	SOS on posting to Home Establishment (Compassionate) w.e.f. 26 Oct 45.
Capt.	J.L.D.	CHRISTIE	1010 Port Op Coy.	Posted to Tn(Br) Sec., GHQ., CMF and appointed DADTn with the Acting rank of Major w.e.f. 29 Oct 45.
Capt.	W.M.	GUTHRIE	932 P.C. & R. Coy.	SOS on posting to Transport Div., A.C.(Austria)(E.A.) w.e.f. 18 August 45.
Lt.Col.	E.L.L.	EARP	HQ 3 P.C. & R. Group	SOS on posting to X8(a) List (Release) w.e.f. 1 Oct 45.

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Capt.	G.H.T.	BROTHERS	HQ 1 Port Gp Group	SOS on posting to XB(a) list (Release) w.e.f. 15 Oct 45.
Lieut.	L.J.	BRIGGS	1007 Port Gp Coy	SOS on posting to XB(a) list (Release) w.e.f. 19 Oct 45.
Lieut.	J.L.	CARNEY	991 Port Gp Coy	Posted to 24 Tn Stores Coy w.e.f. 26 Oct 45.
Capt.	W.	KIRKUP	HQ 3 P.C. & R. Group	SOS on posting to G.H.Q., C.M.F. w.e.f. date of assumption.
Major	W.P.	LANE	HQ 1 Port Gp Group	SOS on posting to XB(a) list (Release) w.e.f. date of departure.
Capt.	F.E.	RAWLINS	1065 I.T. Wksp Coy	SOS on posting to XB(a) list (Release) w.e.f. date of departure.
Major	H.	BURTON	1015 Port Gp Coy	SOS on posting to XB(a) list (Release) w.e.f. 24 Oct 45.
Capt.	S.	BARRETT	991 Port Gp Coy	Posted to 1015 Port Gp Coy and granted the Acting rank of Major w.e.f. 15 Nov 45.
Lieut.	J.W.	RANKIN	932 P.C. & R. Coy.	SOS on posting to Home Establishment (Compassionate) w.e.f. 26 Oct 45.
Capt.	J.L.D.	CHRISTIE	1010 Port Gp Coy.	Posted to Tn(Br) Sep., GHQ., CMF and appointed DADTn with the Acting rank of Major w.e.f. 29 Oct 45.
Capt.	W.M.	GUTHRIE	932 P.C. & R. Coy.	SOS on posting to Transport Div., A.C.(Austria)(B.R.) w.e.f. 18 August 45.
Lt.Col.	E.L.L.	HARP	HQ 3 P.C. & R. Group	SOS on posting to XB(a) list (Release) w.e.f. 1 Oct 45.

(c) Stores.

Capt.	G.A.	GORMAN	922 Tn Stores Coy	Posted to 196 Tn Stores Coy and granted the Acting rank of Major w.e.f. 4 Oct 45.
Major	T.T.	KRISTIANSEN	196 Tn Stores Coy	SOS on posting to XB(a) list (Release) w.e.f. 4 Oct 45.
Lieut.	W.	WATSON	196 Tn Stores Coy	Posted to 922 Tn Stores Coy and granted the Acting rank of Capt w.e.f. 4 Oct 45.

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PORT WORKING STATISTICS - ITALY

SUMMARY FOR PORTS OF TONNAGES LOADED AND DISCHARGED DURING THE MONTH OF OCTOBER 1945.

Port	DISCHARGED Cargo	No. of M.T. & Tons M.T.	Tons QUAY	Tons LIGHTER	Total Tonnage Discharged	Average Daily Tonnage Discharged	LOADED Cargo	No. of M.T. & Tons M.T.	Tons QUAY	Total Tonnage Loaded
TARANTO	Stores		577	567	577	19	M.T.	302	1441	
	M.T.	6 =	21			1	Stores		2726	4167
	Stores		22508			726				
BARI	Coal		318	14038	22847	10	M.T.	429	1439	
							Stores		60097	61536
ANCONA	Stores		5545		5545	277	M.T.	18	208	
							Stores		1768	1976
VENICE	Stores		16023		16023	517	Stores		109	109
	Stores		43208			1394	M.T.	542	2449	
TRIESTE	Coal		9045	1005	52253	292	Stores		4665	
							Coal		450	7564
	Stores		187			6				
GENOA	Coal		1304		1491	42				
	M.T.	1 =	2							
NAPLES	Stores		5910		5912	657	M.T.	88	411	
							Stores		3320	3731

Total Tonnage Discharged
104,648 Tons

Total Tonnage Loaded
79,983 Tons

Notes:- Ancona worked 1st - 20th October.)
Naples worked 23rd - 31st October.) Averages worked on these dates.
The Stores figure does not include P.O.L. loaded or discharged by pipe line.

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Appendix 'C'

PORT WORKING STATISTICS - ITALY

PORTS OF TONNAGES LOADED AND DISCHARGED DURING THE MONTH OF OCTOBER 1945.

DISCHARGED					LOADED			
No. of M.T. & Tons		Total Tonnage Discharged	Average Daily Tonnage Discharged	Cargo	No. of M.T. & Tons	Total Tonnage Loaded	Average Daily Tonnage Loaded
Tons QUAY	Tons LIGHTERS				QUAY		
577	567	577	19	M.T.	302	1441	10 = 46
				Stores		2726	83
= 21			1			4167	
22508			726	M.T.	429	1439	
318	14038	22847	10	Stores		60097	14 = 46
						61536	1939
5545		5545	277	M.T.	18	208	
				Stores		1768	1 = 10
16023		16023	517	Stores		1976	89
						109	109 4
43208			1394	M.T.	542	2449	
9045	1005	52253	292	Stores		4665	17 = 79
				Coal		450	150
187			6			7564	15
1304		1491	42				
= 2							
5910		5912	657	M.T.	88	411	
				Stores		3320	10 = 46
						3731	369

Total Tonnage Discharged
104,648 Tons

Total Tonnage Loaded
79,083 Tons

20th October.)
31st October.) Averages worked on these dates.

es not include P.O.L. loaded or discharged by pipe line.

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WORKS COMPLETED DURING OCTOBER, 1945.

Job No.	Agency.	Location.	Description.	Size.	Date Comp
Line 50. BUSSOLENO - MODANE.					
50/603	159 Rly. Constr.Coy.	Salalbertano	Repairs to Br. 5 at Km. 61.305	1/120' Lattice Girder span.	22.10
50/605	I.S.R. Contractor.	Ulzio	Repairs to Br. 5 at Km. 62.310	Repairs in concrete.	30.10
Line 59. PIACENZA - TORTONA - ALESSANDRIA.					
59/2	160 Rly. Constr. Coy	S. Giuliano Piemonte.	Repairs to bridge at Km. 82.00 (R. Tidone)	2/80' and 2/60' U.C.R.B. spans.	17.10
59/3	160 Rly.Constr.Coy.	Castel San Giovanni.	Repairs to Br. at Km. 20.46 (R. Scrivia)	13/50' U.C.R.B. spans.	8.10.
Line 61. GENOA - MENTONE.					
61/5	160 Rly.Constr.Coy.	Ventimiglia	Repairs to Br. at Km. 148.26.	2/70' and 2/60' U.C.R.B spans.	26.10
61/9	160 Rly.Constr.Coy.	Mentone.	Repairs to Br. at Km. 153.87	4/35' R.S.J. spans.	26.10.
Line 71. TRIESTE - UDINE - PONTEBBA.					
71/8	150 Rly.Constr.Coy.	Dogna.	Repairs to Br. at Km. 60.90 (Dogna Bridge)	1/160' Roth Wagner span.	27.10.
71/18	I.S.R. Contractor	Udine.	Construction of coal siding.	-	3.10.4

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WORKS COMPLETED DURING OCTOBER, 1945.

	Location.	Description.	Size.	Date of Compltn.	Remarks.
...B.					
...y.	Solalbertano	Repairs to Br. 5 at Km. 6t.305	1/120' Lattice Girder span.	22.10.45	
	Ulzio	Repairs to Br. 5 at Km. 82.310	Repairs in concrete.	30.10.45.	
... - ALESSANDRIA.					
...oy	S. Giuliano Piemonte.	Repairs to bridge at Km. 82.00 (R. Tidone)	2/80' and 2/60' U.C.R.B. spans.	17.10.45.	
...	Castel San Giovanni.	Repairs to Br. at km. 20.46 (R. Scrivia)	13/60' U.C.R.B. spans.	8.10.45.	
...	Ventimiglia	Repairs to Br. at Km. 140.26.	2/70' and 2/60' U.C.R.B spans.	26.10.45	
...	Mentone.	Repairs to Br. at Km. 153.87	4/35' R.S.J. spans.	26.10.45.	
...UDINE.					
...	Degna.	Repairs to Br. at Km. 60.90 (Degna Bridge)	1/100' Roth Wagner span.	27.10.45.	
...	Udine.	Construction of coal siding.	-	3.10.45.	

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WORKS COMPLETED DURING OCTOBER 1945.

Job No.	Agency.	Location.	Description.	Size.	Date of Compltn.	Remarks
Line 72. UDINE - GORIZIA - MONFALCONE.						
72/1	I.S.E Contractor.	S. Giovanni.	Reconstruction of Br. at Km. 141.29 (R. Natisone)	Permanent repairs in concrete.	13.10.45.	
72/2	10 Rly. Constr.Coy.	Gorizia.	Reconstruction of Br. over R. Isonzo.	5/80' U.G.R.B. and L.S.T.	28.10.45.	
Line 85. BOLOGNA - FERRARA - RAVENNA.						
85/5	German P.O.W.	Gallicra.	S. Pietro (excl) to Gallicra (incl).	6 Kms. track repairs.	10.10.45.	

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WORKS COMPLETED DURING OCTOBER 1945.

Location.	Description.	Size.	Date of Compltn.	Remarks.
ROME.				
S. Giovanni.	Reconstruction of Br. at Km. 141.29 (R. Natisone)	Permanent repairs in concrete.	13.10.45.	
Gorizia.	Reconstruction of Br. over R. Isonzo.	5/80' U.C.R.B. and L.S.T.	28.10.45.	
GENOA.				
Galliera.	S. Pietro (excl) to Galliera (incl).	6 Kms. track repairs.	10.10.45.	

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WORKS IN PROGRESS AS AT 31 OCTOBER 1945.

Job No.	Agency.	Location.	Description.	Size.	% Progress
Line 50.	Bussoleno - Modane.				
50/601	I.S.R. Contractor.	Meana.	Repairs to Bridge1 at Km. 51.63.	Repairs in concrete	55%
50/602	I.S.R. Contractor.	Chiomonte.	Repairs to Bridge 2 at Km. 62.850.	2/65' & 2/60' U.C.R.B. Spans.	62%
50/604	159 Rly. Constr. Coy	Salalbertano.	Repairs to Bridge 4 at Km. 70.580.	1/187' Roth. Wagner Span.	55%
50/606	I.S.R. Contractor.	Bardonecchia.	Repairs to Bridge 6 at Km. 83.662.	Repairs in concrete	85%
50/607	150 Rly. Constr. Coy. Contractor & German POW.	Bardonecchia.	Repairs to Mont Cenis Tunnel.	Clearance of debris & repairs tunnel lining.	15%
Line 59.	Piacenza - Tortona - Alessandria.				
59/1	161 Rly. Constr. Coy.	Spinetta.	Repairs to Bridge at Km. 90.30 (R. Trebbia).	9/65' & 1/75' U.C.R.B. & 1/65' German R.S.J. Spans.	60%

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WORKS IN PROGRESS AS AT 31 OCTOBER 1945.

Appendix D
Part II Sheet 1.

	Location.	Description.	Size.	% Progress	Est. date of Completion.	Remarks.
...ng.						
...r.	Meana.	Repairs to Bridget at Km. 51.63.	Repairs in concrete	55%		
...	Chiamonte.	Repairs to Bridge 2 at Km. 62.850.	2/65' & 2/60' U.C.R.B. Spans.	62%		
...Coy	Sulalbertano.	Repairs to Bridge 4 at Km. 70.580.	1/187' Roth. Wagner Span.	55%		Work stopped 20 Oct. Coy withdrawn and awaiting contractor to restart.
	Bardonecchia.	Repairs to Bridge 6 at Km. 83.662.	Repairs in concrete	85%		
...oy. ...POW.	Bardonecchia.	Repairs to Mont Cenis Tunnel.	Clearance of debris & repairs tunnel lining.	15%		S.A.E.C Coys. relieved 25 Oct.
...- Alessandria.						
...y.	Spinetta.	Repairs to Bridge at Km. 90.30 (R. Trebbia).	9/65' & 1/75' U.C.R.B. & 1/65' German R.S.J. Spans.	60%		

...../to Sheet 2.

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Job No.	Agency.	Location.	Description.	Size.	% Progress	Remarks
Line 59. Piacenza - Tortona - Alessandria (Contd)						
59/4	I.S.R. Contractor.	Voghera.	Repairs to Bridge at Km. 39.59 (R. Staffora)	5 Spans of German Compound beams.	95%	
Line 61. Genoa - Mentone.						
61/7	160 Rly. Constr. Coy. & Contractor.	Demari.	Repairs to tunnel at Km. 150.1.	Clearance of debris & repairs to lining.	40%	
61/8	161 Rly. Constr. Coy.	Ventimiglia.	Repairs to Bridge and tunnel (Mortola) at Km. 152.28.	Repairs in concrete & tunnel clearance.	50%	
61/10	161 Rly. Constr. Coy.	Mentone.	Repairs to tunnel at Km. 154.4.	Clearance of debris & repairs to lining.	40%	
61/11	161 Rly. Constr. Coy.	Mentone.	Repairs to bridge at Km. 154.65.	1/35' & 3/31' R.S.J. Spans.	35%	
Line 65. Rome - Orte - Arezzo.						
65/104	122 Ind. Rly. Maint. Coy. I.E.	Arezzo.	Rome (ex) to Arezzo (incl).	Maintenance.		

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WORKS IN PROGRESS as at 31 OCTOBER 1945 (Contd)

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Location.	Description.	Size.	% Progress	Est. date of Completion.	Remarks.
Alessandria (Contd)					
Voghera.	Repairs to Bridge at Km. 39.59 (R. Staffora)	5 Spans of German Compound beams.	95%		
Demari.	Repairs to tunnel at Km. 150.1.	Clearance of debris & repairs to lining.	40%		
Ventimiglia.	Repairs to Bridge and tunnel (Mortola) at Km. 152.28.	Repairs in concrete & tunnel clearance.	50%		Slips in tunnel overburden delaying progress.
Mentone.	Repairs to tunnel at Km. 154.4.	Clearance of debris & repairs to lining.	40%		Handed to contractor & not yet re-started.
Mentone.	Repairs to Bridge at km. 154.65.	1/35' & 3/31' R.S.J. Spans.	35%		
Arezzo.	Rome (ex) to Arezzo (incl).	Maintenance.			Handed over to I.S.R. on redeployment of IRCN4 on 12 Oct '45.

...../to Sheet 3.

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Job No.	Agency.	Location	Description	Size	% Progress	Est. Com
Line 65. Rome- Orte - Arezzo. (Contd)						
65/109	I.S.R.	Allerona	Additional repairs to tunnel at Km. 139.1	Additional clearance permanent repairs.	40%	
65/111	I.S.R.	Ficulle	Additional repairs to tunnel at Km. 144.0.	Additional clearance & permanent repairs.	5%	
65/121	I.S.R.	Castiglione Fiorentino.	Additional repairs to Bridge at Km. 212.1.	Permanent repairs in concrete.	80%	
Line 65. Bologna - Piacenza - Milan.						
65/611	I.S.R.	Bologna.	Permanent repairs to Bridge at Km. 3.717 (R. Reno).	Repairs in Brickwork.	35%	
Line 71. Mestre - Udine-Pontebba.						
71/9	150 Rly. Constr. Coy.	Pontebba.	Udine (excl) to Pontebba (incl).	General track repairs.	96%	

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Location	Description	Size	Progress	Est. date of Completion	Remarks
(Contd)					
Allerona	Additional repairs to tunnel at Km. 139.1	Additional clearance & permanent repairs.	40%		Handed over to I.S.R. On redeployment of IRCE4 on 12 Oct.
Ficulle	Additional repairs to tunnel at Km. 144.0.	Additional clearance & permanent repairs.	55%		Handed over to I.S.R. on redeployment of IRCE4 on 12 Oct.
Castiglione Fiorentino.	Additional repairs to Bridge at Km. 212.1.	Permanent repairs in concrete.	80%		Handed over to I.S.R. on redeployment of IRCE4 on 12 Oct.
Ian.					
Bologna.	Permanent repairs to Bridge at Km. 3.717 (R. Reno).	Repairs in Brickwork.	35%		
Pontebba.	Udine (excl) to Pontebba (incl).	General track repairs.	96%		

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Job No.	Agency.	Location.	Description.	Size.	% Progress	R C
Line 71. Mestre - Udine - Pontebba (Contd).						
71/17	I.S.R. Contractor	Venzone.	Repairs to Bridge at Km. 32.917(R. Bianchi)	23/12m. Concrete Arches.	50%	
Line 85. Bologna - Ferrara - Padua.						
85/7	German P.O.W.	Galliera	Repairs to Bridge 3 at Km. 31.766 (R. Reno).	2/150' Truss & 2/85' U.C.B.	65%	
85/8	German P.O.W.	Poggio Renatico.	Galliera (excl) to Poggio Renatico (Incl).	Track repairs.	75%	
85/11	German P.O.W.	Ferrara.	Repairs to Bridge 7 at Km. 46.10 (C. Renatico).	2/60' U.C.R.B. Spans.	30%	
85/12	German P.O.W.	Ferrara.	Poggio Renatico (excl) to Ferrara (incl).	13 Kms. Track Repairs.	30%	
85/14	German P.O.W.	Pontelagoscuro.	Repairs to Bridge 9 at Km. 52.2 (R. Po.).	17/80' U.C.R.B. Spans.	15%	
85/17	German P.O.W.	Polesella.	Canaro (excl) to Polesella (incl).	Track repairs.	60%	

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WORKS IN PROGRESS as at 31 OCT 1945 (Contd).

Location.	Description.	Size.	% Progress	Est. date of Completion	Remarks.
...ge (Contd).					
Venzone.	Repairs to Bridge at Km. 32.917(R. Binnchi)	25/12m. Concrete reches.	50%		
...ne. Galliera	Repairs to Bridge 5 at Km. 31.766 (R. Reno).	2/150' Truss & 2/85' U.C.B.	65%		
Poggio Renatico.	Galliera (excl) to Poggio Renatico (Incl).	Track repairs.	75%		
Ferrara.	Repairs to Bridge 7 at Km. 46.10 (C. Renatico).	2/60' U.C.R.B. Spans.	30%		
Ferrara.	Poggio Renatico (excl) to Ferrara (incl).	13 Kms. Track Repairs.	30%		
Pontelagoscuro.	Repairs to Bridge 9 at Km. 52.2[illegible] (R. Po.).	17/80' U.C.R.B. Spans.	15%		
Polesella.	Canaro (excl) to Polesella (incl).	Track repairs.	60%		

...../to Sheet 5.

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Job No.	Agency.	Location.	Description.	Size.	% Progress	Est. Comp.
Line 85. Bologna - Ferrara - Padua.(Contd).						
85/18	German P.O.W.	Arqua.	Repairs to Bridge 11 at Km. 69.825 (Canale Bianco)	1/130' Truss Span.	70%	
85/21	German P.O.W.	Rovigo.	Repairs to Bridge 13 at Km. 81.70 (R. Adige).	2/168' 6" & 1/203' 6" I.S.R. Truss.	30%	
85/23	German P.O.W.	Stanghella.	Repairs to Bridge 14 at Km. 86.7 (R. Gorzone).	Repairs to Abutment.	80%	
Line 86. Ancona - Rimini - Faenza - Bologna.						
86/210	122 Ind. Rly. Maint. Coy. I.E.	Rimini.	Ancona to Rimini.	Maintenance.	-	
86/217	I.S.R. Contractor.	Montemarciano.	Reconstruction of Bridge 1 at Km. 192.885. (R. Esino).	Permanent repairs in concrete.	90%	
86/219	I.S.R. Contractor.	Fano.	Reconstruction of Bridge 44 at Km. 159.801. (R. Metauro).	Permanent repairs in concrete.	97%	

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WORKS IN PROGRESS AS AT 31 OCTOBER 1945 (Contd).

Location.	Description.	Size.	% Progress	Est. date of Completion.	Remarks.
(Contd).					
Argun.	Repairs to Bridge 11 at Km. 69.825 (Canale Bianco)	1/130' Truss Span.	70%		
Stevigo.	Repairs to Bridge 13 at Km. 84.70 (R. Adige).	2/168' 6" & 1/203'6" I.S.R. Truss.	30%		
Stanghella.	Repairs to Bridge 14 at Km. 86.7 (R. Gorzone).	Repairs to abutment.	80%.		
Bologna.					
Rimini.	Ancona to Rimini.	Maintenance.	-		
Montemarciano.	Reconstruction of Bridge 1 at Km. 192.885. (R. Esino).	Permanent repairs in concrete.	90%		Handed over to I.S.R. on redeployment of IRCE4 on 12 Oct 45
Fano.	Reconstruction of Bridge 44 at Km. 159.801. (R. Metauro).	Permanent repairs in concrete.	97%		Handed over to I.S.R. on redeployment of IRCE4 on 12 Oct 45.

...../to Sheet 6.

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Job No.	Agency.	Location	Description.	Size.	% Progress	Est Cos
Line 86. Ancona - Rimini - Faenza - Bologna (Contd).						
86/237.	I.S.R. Contractor.	Imola.	Reconstruction of Bridge 120 at Km. 35.763. (R. Santerno).	Permanent repairs in concrete.	40%	
86/238	I.S.R. Contractor.	Castel San Pietro	Reconstruction of Bridge 129 at Km. 23.752. (R. Silaro).	Permanent repairs in concrete.	40%	
86/239	I.S.R. Contractor.	Mirandola.	Reconstruction of Bridge 135 at Km. 0.167. (R. Idice).	Permanent repairs in concrete.	40%	
86/240	I.S.R. Contractor.	S. Lazzaro.	Reconstruction of Bridge 137 at Km. 6.156. (R. Savenna).	Permanent repairs in concrete.	40%	
86/241	I.S.R. Contractor.	Senio.	Reconstruction of Bridge 113 at Km. 8.442. (R. Senio).	Permanent repairs in concrete.	10%	

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WORKS IN PROGRESS AS AT 31 OCTOBER 1945 (Contd).

	Location	Description.	Size.	% Progress	Est. date of Completion	Remarks.
enza - Bologna (Contd).						
	Imola.	Reconstruction of Bridge 120 at Km. 35.763. (R. Santerno).	Permanent repairs in concrete.	40%		Handed over to I.S.R. on redeployment of IRCE4 on 12 Oct 45
	Castel San Pietro	Reconstruction of Bridge 129 at Km. 23.752. (R. Silaro).	Permanent repairs in concrete.	40%		Handed over to ISR on redeployment of IRCE4 on 12 Oct '45.
	Mirandola.	Reconstruction of Bridge 135 at Km. 0.167. (R. Idice).	Permanent repairs in concrete.	40%		Handed over to ISR on redeployment of IRCE4 on 12 Oct '45.
	S. Lazzaro.	Reconstruction of Bridge 137 at Km. 6.156. (R. Savonna).	Permanent repairs in concrete.	40%		Handed over to ISR on redeployment of IRCE4 on 12 Oct '45.
	Senio.	Reconstruction of Bridge 113 at Km. 8.442. (R. Senio).	Permanent repairs in concrete.	10%		Handed over to ISR on redeployment of IRCE4 on 12 Oct '45.

...../to Sheet 7.

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Job No.	Agency	Location.	Description.	Size.	% Progress	Estd. of Comp
86/242	I.S.R. Contractor	S. Lazzaro	Reconstruction of Br. 136 at Km. 8.442 (Ruaso Canal)	Permanent repairs in concrete.	60%	
Line 87. Orte - Foligno - Fabriano - Falconara.						
87/48.a.	Italian Military Bridge Section.	Km. 225.029	Delaunching of bridge girders. Bridge 25.	1/40', 1/60' & 1/80' UCRB spans.	80%	
87/85	122 Ind. Rly. Maint. Coy.	Falconara	Orte to Falconara	Maintenance	-	
87/100	I.S.R. Contractor	Guinceno	Repairs to tunnel at Km. 123 (Balduini Tunnel)	Permanent repairs in brickwork.	50%	

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	Location.	Description.	Size.	% Progress	Estd. date of Compltn.	Remarks.
	S. Lazzaro	Reconstruction of Br. 156 at Km. 8.442 (Russo Canal)	Permanent repairs in concrete.	60%		Handed over to ISR on redeployment of IRCE.4 on 12 Oct 45.
ano - Falconara.						
	Km. 225.029	Relaunching of bridge girders. Bridge 23.	1/40', 1/60' & 1/80' UCRs spans.	80%		Handed over to ISR on redeployment of IRCE.4 on 12 Oct 45.
	Falconara	Orte to Falconara	Maintenance	-		Handed over to ISR on redeployment of IRCE.4 on 12 Oct 45.
	Guinceno	Repairs to tunnel at Km. 128 (Beldumi Tunnel)	Permanent repairs in brickwork.	50%		Handed over to ISR on redeployment of IRCE.4 on 12 Oct 45.

APPENDIX E

TN. STORES STATISTICS - OCTOBER 1945.

(A) Tonnages of Tn. Stores - Handled in Depots.

	September	October	Increase + Decrease - over Sept. 45.
Unloaded	12,895	6038	- 6,857
Reconsigned	3,210	2640	- 570
Loaded and Despatched	15,385	6679	- 8,706

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

	September	October	Total to 31 Oct. 45.
Received in Italy	4,596	3,796	308,333
Issued (a) Italy	12,047	8,128	263,608
(b) S. France	-	-	2,311
Closing Stock	83,723	77,628	-

(C) Indents and Transfer Vouchers.

	September	October
Indents - number	883	641
- items	3479	2921
Transfer Vouchers - number	110	62
- items	448	163

(D) Railway Bridging.

Type of Bridging		RECEIVED Oct.	RECEIVED Total to end Oct.	ISSUED Oct.	ISSUED Total to end Oct.	Returned from units	Stock at end of Oct.
R.S.J. Spans	ft. run	589	15,845	35	9,283	1122	7,684
" . Sect. Spans	"	-	2,148	-	36	36	2,148
Sectional 40'	"	-	10,800	120	7,720	960	4,040
U.C.R.B.	"	-	24,710	1470	20,901	1791	5,600
Lattice Girder	"	-	4,336	1045	2,645	-	1,691
Plate Girder (Obs.)	"	-	210	-	180	-	30
Yunnan Burma	"	-	7,255	-	8,008	986	253
Fabricated RSJ Spans	"	-	2,710	-	2,130	210	790
Total	ft. run	589	68,014	2670	50,903	5105	22,216
Trestling							
Light	Tons	-	14,752	235	9,978	2091	6,865
Heavy	"	-	3,356	130	1,062	133	2,227

(E) Track.

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	September	October	Total to 31 Oct. 45.
Received in Italy	4,396	3,796	308,333
Issued (a) Italy	12,047	8,128	263,608
(b) S. France	-	-	2,311
Closing Stock	83,725	77,628	-

(C) Indents and Transfer Vouchers.

	September	October
Indents - number	883	641
- items	3479	2921
Transfer Vouchers - number	110	62
- items	448	163

(D) Railway Bridging.

Type of Bridging		RECEIVED Oct.	RECEIVED Total to end Oct.	ISSUED Oct.	ISSUED Total to end Oct.	Returned from units	Stock at end of Oct.
R.S.J. Spans	ft.run	589	15,845	35	9,285	1122	7,684
" Sect. Spans	"	-	2,148	-	36	36	2,148
Sectional 40'	"	-	10,800	120	7,720	960	4,040
U.C.R.B.	"	-	24,710	1470	20,901	1791	5,600
Lattice Girder	"	-	4,536	1045	2,645	-	1,691
Plate Girder (Obs.)	"	-	210	-	180	-	30
Yunnan Burma	"	-	7,295	-	8,008	986	253
Fabricated RSJ Spars	"	-	2,710	-	2,130	210	790
Total	ft.run	589	68,014	2670	50,903	5105	22,216
Trestling							
Light	Tons	-	14,752	235	9,978	2091	6,865
Heavy	"	-	3,356	130	1,062	133	2,227

(E) Track.

		RECEIPTS Oct.	RECEIPTS Total to date	RETURNS FROM UNITS Oct.	RETURNS FROM UNITS Total to date	ISSUES Oct.	ISSUES Total to date	Stock
Plain Line (excl sleepers)	Miles	-	313	-	→	22	221	92
Sleepers	"	-	396	-	13	4	361	48
Turnouts (excl. timbers)	Sets	-	1556	-	16	16	943	628
Crossing Timbers	"	-	1575	-	26	22	817	794

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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. - OCTOBER 1945.

From	Port	No of ships containing Tn. Stores	Approx. Total Tonnage Tn. Stores.	Principal Items
U.K.	Naples	1	4	37 Kegs Cold Bitumen Plastic.
M.E.	Naples	3	72	631 Nos Lead Ingots 2 sets Westinghouse Brake Equipment 1 case LMS Loco Spares 31 cases Loco Spares 3 Nos Bull Electric Motors
U.S.A.	-	NIL		
N.A.	-	NIL		
			76	

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APPENDIX F.

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

No of ships containing Tn. Stores	Approx. Total Tonnage Tn. Stores.	Principal Items	Demand No
1	4	37 Kegs Cold Bitumen Plastic.	UK/144
3	72	631 Nos Lead Ingots	-
		2 sets Westinghouse Brake Equipment	ME/108
		1 case LMS Loco Spares	UK/201
		31 cases Loco Spares	-
		3 Nos Bull Electric Motors	-
NIL			
NIL			
	76		

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SUMMARY OF U.S. AND BRITISH STANDARD GAUGE W.D. LOCOS AND WAGONS - ITALY - AS AT 31 OCT. 45.

DESCRIPTION	HELD IN ITALY	OUTSTANDING FOR ITALY AGAINST DEMANDS	TOTAL IN ITALY WHEN OUTSTANDINGS MET	
LOCOS				
MAIN LINE - Steam US 2-8-2	31	8 (a)	39	(a) Ex M. pend user.
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	(b) Incl broi ass
MAIN LINE - Diesel-Electric US 0-4-4-0 650 HP	104 (c)	-	104 (c)	
SHUNTING - Diesel-Electric LMS 0-6-0 350 HP	4	-	4	
Diesel - German 0-4-0 250 HP	1	-	1	
				(c) 55 No to U.
WAGONS				
U.S. Box - 20 ton	538	-	538	- - - - -
Converted to Mail Van	12	-	12	
Chassis used as Flat	13	-	13	
U.S. Box - 40 ton	5	-	5	NOTE.
U.S. Box - 40 ton Chassis used as Flat	53	-	53	All rolling st have been military
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. " " - 20 ton	15	-	20 (b)	
U.S. Well - 50 ton	3	-	3	

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APPENDIX G

U.S. AND BRITISH STANDARD GAUGE U.S. LOCOS AND WAGONS - ITALY - AS AT 31 OCT. 45.

	HELD IN ITALY	OUTSTANDING FOR ITALY AGAINST DEMANDS	TOTAL IN ITALY WHEN OUTSTANDINGS MET	REMARKS
	31	8 (a)	39	(a) Ex M.E. Shipment suspended pending decision on ultimate user.
	243	-	243	
	15	-	15	
	5	-	5	
	6	-	6	(b) Includes 5 held in Italy broken down - awaiting assembly.
0-4-4-0 650 HP	104 (c)	-	104 (c)	
0-6-0 350 HP	4	-	4	
0-4-0 250 HP	1	-	1	
				(c) 55 Nos. awaiting shipment to U.S.A.
	538	-	538	
Mail Van	12	-	12	
as Flat	13	-	13	
	5	-	5	
as Flat	53	-	53	NOTE.
d as Flat	1	-	1	All American locomotives and rolling stock and British Locos. have been declared surplus to military requirements.
n	50	-	50	
n	78	-	78	
h	99	-	99	
e	15	-	20 (b)	
	3	-	3	

APPENDIX 'H'

Transportation (Br.) Main.
C.M.F.
Tel: Firebox 9345.

Tn.A.2/83.

5 Nov. 45.

TECHNICAL INSTRUCTION NO. 55.

SUPPLY OF TECHNICAL EQUIPMENT AND STORES TO THE AUSTRIAN STATE AND PRIVATELY OWNED RAILWAYS.

1. OBJECT.

The object of this instruction is to define Military Transportation Stores C.M.F. responsibility for the provision and supply of equipment and stores for strictly military project purposes and also for Tn. stores necessary to prevent disease and unrest amongst the civil population in the BR. Zone of Occupation, Austria, so long as the latter is acknowledged by War Office as a military liability. (For the purposes of this instruction, essential civil requirements to prevent disease and unrest will be considered as stores and equipment necessary to ensure safe and continued operation of existing L/s. of C. under all conditions, but short of permanent rehabilitation works, which are an Allied Commission responsibility).

2. INFORMATION.

(i) Austrian Railway Stores organisation in the British Zone of Occupation which was formerly under centralised control in Berlin no longer exists. It is therefore necessary to develop within the British Zone a civil railway stores organisation which will co-ordinate policy and handle procurement, stores holding and control of issue of materials supplied from sources both military and civil to the Austrian Railways.

(ii) An emergency operational military reserve of Transportation stores has been established in Austria to cover potential emergencies for the reconstruction of military or essential civil L/s. of C. and also to maintain or augment TN. units A.F.C. 1098 scales. The reserve and items of military unit equipment will remain military assets of Tn. Stores Branch, C.M.F., and will not be dispersed for purposes other than the strictly military without the prior approval of D.Tn., G.H.Q., C.M.F. The reserve has been limited to items unlikely to be available from local resources in the British or other zones in Austria. Items which are procurable from Austrian local resources will be supplied by Tn., B.T.A.

(iii) The provision of general miscellaneous common user stores from military stocks in Italy for use in the operation of the Austrian Railways for military and essential civil purposes has also been arranged. The

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1. OBJECT.

The object of this instruction is to define Military Transportation Stores C.M.F. responsibility for the provision and supply of equipment and stores for strictly military project purposes and also for Tn. stores necessary to prevent disease and unrest amongst the civil population in the BR. Zone of Occupation, Austria, so long as the latter is acknowledged by War Office as a military liability. (For the purposes of this instruction, essential civil requirements to prevent disease and unrest will be considered as stores and equipment necessary to ensure safe and continued operation of existing L's. of C. under all conditions, but short of permanent rehabilitation works, which are an Allied Commission responsibility).

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(iii) The provision of general miscellaneous common user stores from military stocks in Italy for use in the operation of the Austrian Railways for military and essential civil purposes has also been arranged. The supply of stores for strictly essential civil maintenance will continue under War Office authority until 31 Dec. 45.

(iv) A reserve, calculated to cover 6 months requirements of Rly. type oils and lubricants, has been established in T.S.Ds. Italy for emergency issue to Tn. B.T.A.

(v) The method of accountancy will be detailed later in this instruction.

3. SOURCES OF SUPPLY.

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Sources of supply available to the Austrian Railways are as under:-

(a) Existing Austrian Railway resources.

(b) Local resources, according to the degree and nature of control

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exercised, available to:-

(i) Tn., B.T.A.
(ii) Allied Commission, Austria, Transport Division (B.E.).
(iii) Austrian State and private railways.

(c) Tn. Stores procured from British military sources in Austria or Italy.

(d) Allied supplies procured from overseas sources by A.C.A., Transport Division (B.E.).

(e) Stores procured by A.C.A. Transport Division from surplus A.M. stocks in Italy or Austria.

4. GENERAL RESPONSIBILITIES FOR SUPPLY.

(a) (i) Whilst Austria continues to be a base for Allied occupational troops, and War Office recognise military liability for disease and unrest, responsibility for the supply of Tn. Stores necessary for maintenance of military and essential civil L's. of C. will remain a military liability until such time as Transport Division, A.C.A. or the Austrian Railways are required to accept full responsibility for the technical operation and maintenance of the Austrian Railways for both military and civil purposes.

(ii) Transport Division (B.E.), A.C.A. is responsible for the provision of all stores and equipment necessary to effect repair work or improvements of a permanent nature not essential to the general maintenance necessary to ensure movement of military and essential civil traffic.

(b) In accordance with the above, general responsibility for supplying railway requirements may be broadly defined as follows:-

(1) Tn. B.T.A. is responsible for supplying stores for:-

(i) Maintenance of TN. units A.F.G. 1098 scales.

(ii) Austrian Railway personnel working under the immediate supervision of Tn. military personnel.

(iii) Austrian Railway personnel not employed under the immediate supervision of Tn. military personnel, but carrying out military or essential civil railway repair work on the direct instructions of D.D.Tn., B.T.A.

NOTE. The materials to be provided by Tn. Stores against (ii) and (iii) above will be regarded as those stores necessary to maintain the Austrian Railways, British Zone in their present state of operation and efficiency, and will include materials for temporary structures, protection works necessary to resist the winter and railway construction projects necessary to

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4. GENERAL RESPONSIBILITIES FOR SUPPLY.

(a) (i) Whilst Austria continues to be a base for Allied occupational troops, and War Office recognise military liability for disease and unrest, responsibility for the supply of Tn. Stores necessary for maintenance of military and essential civil L's. of C. will remain a military liability until such time as Transport Division, A.C.A. or the Austrian Railways are required to accept full responsibility for the technical operation and maintenance of the Austrian Railways for both military and civil purposes.

(ii) Transport Division (B.E.), A.C.A. is responsible for the provision of all stores and equipment necessary to effect repair work or improvements of a permanent nature not essential to the general maintenance necessary to ensure movement of military and essential civil traffic.

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(iii) Austrian Railway personnel not employed under the immediate supervision of Tn. military personnel, but carrying out military or essential civil railway repair work on the direct instructions of D.D.Tn., B.T.A.

NOTE. The materials to be provided by Tn. Stores against (ii) and (iii) above will be regarded as those stores necessary to maintain the Austrian Railways, British Zone in their present state of operation and efficiency, and will include materials for temporary structures, protection works necessary to resist the winter and railway construction projects necessary to maintain efficient operation.

(2) Transport Division (B.E.) A.C.A. is responsible for supplying the stores and equipment requirements of the Austrian and private railways for all permanent rehabilitation works as defined in para. 4(a)(ii) above and in accordance with the channels of civil supply available to them under para. 3, sub sections (a), (b) (ii) and (iii), (d) and (e).

(3) Austrian State and private railways are responsible for the maximum utilization and development of the resources available to them in all areas of Austria.

(c) Under D.Tn., Tn.(Br.) Main, C.M.F. Technical Instruction No. 46, 17 July 45, D.D.Tn., B.T.A. is responsible to D.Tn., C.M.F. for all (military)

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railway operation, maintenance, development and reconstruction of railways in the British Zone, Austria. Military Transportation Stores provision policy remains the responsibility of A.D.Tn.(Stores), C.M.F. together with procedure for demanding and supplying stores for military units and essential civil requirements of the Austrian Railways. Internal organisation and distribution of stores will be the responsibility of D.D.Tn., B.T.A.

5. PROCEDURE FOR SUPPLY (CONTROL).

(a) Until supplies are received against requisitions to be placed by A.C.A. Transport Division (B.E.) through civil channels, the only sources of supply available to the Austrian Railways are local resources and military stocks held by RR. Services B.T.A. and Tn. Stores C.M.F. military stocks in Austria and Italy. It is therefore necessary at present for Tn. B.T.A. to exercise control over all Austrian Railway stocks of a critical nature, i.e. where quantities available are small or replacement by import will be necessary. This is particularly important in relation to items at present globally in short supply.

(b) The procedure laid down in the remainder of this directive is governed by the above conditions, and deals only with short term procedure.

6. GENERAL STORES REQUIREMENTS.

(a) Under the direction of D.D.Tn., B.T.A., the Austrian Railways (BR. Zone) is forming its own Stores organisation to prepare demands, list stocks and to advise upon local resources available to offset demands. Demands for all equipment, stores, materials, spare parts etc. will be initiated by the Austrian Railways and framed on a user basis broken down between requirements for -

(a) Military and minimum essential civil purposes,

(b) General rehabilitation requirements,

in the following manner:-

(i) Spare parts for locomotives and wagons,

(ii) Consumable stores required for locomotives and wagons,

(iii) Consumable stores required for general purposes other than (ii) (purposes to be stated),

(iv) Tools and non-expendable stores required for maintenance and repair of locomotives and wagons.

(v) Tools and non-expendable stores required for purposes other than (iv) (purposes to be stated),

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available to the Austrian Railways are local resources and military stocks held by BR. Services B.T.A. and Tn. Stores C.M.F. military stocks in Austria and Italy. It is therefore necessary at present for Tn. B.T.A. to exercise control over all Austrian Railway stocks of a critical nature, i.e. where quantities available are small or replacement by import will be necessary. This is particularly important in relation to items at present globally in short supply.

(b) The procedure laid down in the remainder of this directive is governed by the above conditions, and deals only with short term procedure.

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(a) Under the direction of D.D.Tn., B.T.A., the Austrian Railways (BR. Zone) is forming its own Stores organisation to prepare demands, list stocks and to advise upon local resources available to offset demands. Demands for all equipment, stores, materials, spare parts etc. will be initiated by the Austrian Railways and framed on a user basis broken down between requirements for -

(a) Military and minimum essential civil purposes,

(b) General rehabilitation requirements,

in the following manner:-

(i) Spare parts for locomotives and wagons,

(ii) Consumable stores required for locomotives and wagons,

(iii) Consumable stores required for general purposes other than (ii) (purposes to be stated),

(iv) Tools and non-expendable stores required for maintenance and repair of locomotives and wagons.

(v) Tools and non-expendable stores required for purposes other than (iv) (purposes to be stated),

(vi) Signalling stores.

(b) Requirements referred to above will exclude the following which are to be dealt with separately:-

(i) Locomotives and rolling stock.
(ii) Track and bridge reconstruction materials.
(iii) Coal.
(iv) Locomotive and wagon lubricants.
(v) Industrial gases, including carbide.

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(c) Demands for construction materials likely to be available from local resources (excluding bridging and track) will be formulated by the Austrian Railways on a monthly basis, and to assist in the planning of future production each monthly demand will be accompanied by a forecast of requirements for the ensuing 6 months. This forecast will be revised each month according to the expected requirements for the ensuing period. Demands for reconstruction materials will be confined to items required for approved projects.

(d) All other demands formulated by the Austrian Railways, for items other than those referred to above, will be on a 3 months basis except where manufacture and import necessitate a long term manufacturing programme. Such items can only be dealt with under "Rehabilitation" heading. Further instructions will be issued by A.C.A. (B.E.), Transport Division in this connection.

Demands prepared by the Austrian Railways will be submitted to the following:-

	To:-
(a) For military and essential civil requirements	D.D.Tn., B.T.A.
(b) For rehabilitation requirements	Controller of Railways, A.C.A. Transport Div. (B.E.).

All demands received from the Austrian Railways will be screened by technical branches (either TN/A.C.A. Transport Div.) concerned before provision action is taken.

(e) For the purposes of this instruction only items listed under 6(a)(a) above are dealt with in the following:-

After screening, approved items will be divided into separate categories as under:-

(a) Available ex local resources or by local manufacture against military sponsorship through L.R.A.B. (Local Resources Allocation Board).

(b) Items to be obtained ex military stocks or local resources in Austria or Italy.

Items demanded under (a) above will be handled through the L.R.A.B. in accordance with the prescribed procedure, but military/essential civil requirements should be bid seperately, and not included with rehabilitation requirements.

With the establishment of the Tn. Stores Dump, Zeltweg it may be possible when approved by Tn. Stores Branch, C.M.F. to meet demands from the Austrian Railways against (b), for military and essential civil purposes, from Tn. Stores Dump military reserve stocks in Austria without recourse to Services B.T.A. Where this is not practicable a demand on A.F.W. 4067 (Demand for Tn. Stores) copies to Tn. Stores Dump, Zeltweg and Tn. Main, C.M.F. will be

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Demands prepared by the Austrian Railways will be submitted to the following:-

	To:-
(a) For military and essential civil requirements	D.D.Tn., B.T.A.
(b) For rehabilitation requirements	Controller of Railways, A.C.A. Transport Div. (B.E.).

All demands received from the Austrian Railways will be screened by technical branches (either TN/A.C.A. Transport Div.) concerned before provision action is taken.

(c) For the purposes of this instruction only items listed under 6(a)(a) above are dealt with in the following:-

After screening, approved items will be divided into separate categories as under:-

(a) Available ex local resources or by local manufacture against military sponsorship through L.R.A.B. (Local Resources Allocation Board).

(b) Items to be obtained ex military stocks or local resources in Austria or Italy.

Items demanded under (a) above will be handled through the L.R.A.B. in accordance with the prescribed procedure, but military/essential civil requirements should be bid separately, and not included with rehabilitation requirements.

With the establishment of the Tn. Stores Dump, Zeltweg it may be possible when approved by Tn. Stores branch, C.M.F. to meet demands from the Austrian Railways against (b), for military and essential civil purposes, from Tn. Stores Dump military reserve stocks in Austria without recourse to Services B.T.A. Where this is not practicable a demand on A.F.W. 4087 (Demand for Tn. Stores) copies to Tn. Stores Dump, Zeltweg and Tn. Main, C.M.F. will be submitted to the Service concerned. If the materials etc. required are not available from stocks in Service depots, Austria, demands on Services B.T.A. should be recalled and provision referred to Tn. Main, C.M.F.

7. EMERGENCY PROCEDURE.

Interim and emergency requirements for military and essential civil use of the Austrian Railways will be the subject of special application by the Austrian Railways through the Tn. B.T.A. technical branch concerned, direct to Tn. Stores Branch, Villach, who will, as necessary, arrange supply as under:-

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(a) By withdrawal from Tn. Stores Dump, Zeltweg,
(b) By emergency demand on M.G.A. (D.D.Tn. B.T.A.).
(c) By emergency demand on Services B.T.A.,
(d) By emergency signalled demand on Tn. Main, C.M.F.

Emergency demands for items which are unobtainable in the British Zone or from military resources in Austria or Italy will be placed through A.C.A. channels.

8. LOCOMOTIVES AND ROLLING STOCK.

(a) D.D.Tn. B.T.A. is responsible for ensuring that the locomotives and rolling stock necessary for the operation of military and essential civil traffic are available within the British Zone.

(b) Transport Division (D.D.), A.C.A. is responsible for ordering any additional locomotives and rolling stock required for civil traffic or rehabilitation.

9. PROJECT STORES AND SPECIAL REQUIREMENTS.

(a) Stores requirements for military projects will be supplied from Austrian Railway or Allied Commission resources or if not otherwise available from Tn. Stores military resources.

(b) Requirements of the Austrian Railways for non-military projects will be submitted to Transport Division (D.D.), A.C.A. for supply through civil channels.

(c) Special or bulk requirements of the Austrian Railways will be co-ordinated by the Heads of Stores branches, Austrian Railways. This applies, in particular, to bulk provision by Austrian Railways from local resources. Applications for assistance in obtaining releases of military controlled materials, allotments from production will be submitted by Heads of Stores Depts., Austrian Railways to Tn. D.T.A. who will co-ordinate action with Transport Div. (D.D.) A.C.A. according to the nature of the request.

10. COAL.

(a) Responsibility for originating demands and estimates, separately, for Hard and Soft Coal, on the Solid Fuel Allocation Committee, Austria (who co-ordinate all demands in the BR. Zone, Austria) rests with D.D.Tn., B.T.A.

(b) Demands and forecasts will be based upon requirements estimated by the Austrian Railways and approved by Tn.3 (Operating and Mechanical) and will be adjusted by Tn. Stores branch, D.T.A. to attain during a reasonable period c.60 days reserve based upon current consumption.

(c) It will be necessary for the Austrian Railways to create an organisation capable of maintaining correct records and rendering returns of receipts, issues and stocks to Tn. Stores Branch B.T.A. as and when required by them.

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

traffic are available within the British Zone.

(b) Transport Division (B.E.), A.C.A. is responsible for ordering any additional locomotives and rolling stock required for civil traffic or rehabilitation.

9. PROJECT STORES AND SPECIAL REQUIREMENTS.

(a) Stores requirements for military projects will be supplied from Austrian Railway or Allied Commission resources or if not otherwise available from Tn. Stores military resources.

(b) Requirements of the Austrian Railways for non-military projects will be submitted to Transport Division (B.E.), A.C.A. for supply through civil channels.

(c) Special or bulk requirements of the Austrian Railways will be co-ordinated by the Heads of Stores branches, Austrian Railways. This applies, in particular, to bulk provision by Austrian Railways from local resources. Applications for assistance in obtaining releases of military controlled materials, allotments from production will be submitted by Heads of Stores Depts., Austrian Railways to Tn. B.T.A. who will co-ordinate action with Transport Div. (B.E.) A.C.A. according to the nature of the request.

10. COAL.

(a) Responsibility for originating demands and estimates, separately, for Hard and Soft Coal, on the Solid Fuel Allocation Committee, Austria (who co-ordinate all demands in the BR. Zone, Austria) rests with D.C.Tn., B.T.A.

(b) Demands and forecasts will be based upon requirements estimated by the Austrian Railways and approved by Tn.3 (Operating and Mechanical) and will be adjusted by Tn. Stores Branch, B.T.A. to attain during a reasonable period a 60 days reserve based upon current consumption.

(c) It will be necessary for the Austrian Railways to create an organisation capable of maintaining correct records and rendering returns of receipts, issues and stocks to Tn. Stores Branch B.T.A. as and when required by them.

(d) Reports by signal on receipts, issues and stocks together with information on bids on S.F.A.C. and tonnages allocated will be made to D.Tn. (Tn.2) C.M.F. as under:-

(i) Receipts, issues and stocks. (Stocks in tonnage and number of days of estimated consumption)	Weekly (position as at Tuesday of each week)
(ii) Bids on S.F.A.C. and allocations	Monthly. Additional information on originating point and receipts against allocations are also required by D.Tn. C.M.F.

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(e) Tn. Stores branch B.T.A. will be responsible for advising D.D.Tn. B.T.A. upon any shortage in supply against demands, or unpredicted increases in consumption, for all railway purposes, which may prejudice supplies for future movement of military and essential civil traffic.

11. PETROL, OILS AND LUBRICANTS.

(a) Tn. Stores branch B.T.A. is responsible for submission of demands and forecasts for requirements of P.O.L. to M.G. Austria on the 15th of each month. This demand will include requirements of railway locomotive and wagon oils and lubricants.

The emergency holding in T.S.Ps. Italy will only be supplied to Austria in the event of Tn. B.T.A. failing to secure their requirements under M.G. arrangements.

(b) A copy of the P.O.L. state will be provided for information of D.Tn. E.M.F.

(c) Austrian Railway requirements of P.O.L. will be revised monthly in accordance with details of estimated consumption to be provided by the Austrian Railways approved by Tn. Operating and Mechanical branches B.T.A.

12. INDUSTRIAL GASES.

(a) Tn. B.T.A. will ensure that requirements of Tn. units for Oxygen and Acetylene Gases are forecasted to Ordnance B.T.A. in accordance with the requirements of that Service.

(b) Tn. B.T.A. will arrange the provision of military and essential civil requirements of Oxygen and Acetylene Gases and Carbide (where required) for railway construction and workshop use.

(c) A.C.A. Transport Div. (E.E.) will be responsible for arranging supply of Industrial Gases and Carbide for use in permanent rehabilitation works.

13. LOCAL PURCHASE/REQUISITIONING.

(a) The procedure for local purchase and requisitioning of stores required for Tn. military and essential civil purposes is set out in A.F.H.Q. Instruction AG.400.12/189/SUP-O, 28 May 45 entitled "Procurement of Supplies, Services and Facilities by the Allied Forces in Austrian Territory".

(b) Before purchase of materials/stores is made by military units against the Austrian Railways account, authority must be obtained from Tn. B.T.A. Units will write or signal A.D.Tn. (Stores), B.T.A. stating requirements, contractor's name and address and the price quoted before arranging supply. Accounts for approved purchases payable by the Austrian Railways will be presented in quadruplicate and certified that -

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in the event of Tn. B.T.A. failing to secure their requirements under M.G. arrangements.

(b) A copy of the P.O.L. slate will be provided for information of D.Tn. C.M.F.

(c) Austrian Railway requirements of P.O.L. will be revised monthly in accordance with details of estimated consumption to be provided by the Austrian Railways approved by Tn. Operating and Mechanical branches B.T.A.

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(b) Before purchase of materials/stores is made by military units against the Austrian Railways account, authority must be obtained from Tn. B.T.A. Units will write or signal A.D.Tn.(Stores), B.T.A. stating requirements, contractor's name and address and the price quoted before arranging supply. Accounts for approved purchases payable by the Austrian Railways will be presented in quadruplicate and certified that -

(a) Materials/Services received and condition stated.
(b) Details of incorporation (Job No. etc.).
(c) Opinion as to reasonableness or otherwise of price.
(d) Details and source of supply of any materials supplied by unit to contractor and whether equivalent credit has been allowed in contractor's charges.

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14. ACCOUNTING PROCEDURE.

(a) Military Tn. Stores supplied ex T.S.Ds. Italy or Services stocks B.T.A. for use by the Austrian Railways will be vouchered direct to the appropriate Austrian Railway by the accounting C.M.F. Tn. Stores Depot concerned. Vouchering and accounting procedure is laid down in A.D.Tn.(S) C.M.F. Instruction to O's. i/c T.S.Ds. No. 54, 1 Oct. 45, and will be supplemented as necessary by further instructions to be issued in due course.

(b) Tn. Stores issued to the Austrian Railways in accordance with Tn. Stores C.M.F. Instruction to O's i/c T.S.Ds. No. 54 will be taken on civil railway charge under care of civil railway personnel who will be subject to general supervision by military Tn. Stores staff responsible only for ensuring proper control of issue is maintained. Losses after the original receipt has been acknowledged by the Austrian Railways will be a civil railway liability.

(c) Two copies of each receipted voucher for stores permanently issued for Austrian Railway use will be provided by Tn. Stores organisation, C.M.F. for Tn. (Finance) B.T.A. Accountancy purposes.

(d) (i) The military operational emergency reserve in Austria will be held on loan from C.M.F. under physical and accounting control of military Tn. Stores personnel.

(ii) In the event of dispersal for emergency purposes, Tn. Stores branch B.T.A. will ensure that receipted vouchers associating issue with military Job No. are provided for B.T.A. Finance branch use. This will be effected by reporting issue to A.D.Tn. (Stores), Tn.(Br.) Main, C.M.F., who will initiate vouchering action by accounting T.S.D. in Italy.

(e) Military Tn. Stores personnel will not be held responsible for accounting for stores imported or otherwise obtained through A.C.A. Transport or Economic Division channels.

15. This directive has been agreed by A.C.A. Transport Division.

R.D. ACHESON,
Brigadier,
Director of Transportation.

DISTRIBUTION:-

IRSD W.1 (less D.D.M.R.S.).

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(e) Military Tn. Stores personnel will not be held responsible for accounting for stores imported or otherwise obtained through A.C.A. Transport or Economic Division channels.

15. This directive has been agreed by A.C.A. Transport Division.

R.D. ACHORN,
Brigadier,
Director of Transportation.

DISTRIBUTION:-

LIST W.1 (less D.D.M.R.S.).		
D.D.Tn., B.T.A., Vienna.	-	(4)
Tn. B.T.A., Villach.	-	(6)
A.C.A. Transport Division, Controller of Rlys.		(2)

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

APPENDIX I.

COAL - OCTOBER 1945.

	EAST ITALY TONS	WEST ITALY TONS	TOTAL TONS.
OPENING STOCK	59,919	76,617	136,536
RECEIPTS	55,966	41,795	97,761
ISSUES	42,552	40,109	82,661
TRANSFERS	1,879	14,983	16,862
CLOSING STOCK	* 71,253	63,320	* 134,573
STOCK IN DAYS CONSUMPTION BASED ON MONTH'S ISSUES	47	44	46
AVERAGE WEEKLY RECEIPTS	13,991	10,449	24,440
AVERAGE WEEKLY ISSUES	10,638	10,027	20,665

Note: Closing Stock includes Grade "A" (American Low Volatile) Coal as follows :-

EAST ITALY - 8,732 tons.

WEST ITALY - 13,959 tons.

* Figures reduced by 201 tons due to stock check at Verona.

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	EAST ITALY TONS	WEST ITALY TONS	TOTAL TONS.
OPENING STOCK	59,919	76,617	136,536
RECEIPTS	55,966	41,795	97,761
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0 8 1 4

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

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

Full description of Equipment	Reference to War Office approval where re-transfer falls under para. 2(i), (ii) and (iii).	FR
(i) From Military-end use to Civilian-end use. (ii) From or to a Foreign Government. (iii) From one Theatre to another Theatre. (iv) From one country in a Theatre to another country within the same Theatre. (v) From British Troops to U.S. Troops. (vi) From U.S. Troops to British Troops.	N I L	

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

APPENDIX .

-TRANSFERS OF TRANSPORTATION EQUIPMENT OF U.S. ORIGIN - OCT. 1945.

tion of Equipment	Reference to War Office approval where re-transfer falls under para. 2(i), (ii) and (iii).	Description of re-transfer.	
		FROM	TO
y-end use to Civilian-end Foreign Government. atre to another Theatre. try in a Theatre to ry within the same Troops to U.S. Troops. ops to British Troops.	N I L		

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

RAILWAY PASSENGER & FREIGHT STATISTICS - ITALY.

WARRANTS BY BRITISH R.T.O's PERIOD SEPTEMBER 13th to OCTOBER 12th 1945

Freight.

TRAFFIC	Total Warrants	TOTAL Wagons	TOTAL Tons	Wgn Kilcms	Ton Kilcms
British		25,162	285,311	7,217,785	75,811,893
U.S.A.		4,183	61,139	1,1[illegible]4,621	16,123,258
A.M.G/A.C.C.		2,894	43,457	492,233	6,944,761
E.F.I.		770	7,323	215,953	2,377,606
Italian Military		37	184	14,825	67,564
Italian Civil (Coal etc)		84	1,236	13,670	181,745
American Red Cross		1	10	321	3,210
U.N.R.R.A.		439	2,775	186,565	696,837
Y.M.C.A.		1	5	906	4,530
C.V.W.W.		3	9	2,125	6,375
Polish Red Cross		2	30	1,126	16,890
War Relief Services		1	7	448	3,136
Total	8010	33,562	401,982	9,310,576	102,147,7[illegible]

S.E.I.I.

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

RAILWAY PASSENGER & FREIGHT STATISTICS - ITALY.

APPENDIX No. K
Page 1.

NTS BY BRITISH R.T.O's PERIOD SEPTEMBER 13th to OCTOBER 12th 1945

otal arrants	TOTAL Wagons	TOTAL Tons	Wgn Kilams	Ton Kilams	Average Wagon Load	Average Wagon Haul
	25,162	285,511	7,217,789	75,811,893		
	4,163	61,133	1,134,621	16,123,258		
	2,834	43,457	492,233	6,914,761		
	773	7,829	215,953	2,377,606		
	37	184	14,823	67,564		
	24	1,236	13,670	181,745		
	1	19	321	3,210		
	439	2,775	136,565	606,837		
	1	5	906	4,530		
	3	9	2,125	6,359		
	2	30	1,126	16,890		
	1	7	448	3,136		
10	33,562	401,982	9,310,576	102,147,789	11.9 Tons	277 Kms

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RAILWAY PASSENGER & FREIGHT STATISTICS - ITALY

WARRANTS BY BRITISH R.T.O's PERIOD SEPTEMBER 13th to OCTOBER 12th 1945.

Passenger

TRAFFIC	Total Warrants	Personnel Journeys	Pass Kilms	Baggage Stores Guns etc. Tons	Tons Kms	Ton Kms
British		268,013	109,246,516	362	2130	138,059	833,833
U.S.A.		2,690	765,665	19	130	3.030	30,300
A.M.G/A.C.C:		194	75,375				
E.F.I.		12	3,418				
French Military		15	4,735				
Greek Military		24	4,504				
Russian Military		1	154				
Italian Military		1,453	483,[illegible]57				
Jugoslav Military		140	50,[illegible]03				
Chinese Military		4	2,134				
U.N.R.R.A.		26	6,[illegible]16				
Italian Civilian		13	5,[illegible]00				
American Red Cross		1	[illegible]50				
Italian Red Cross		34	[illegible],279				
Jugoslav Red Cross		2	936				
Y.M.C.A.		2	308				
Church Army		1	641				
War Relief Service		1	371				
W.V.S.		1	1,036				
Displaced Persons		440	31,526				
Total	5,273	272,977	110,677,311	372	2280	141,089	864,133

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

RAILWAY PASSENGER & FREIGHT STATISTICS - ITALY

APPENDIX No. K
Page 2

BRITISH N.T.O's PERIOD SEPTEMBER 13th to OCTOBER 12th 1945.

...s	Personnel Carried	Pass-Kilems	Baggage Stores Guns etc.				Average Length of Journey (Kilems)
			Tons	Tons	Ton Kms	Ton Kms	
	268,013	109,246,516	362	2180	138,059	833,833	
	2,690	765,665	10	100	3.030	30,300	
	190	75,375					
	12	3,418					
	15	4,735					
	24	4,594					
	1	154					
	1,453	403,[illegible]57					
	140	59,695					
	4	2,134					
	26	6,046					
	13	[illegible]2					
	1	[illegible]					
	34	[illegible]279					
	2	926					
	2	308					
	1	941					
	1	371					
	1	1,036					
	440	31,526					
	272,977	110,677,311	372	2280	141,089	864,133	405

0 8 2 01

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

E 4

RAILWAY PASSENGER AND FREIGHT STATISTICS - ZONE 'A' (TRIESTE AREA)

WARRANTED BY BRITISH R.T.O's PERIOD SEPTEMBER 13th to OCTOBER 12th 1945.

Passenger

TRAFFIC	Ø Total Warrants	Personnel Embarked	Pass Kilms	Baggage Stor		
				Wgns	Tons	Van K
British		2,373	85,930	244	1071	707
U.S.A.		49	1,911			
E.F.I.		1	39			
Total		2,423	87,930	244	1071	707

Freight

TRAFFIC	Ø Total Warrants	TOTAL		Wagon Kilms
		Wagons	Tons	
British		1,716	21,944	95,945
U.S.A.		9	156	109
A.M.G/A.C.C.		1,321	21,430	81,430
E.F.I.		10	81	392
Italian Civil		23	195	885
American Red Cross		1	3	41
U.N.R.R.A.		373	2,094	14,753
C.V.A.A.		1	5	39
Total	6	3,454	45,908	193,597

Ø Applies to local traffic only.

0821

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

RAILWAY PASSENGER AND FREIGHT STATISTICS - ZONE 'A' (TRIESTE AREA) — APPENDIX No. K

ED BY BRITISH R.T.O's — PERIOD SEPTEMBER 15th to OCTOBER 12th 1945. — Page 3

Total Warrants	Personnel Entrained	Pass Kilms	Baggage Stores Guns etc.			
			Wgns	Tons	Wgn Kms	Ton Kms
	2,373	85,980	244	1071	7074	31528
	49	1,911				
	1	39				
	2,423	87,930	244	1071	7074	31528

Total Warrants	T O T A L		Wgon Kilms	Ton Kilms
	Wgons	Tons		
	1,716	21,944	95,949	1,265,686
	9	156	108	1,872
	1,321	21,430	31,450	1,323,443
	10	81	392	3,175
	23	195	885	7,524
	1	3	41	123
	373	2,094	14,753	84,234
	1	5	39	195
0	3,454	43,908	193,597	2,686,252

es to local traffic only.

SECRET.

Subject : Progress Report - Italy.

Transportation Increment,
Italy.
Tel : Firebox 49.
Outside line 843332.
Ref : TN.A.1/43.
25 February 1945.

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

Herewith my Progress Report No. 17 for the month of January, 1945.

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

DISTRIBUTION:

Director of Transportation, The War Office.
G-4 Mov & Tn., A.F.H.Q.
D.D.Tn., A.F.H.Q.
Q(M)., H.Q., 15 Army Group.
D.Tn., G.H.Q., M.E.F.
D.Tn., Rear H.Q., 11 Army Group, S.E.A.C.
D.D.Tn., B.A.S., Washington.
D.D.M.R.S.
D.D.Tn. (Docks).
D.D.Tn. (Railways).
A.D.Tn.(Br)., 15 Army Group.
H.Q., Movements Central Italy.
H.Q., Movements West Italy.
H.Q., Movements East Italy.
Transportation Sub-Commission, A.C.
1 Port Operating Group, R.E.
5 Port Operating Group, R.E.
7 Port Operating Group, R.E.
3 Port Construction & Repair Group, R.E.
H.Q., 6 I.W.T. Group, R.E.
1 Railway Construction and Maintenance Group, R.E.
1212 Railway Construction and Maintenance Group, R.E.
Railway Construction Group, S.A.E.C.
4 Indian Railway Constr. & Maintenance Group, I.E.
1 Railway Operating Group, R.E.
2 Railway Operating Group, R.E.
3 Transportation Stores Group, R.E.

42 2 2 2 1 1 1

Herewith my Progress Report No. 17 for the month of January, 1945.

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

DISTRIBUTION:

Director of Transportation, The War Office. (4)
G-4 Mov & Tn., A.F.H.Q. (2)
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D.Tn., G.H.Q., 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)
D.D.Tn. (Docks). (1)
D.D.Tn. (Railways). (1)
A.D.Tn.(Er)., 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 L.W.T. Group, R.E. (1)
1 Railway Construction and Maintenance Group, R.E. (1)
1212 Railway Construction and Maintenance Group, R.E. (1)
Railway Construction Group, S.A.E.C. (1)
4 Indian Railway Constr. & 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)
War Diary. (2)
File. (1)
Transportation Sub-Commission, Rail Section. (1)

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TRANSPORTATION INCREMENT. SECRET.

C. M. F.

Copy No. 30

PROGRESS REPORT No.17.

JANUARY, 1945.

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3. Port Construction and Repair.
4. Railway Construction.
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TRANSPORTATION INCREMENT.
C. M. F.

PROGRESS REPORT No. 17. SECRET.
JANUARY, 1945.
ITALY.

1. GENERAL.

(a) Unfavourable weather conditions prevailing throughout the month have continued to hamper all Transportation activities, particularly port operating at Ancona where considerable damage to craft has been caused through the inability of the Italian I.W.T. Port Operating Coys., to cope with the wintry conditions and bad weather. The 'Regio Marina' have been requested, through F.C.I.I., to replace the less experienced officers and men in the two Italian I.W.T. Coys. at Ancona.

(b) The total tonnage of Stores and M.T. handled at ports by British units during January shows the considerable decrease of 76,840 tons or 14.6% over the December figure. This is caused by a decline of 13.5% and 46.5% respectively in the discharge at East and West Italian ports due to a reduction in the amount of cargo offering. Exports from West Italian ports increased by 3477 tons or 140% over the corresponding December figure.

(c) Bad weather has again necessitated continuous maintenance of quay and road surfaces at Ancona. A noticeable improvement has been effected but shortage of stone has not allowed a high standard to be reached and surfaces are still far from satisfactory and much inferior to those of other East Coast ports.

(d) Work on the Appennine Tunnel has proceeded satisfactorily, the slip in the open cut at the South portal has been halted and construction of the tunnel ring commenced. Good progress is being made with two adits, one to draw flood water and the other to provide access to additional faces in the demolished section. The estimated time of completion is 15 April - 15 May depending on the ground conditions encountered during tunnelling.

(e) The work on Line 219, Pisa - Empoli - Florence, has been raised in priority by A.F.H.Q., in order to provide insurance against the possibility of prolonged delay in the opening of the Serravalle Tunnel on the Pisa - Pistoia - Florence line. This work, originally to be carried out by the I.S.R. under A.C. supervision, will now be treated as a military project and has been allotted 2 American Engineer Battns. and 3 Italian Rly. Engineer Coys.

(f) Line 90 was reopened for traffic on 23 January after the completion of the new 150 ft. lattice span over the river Molfa and repairs to washouts near Vairano.

(g) The reconstruction of the overhead contact line, on the Terni - Fabriano section of line 87, has been completed; preliminary trials took place on 21 January during which a single electric locomotive successfully hauled a 400 ton test train over the section, during final trials a 700 ton test train was hauled successfully from Terni to

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During 30/31 January electric locomotives were worked into service and a completely new servic. and time table introduced from Terni to Fossato.

(h) Heavy blizzards at the beginning of the month seriously interfered with traffic on lines 86 and 87 where snow drifts of from 8' to 9' were not uncommon; snow ploughs were brought into use, but stationary trains became quickly snowed up and had to be dug out by specially organised I.S.R. gangs. At first difficulty was experienced in obtaining food for these men but authority has now been obtained to hold reserves of Army rations at key points for issue in such emergencies.

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(i) A service of leave trains from Montecatini to Rome was inaugurated, on 20 Jan., at present only three round trips are made perweek but it is proposed to operate a second train next month and to run a regular weekday service.

(j) Transportation Stores Units handled a total of 40,750 tons (excluding coal and fuel oil) during the month, 6.8% above the December record figure. The increase was due principally to transfers and heavy issues of track materials. The issues of rail and sleepers amounting to 22 miles and 30 miles respectively, while standard military bridging declined slightly to 2136 ft. run.

(k) Supplies of repaired boots and battle dress to the I.S.R. have been on a very much reduced scale during January due to shortage of stocks in the theatre and an alteration in the Allied Commission policy of distribution.

Agreement has now been reached that M.R.S. will receive 14.16% of the total available A.C. stocks and in consequence substantial releases of boots and clothing have been authorised for early February.

(l) Authority has been received for the issue, on repayment, to train crews of additional rations consisting of 12 oz. tinned meat and vegetable stew and 4 oz. biscuit for each 8 hour shift worked. Distribution is complicated by the fact that the cost to the I.S.R. of rations supplied from American sources is 50% higher than similar rations from British stocks. In order to avoid discontent among crews working in American controlled areas, I.S.R. have been asked to issue all rations at the same price irrespective of whether they are of American or British provision.

(m) A total of 132 senior officials of the I.S.R. have been suspended from duty by the Epuration Commission since the beginning of the Anti Fascist purge of which only 8 have been reinstated; the remainder will continue under suspension until the Commission is able to complete their investigations. The number of new suspensions during January has been very small.

2. PORT OPERATING.

A. GENERAL.

(i) Employment of Port Operating Groups, R.E.

Port Operating Groups available in East Italy were Nos. 1, 5 and 7 Groups with Headquarters at Brindisi, Bari and Ancona respectively.

Allocation of Ports and Operating Units to Groups was as under :

		Operating Units.			
Group.	Ports.	Brit. South African.	Maur.	It.	Remarks.
No. 1 Port Op.	Ports				

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Allocation of Ports and Operating Units to Groups was as under :

		Operating Units.				
Group.	Ports.	Brit.	South African.	Maur.	It.	Remarks.
No. 1 Port Op. Group, R.E.	Taranto.	1	Det.		2	
	Gallipoli.					Civilians only.
	Brindisi.	2	Det.		2	
No. 5 Port Op. Group, R.E.	Monopoli.	Det.				
	Bari.	4	1 less Dets.	1	1	Also 2 Coys Lebanese.
	Barletta.	Det.			1	
No. 7 Port Op. Group, R.E.	Ancona.	4		1		

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No. 1 Port Operating Group has in addition two British Port Operating Companies employed in Greece i.e., 1010 Port Operating Company at Piraeus and 992 Port Operating Company at Salonika with detachments at Corfu, Patras and Volas. No. 5 Port Operating Group also has one British Port Operating Company working at Leghorn, while one South African Docks Operating Company is employed at Naples on supervisory duties. Dets of 1027 Port Operating Company and 990 Port Maintenance Company have been located at Civitavecchia with five mobile cranes to operate the port on behalf of A.C.

(ii) General remarks.

The operation of all East Coast ports was adversely affected by bad weather throughout the month. This was one of the main causes of the reduced tonnage handled in January which totalled 13,885 tons and was 11% below the December figure.

The average tonnages for January of M.T. and stores dealt with by Ts.(Br) Units are summarised below:-

	Daily averages.								
	Export.			Import.			Total.		
Port.	M.T.			M.T.			M.T.		
	No.	Tons.	Stores.	No.	Tons.	Stores.	No.	Tons.	Stores.
Taranto.	63	296	307	43	144	456	106	440	763
Gallipoli.	-	-	-	-	-	180	-	-	180
Brindisi.	-	-	533	10	53	1537	10	53	2070
Monopoli.	-	-	130	-	-	28	-	-	158
Bari.	2	34	1336	34	172	4163	36	206	5499
Barletta.	-	-	230	-	-	131	-	-	361
Ancona.	-	-	28	39	164	3431	39	164	3459
Leghorn.	9	34	704	-	-	150	9	34	854
Naples.	6	19	257	-	-	42	6	19	299
Totals.	80	380	3525	126	533	10118	206	913	13643

(iii) Operations.

The cessation of fighting in Greece has enabled the civil and military stores shipped from the Med to that country to be resumed on a routine basis. The forwarding of cargo handling gear on all ships has now ceased and the detachment of 1027 Port Operating Company that was at Patras has returned to Brindisi.

The shipping of civil supplies to Split and Dubrovnik was

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The operation of all East Coast ports was adversely affected by bad weather throughout the month. This was one of the main causes of the reduced tonnage handled in January which totalled 13,885 tons and was 11½% below the December figure.

The average tonnages for January of M.T. and stores dealt with by Tn.(Br) Units are summarised below:-

Daily averages.

Port.	Export. M.T. No.	Export. M.T. Tons.	Export. Stores.	Import. M.T. No.	Import. M.T. Tons.	Import. Stores.	Total. M.T. No.	Total. M.T. Tons.	Total. Stores.
Taranto.	63	296	307	43	144	456	106	440	763
Gallipoli.	-	-	-	-	-	180	-	-	180
Brindisi.	-	-	533	10	53	1537	10	53	2070
Monopoli.	-	-	130	-	-	28	-	-	158
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The shipping of civil supplies to Split and Dubrovnik was in hand at the end of January under arrangements of M.L. Jugo Slavia who are also arranging for the provision of port equipment (cargo handling gear, etc.).

A Mov & Tn reconnaissance was carried out of Ravenna and Porto Corsini. The port was found to be suitable for Army supplies as soon as the R.N. have dealt with the mine problem.

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(iv) Shore labour.

The most important event during January in connection with civilian labour was the Italian Government call up of the 1924 class. It is not yet clear what the effects will be but the position is being watched.

Most Coal Ports relied mainly on civilians for shore labour. The supply of labour was somewhat erratic, particularly at Brindisi as a direct result of bad weather experienced.

Allied employed civilians are now covered by the various Italian State insurances for sickness, etc. This should help considerably in ensuring regular attendance of labour.

The employment of civilians at Ancona on quay work is confined almost entirely to checkers and plant operators.

B. PORT WORKING EXPERIMENTS.

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

The U.S. authorities are carrying out the conversion of an L.S.T. for the conveyance of rolling stock at Palermo. Available information has been passed on to the U.S. authorities to assist work and a liaison officer has been sent to Palermo. No detailed information is yet available of the progress of the work.

(ii) Slinging of Locomotives and Wagons.

Tests have been carried out with the locally designed wagon lifting gear. These were successful and eight sets of such gear are being made. The trials of the loco slings have not yet been carried out.

C. EAST ITALIAN PORT WORKING.

Taranto.

The work performed in January at this port was on a considerably reduced scale, particularly so far as imports were concerned. This was due to the reduction of traffic from M.E. and North Africa.

The 150 tons floating crane has been out of action for several weeks owing to a general overhaul. Repairs are expected to be completed by the end of February.

Gallipoli.

This port was fairly well employed on Welsh coal imports.

Brindisi.

Brindisi tonnages were somewhat lower than in previous months. This was due to various reasons including bad weather, shortage of labour and transport, the difficulty at the local Depot in accepting P.O.L. passing through the port.

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Monopoli.

Apart from the handling of bulk oil, the port was mainly employed exporting maintenance stores to the Dalmatian Coast. Tonnages dealt with however were not large.

Bari.

Bad weather was experienced at Bari and work suffered. Serious quay congestion resulted at one period during the month when ship discharge had to be curtailed. A peak figure of 14,973 tons awaiting clearance on 15 Jan. was recorded.

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The reasons for the congestion were

(a) Heavy imports for certain receivers.

(b) Shortage of clearance facilities.

In spite of the above difficulties the good daily average tonnage of 5704 tons was maintained.
The units working the port remained unchanged.
The W.D. Pontoon Derrick No. 107 continued to do good work, and the crew are now able to operate with satisfactory speed.

Barletta.

Another quiet month was experienced at Barletta. The port was used by the R.N. as a landing craft repair base. W.D. cargo handled was mostly exports, 63% of the tonnage handled being accounted for under this head.

Ancona.

Continued bad weather was experienced at this port and in spite of every effort being made to maintain roads and quays, these remained on the whole in a poor state compared with other East Italian ports.
Railway construction work was continued and the railway connections to Molo 3rd were practically completed by the end of January.
The R.N. are desirous of having more berths allocated for their use and a decision is awaited.
An average of 1739 tons a day was dealt with by Lighterage. This was 48% of the tonnage handled. The reduction as compared with previous months was due to a variety of reasons including an increase in the amount of heavy cargo and bad weather. In order to counteract this and improve craft turn round extra cranes have been allotted to the port for craft discharge.

D. WEST ITALIAN PORT WORKING.

Leghorn.

1021 Port Op. Coy. continued to work a section of this port and although the month started well with the discharge of 4000 tons of ammunition and bagged grain from 2 ships in 48 hours, the average daily tonnage dropped to a new low level for the port at 919 tons, due to lack of shipping.
Exports showed a marked increase over previous months and during the last week equalled imports.
During slack periods the Company has been employed on the clearance of their quays and on repairing and checking cargo handling gear.
On the 17th Jan. the presentation of the Fifth Army Plaque for meritorious service was marked by a special parade in which half the

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Ancona.

Continued bad weather was experienced at this port and in spite of every effort being made to maintain roads and quays, these remained on the whole in a poor state compared with other East Italian ports.

Railway construction work was continued and the railway connections to Molo Sud were practically completed by the end of January.

The R.N. are desirous of having more berths allocated for their use and a decision is awaited.

An average of 1739 tons a day was dealt with by Lighterage. This was 48% of the tonnage handled. The reduction as compared with previous months was due to a variety of reasons including an increase in the amount of heavy cargo and bad weather. In order to counteract this and improve craft turn round extra cranes have been allotted to the port for craft discharge.

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Naples.

No. 3 Docks Op. Coy., S....E.C. continued to supervise the civilian labour in a small area of this port. The area allocated to this Company is K pier (Berths 58 - 61), a lighter berth and a back-pile stacking area. None of the berths are rail served and except for clearance from the backpile, road transport only can be used.

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The following plant loaned from the American Engineers, is operated and maintained by personnel of this Company :-

2	Lima cranes capacity	40 tons.
2	Bucyrus Erie "	2 "
1	" " "	1½ "
2	Koerhing cranes "	10 "
1	P & H Crane "	4 "
7	Clark tractors.	
4	Fork Lift trucks.	
1	International tractor.	
60	Dollies.	

Work during the month has been less than that of previous months due to the following reasons.

(a) Inclement weather preventing the discharge of ships with perishable cargo.

(b) Broken road surfaces rendering the use of dollies impracticable. During the month however much maintenance was undertaken on these road surfaces and a marked improvement is already apparent.

(c) Flooded areas could not be used for stacking without pallets first being laid down.

(d) Shortage, at times, of rail wagons and road transport.

(e) Depots being unable to cope with traffic despatched from port.

(f) Lighting facilities on quays and hards being inadequate and at times out of commission.

B. PORT MAINTENANCE.

1019 Port Maintenance Company have fitted Sherman tank engines to 2 Craft No. 28 and the 4 cylinder Gray Marine engines replaced are being overhauled by the Docks Workshop Section prior to being put into store to be held as spares.

A meeting was held at the beginning of the month to discuss the question of provision of spares for plant and craft of Tn. provision. It was decided that, as spares for all plant and craft could not be held at each T.S.D., Companies should be permitted to hold an agreed scale of Class 'A' spares. Scales are to be agreed for each type of plant and craft and units will then be issued with spares to these scales when they become available.

As the scheme will put an increased strain on Company Store-keeping, an offer made by C.C. No. 3 Tn. Stores Group has been accepted and selected men from the Companies are undergoing a short Storeman's Course at No. 325 T.S.D. The course lays particular emphasis upon spare parts accounting.

There have been a number of breakages of steering caster king posts on 6 ton P. & H. cranes.

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(e) Depots being unable to cope with traffic despatched from port.

(f) Lighting facilities on quays and hards being inadequate and at times out of commission.

B. PORT MAINTENANCE.

1019 Port Maintenance Company have fitted Sherman tank engines to Z Craft No. 25 and the 4 cylinder Gray Marine engines replaced are being overhauled by the Docks Workshop Section prior to being put into store to be held as spares.

A meeting was held at the beginning of the month to discuss the question of provision of spares for plant and craft of Tn. provision. It was decided that, as spares for all plant and craft could not be held at each T.B.D., Companies should be permitted to hold an agreed scale of Class 'A' spares. Scales are to be agreed for each type of plant and craft and units will then be issued with spares to these scales when they become available.

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There have been a number of breakages of steering caster king posts on 6 tons R. & R. cranes. New king posts have been made by the Docks Workshop Section and, in order to strengthen the design, the hole up the centre through which the electrical wiring is normally run has been omitted and the wires taken up the outside. This modification has proved successful and the rate of breakage has decreased.

F. BARGE CONSTRUCTION.

No barge construction was undertaken in January. All barge parts received have been stored. The number of barges now held in store is as follows :

Taranto.	3 Minca.
Brindisi.	1 Minca.
Bari	12½ Minca.

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G. WATER TRANSPORT.

The operation of lighterage work in the East Italian ports continued in January at about the same level as previous months. On a number of days however bad weather was experienced which considerably curtailed work. This was particularly so at Ancona and Bari, the two main ports.

The work of Nos. 1 and 3 Italian I.W.T. Companies was not satisfactory during the wintry weather.

945 Company, apart from the detachment at Bari, is available for lighterage work at the next major port to be opened.

The number of civilians employed at the various ports is considerable. In fact it is considered that the Reel ports could operate on a civilian basis under British supervision if and when necessary to liberate Italian Companies for future ports.

Cargo handled by I.W.T. at the various Ports is indicated below :-

Port.	Tonnage.
Taranto.	768
Brindisi.	7,921
Bari.	37,349
Ancona.	53,903
Leghorn.	43,850
	187,791

Maintenance and Repair.

A large number of craft have been out of action, but as a surplus exists, work in ports has fortunately not been affected. Much unnecessary damage has been caused by the bad handling of Italian I.W.T. personnel.

The cracking of Diesel tug cylinder heads is still causing concern and facilities for casting new ones are very limited. Only one firm has so far been found capable of doing the work and production is not keeping up with wastage.

The advice of the Naval Degaussing Officer at Taranto was sought on the necessity for degaussing or wiping tugs and "Z" Craft. His advice was that all such craft operating from Ancona Northwards and any crossing the Adriatic should be wiped and instructions have been issued for this to be done. Facilities for carrying out this work exist at Ancona and Taranto.

Apart from one small patch on a Minus barge at Bari, no trace has so far been found of any - [illegible] by Sea Worm.

The slipway at Taranto has been found to be in very bad condition below the water line and will require renewal of all timbers.

3. PORT CONSTRUCTION AND REPAIR.

a. COMPOSITION OF 3 E.C. & R. GROUP, R.E.

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below :-

Port.	Tonnage.
Taranto.	768
Brindisi.	7,921
Bari.	31,349
Ancona.	53,993
Leghorn.	43,850
	137,781

Maintenance and Repair.

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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.
975 Port Repair Ship, R.E.

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B. GENERAL.

(i) Personnel.

The C.R.E. visited Bari on the 16th January '45.
Major J.M. Middleton, R.E., Second-in-Command, returned from Greece on the 15th January.

(ii) Miscellaneous.

On 13th January '45, 975 Port Repair Ship 'Progress' R.E. sailed from Ancona for repairs at Bari.

On 9th January '45 a reconnaissance of RAVENNA and PORTO CORSINI was made. A survey of the damage sustained by both ports was subsequently carried out and plans prepared.

Planning for future operations has been continued. To date, surveys have been carried out and detailed plans have been prepared of the following harbours :- Senegallia, Fano, Pesaro, Cattolica, Rimini and Ravenna.

During his visit to Greece 2 i/c carried out recce of following ports, PIRAEUS, SALONIKA, VOLOS, KALAMATA and submitted to CE 3 Corps schemes for their repair.

C. ANCONA.

(i) Road Communications.

Almost continuous rain throughout the month has necessitated constant maintenance of all roads in the dock area.

The relaying of the stretch between the main entrance and the R.N. Dockyard has been continued throughout the month but priority of stone delivery for this job is now low as the surface has been considerably improved.

The road running along the West side of the Molo Sud has deteriorated so badly that it has now been relaid over its entire length.

Foundation for the road across the Molo Mandracchio has been laid.

(ii) Rail Communications.

Earthworks have been carried out for the laying of tracks from Molo Mandracchio to Berth 21 at an average distance of approximately 100 ft. from the quay edge. Excavation in the quay wall on Berth 21 is at present in hand to lay the track 12 feet from the quay face. All quay surfaces have been made good where track has been laid. Track laying by the end of the month will be complete to Berth 21. All switches have been decked over.

(iii) Quay Repairs.

No further repair work to the Coastal Forces Berth has been possible on account of continuous rough weather. Vertical fenders have however been fixed on a stretch of 100 feet of berth to

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(iii) Quay Repairs.

No further repair work to the Coastal Forces Berth has been possible on account of continuous rough weather. Vertical fenders have however been fixed on a stretch of 100 feet of berth to allow for the safe mooring of Coastal Forces Craft alongside.

Further repair work to quay wall on Berth 15 was carried out.

A 70-foot long crater to water level on Molo Mandracchio causeway was repaired to enable the railway to belaid along West side of Molo Sud.

(iv) Quay Grading & Surfacing.

Regrading and resurfacing of berths on the Molo Sud have been continued throughout the month, Berth 21 having been completed on the 17th January, and work is proceeding now on Berth 22.

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Regrading has also been carried out on Berth 17, the resurfacing of which will be completed by the end of this month.

A railway loading platform to facilitate the loading of cargo on to railway wagons has been commenced during the month on Berth 16.

Surfacing has also been carried out between tracks on Berth 4 and all turnouts decked over and timber sleepers laid longitudinally as check rails.

Maintenance work on all quay surfaces has been continuous throughout the month.

(v) Protective Works.

(a) Mole Cementing.

The concrete roadway across this mole has been extended approximately 50 feet at either end to provide further protection to the quay.

Additional concrete blocks have been cast to provide a reserve of 50 which can be placed whenever a weak spot develops on the sea ward side of the mole. Gaps at either end of the sea wall have been left to provide access for the travelling crane for this purpose.

(b) Mole Nord.

No further work has been carried out on the filling of cavities on the seaward side of this mole on account of continuous heavy seas. As a result of an inspection of this breakwater, the Genio Civile Chief Maritime Engineer has expressed the opinion that the breakwater is in such a state now as to be able to stand up to any storm this winter.

(c) Mole Mandracchio.

Further heavy rubble from demolished buildings, and large boulders from Poggia Quarry have been tipped on the seaward side of this causeway.

A start has been made on the casting of 150 concrete blocks 3'6" x 3'6" x 2'6" which will subsequently be placed on the seaward side for further protection.

(vi) Salvage.

The remaining half of the 'F' lighter has been dragged 35 feet inshore with a view to thorough examination and disposal. It is expected that this work will be completed by the end of the month.

(vii) Oil Line.

The relaying of the two oil lines mentioned in last month's report has been continued.

The laying of the third oil line for carrying Derv from the Tanker Berth to the Pumping Station has been completed.

The alternative oil and derv intake on Berth 8 has been

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The concrete roadway across this mole has been extended approximately 50 feet at either end to provide further protection to the quay.

Additional concrete blocks have been cast to provide a reserve of 50 which can be placed whenever a weak spot develops on the sea ward side of the mole. Gaps at either end of the sea wall have been left to provide access for the travelling crane for this purpose.

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(c) Mole Mandracchio.

Further heavy rubble from demolished buildings, and large boulders from Poggia Quarry have been tipped on the seaward side of this causeway.

A start has been made on the casting of 150 concrete blocks 3'6" x 3'6" x 2'6" which will subsequently be placed on the seaward side for further protection.

(vi) Salvage.

The remaining half of the 'F' lighter has been dragged 25 feet inshore with a view to thorough examination and disposal. It is expected that this work will be completed by the end of the month.

(vii) Oil Line.

The relaying of the two oil lines mentioned in last month's report has been continued.

The laying of the third oil line for carrying Derv from the Tanker Berth to the Pumping Station has been completed.

The alternative oil and derv intake on Berth 8 has been completed and is now ready for use.

Another intake point for derv has been installed on the Royal Yacht "Sdvola" for discharging shuttle tankers and is now in operation.

(viii) Quarrying Operations.

The output from Poggia Quarry has been maintained at the target figure of 300 tons per day. The I.P.L. Coy. mentioned in last month's report works the day shift and a Detachment of Bechuanas work the night shift.

Several night shifts have however had to be cancelled on account of the extremely severe wintry conditions which have rendered the road unsafe for traffic

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D. B.A.R.I.

Tipping of stone outside the breakwater continued whenever weather allowed. During the month 9 barges were tipped bringing the total tipped to date to 33,500 tons.

After a bad storm lasting three days an inspection of the breakwater was carried out and the following noticed :-

(i) Berth 19.

35 ton blocks previously placed had slid out of sight, concrete appeared sound and no cracks.

(ii) Berth 24.

Blocks appeared to have settled very slightly but NOT to have moved relative to each other.

(iii) Berth 29.

Signs of cracks developing on either side of repair.

(iv) General.

Old cracks reopened and new ones developed throughout length of breakwater but none of a serious character.

4. RAILWAY CONSTRUCTION.

A. GENERAL.

1. The following report covers the period 16 January to 10 February 1945.

2. Work has continued at full pressure as follows.

N° 1 Rly Construction and Maintenance Group R.E.

Line 86. Forli to Faenza, reconstruction.
Fano to Forli, line doubling, including provision of new yard at Rimini.

N° 1212 Rly Construction and Maintenance Group R.E.

Line 218/217/65. Pisa to Florence, reconstruction.
Line 65. Orte to Arezzo, permanent repairs.

South African Rly Construction Group.

Line 65. Prato to Grizzano, reconstruction.

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(ii) Berth 24.

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(iii) Berth 29.

Signs of cracks developing on either side of repair.

(iv) General.

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Line 65. Orte to Arezzo, permanent repairs.

South African Rly Construction Group.

Line 65. Prato to Grizzano, reconstruction.

N° 4 (Indian) Rly Construction and Maintenance Group.

Line 86. Ancona to Fano, line doubling, including provision of new yards at Ancona and Mondolfo.

Line 86. Ancona to Fano.) Permanent repairs and heavy
Line 87. Orte to Falconara.) maintenance. Provision of additional operating facilities.

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U.S. Group.

Line 50 and 90.	Permanent repairs.
Line 50.	Leghorn to Pisa. Provision of additional operating facilities.
Line 65.	Florence. Campo Marte. Construction of Army Railhead.

3. (i) The construction plan set out in para. 4.C.2. of my December report has proceeded without alteration.

(ii) Continued difficulty in the opening of the Serravalle Tunnel on the Pisa - Florence line has caused a serious setback to the Railway development of the Florence Area.

(iii) Consideration has been given to increasing the priority of repair of Line 219 (Pisa Empoli Florence). Apart from increasing the available tonnage from Leghorn to Florence railheads and Line 65, the rapid construction of the line provides an insurance against prolonged delay in the opening of the Serravalle Tunnel. AFHQ have therefore allotted two U.S. Engineer Battalions to the work. Repairs, already in hand by I.S.R. contractors under A.C. supervision, will be very greatly expedited by placing the work under the American Section. Two "A" Coys. Rly. Operating Battalions, Two U.S. Engineer Battalions and three Italian Railway Construction Companies will be employed. Details are given in para. D.3., below.

(iv) During the period, there has been a build up of additional strength in the Ancona - Fano area, to enable N° 4 (Ind) Rly. Constr. and Maint. Group to carry out commitments in the doubling of line 86.

(v) A.C. work on the Ancona - Ortona section of line 86 is now well under way. Arrangements are being made for 1212 Group to take over part of the work as units are released from the Florence Area.

B. RAILHEADS.

The situation as detailed in my December report remains unchanged.

C. RECONNAISSANCE AND DEMOLITIONS.

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

D. LINE RECONSTRUCTION.

1. Line 65. Prato - Bologna.

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(ii) Continued difficulty in the opening of the Serravalle Tunnel on the Pisa - Florence line has caused a serious setback to the Railway development of the Florence Area.

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B. RAILHEADS.

The situation as detailed in my December report remains unchanged.

C. RECONNAISSANCE AND DEMOLITIONS.

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

D. LINE RECONSTRUCTION.

1. Line 65. Prato - Bologna.

Work has proceeded on the lines set out in my December report. The tunnel at 24.7 km. has been entered, the northern portal of the Appennine Tunnel has been entered, and the remainder of the work is proceeding according to plan.

At the South portal of the Appennine Tunnel, the slip in the bank of the open cut has been halted by the trestle buttresses and construction of the tunnel ring has begun.

Tunnelling for single line is in progress at the south face at the end of the open cut, and clearance of the blockage has commenced inside the tunnel. The air is now clear at this point but three feet of flood water remains, and work is being carried out on platforms above it.

Good progress is being made with two adits, one to act as a drain for flood water and the other to provide entrance to additional faces in the demolished section.

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The date of opening of the tunnel, and hence of the whole line from Prato to Grizzana has been estimated as between 15 April and 15 May, dependant on conditions of ground met with in tunnelling.

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

The Serravalle tunnel has continued to be a serious problem. Beyond it, the track is ready to receive traffic, with the exception of one small bridge, right through to Florence.

Entry has been made to the western section of the Tunnel by means of a vertical shaft and the extent of the damage measured.

The central block is 135 feet long, and there is still 286 feet to clear at the western portal. The job has been taken over by RCE (SAEC), and 61 Tunnelling Coy. SAEC have commenced work inside the Tunnel.

The estimated date of completion is 1 April to 30 April, dependant on condition of ground in the breaks.

3. Line 219. Pisa - Empoli - Florence.

This work, originally rated at Priority 4, and to be undertaken only by I.S.R. contractors under A.C. supervision, has been raised in priority by A.F.H.Q. and is to be treated as a military project.

The line will thus provide an insurance against further unforeseen delay in the opening of Serravalle Tunnel, and will provide additional tonnage at a much earlier date to the Florence Railheads.

Track is demolished throughout, but in most cases the rails, 30 metres long, have only one cut.

The total amount of new steel required is 1,600 feet. The key job is the Arno Bridge near Empoli, where five skew arches of 100 feet span were completely demolished. The piers, 30 feet high to springers, are cut down to about 6 feet above normal water level but can all be used as foundations. In addition, there are five other bridges of spans between 100 and 110 feet.

The Arno Bridge will be repaired by bringing up piers to full width, and a temporary bridge will be built of 100 ft three girder U.C.B. deck spans under one line, whilst contractors continue to turn new arches under the other. The temporary bridge will be removed as soon as the arches can take traffic, and the bridge then completed to double width.

Repair to the whole line is being undertaken by the American Section, using two "A" Companies, two U.S. Engineer Battalions and Italian Rly. Constr. Coys. The fullest possible use will also be made of contractors, particularly on the Arno bridge, and on repairs to small culverts, of which there are very many.

Estimated completion date has not yet been assessed.

4. Line 86.

(i) Ancona Bologna.

(a) Work continues on repairs to the Forli - Faenza [illegible] priority at present is low, and being given to doubling the

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Estimated completion date has not yet been assessed.

4. Line 86.

(i) Ancona Bologna.

(a) Work continues on repairs to the Forli - Faenza section. Priority at present is low, and being given to doubling the line to the rear.

(b) Line doubling between Marzocca and Forli is proceeding satisfactorily and well up to schedule.

(ii) Ortona Ancona.

It is anticipated that the first units of 1212 Group will commence work on this section during the first week in March. Meanwhile repairs by contractors under A.C. control are proceeding satisfactorily.

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The tasks to be undertaken by 1212 Group are :-

(a) The erection of a 210 ft steel span over the River Pescara. The bridge will be erected on piled falsework to be provided by contractor. The span to be used is Italian, originally manufactured at Arezzo for a new bridge over the River Po.

(b) Erection of 15 steel bridges on abutments and piers to be provided by contractors.

(c) Repair to demolished track.

In addition, units will take over tasks from contractors wherever progress must be expedited as the repairs proceed.

5. Other lines under repair.

Details of state of repairs by contractors under A.C. supervision on other lines are attached at Appendix 5.

E. LINE MAINTENANCE.

(1) There have been no washouts or major difficulties in the period under review, the maintenance problem is felt to have been largely overcome, and the number of troops engaged on maintenance work is being steadily reduced.

The efficiency of the I.S.R. maintenance is steadily improving, better weather is being experienced, and all weak bridges have been either delt with, or work is nearing completion.

(2) Line 90 was re-opened to traffic on 23rd January after the completion of the new 150 ft. lattice span over the River Melfa, and the repairs to washouts of banks near Vairano.

The American units which were engaged are now being moved as rapidly as possible to line 219.

F. COMMUNICATIONS.

Reallocation of duties of companies has been made as under :-

(1) N° 3 Rly. Telegraph Coy :-

Reconstruction	Line 65, Prato - Bologna. Line 219, Pisa Empoli Florence.

(2) N° 2 Rly. Telegraph Coy :-

Reconstruction	Line 86, Ancona to San Benedetto. Line 86, Forli to Bologna.
Maintenance and Improvements	Line 86, Ancona to Forli.

(3) N° 40 (R & H) Rly. Telegraph Coy., S.A.C.S.

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(2) No 2 Rly. Telegraph Coy :-

Reconstruction	Line 86, Ancona to San Benedetto. Line 86, Forli to Bologna.
Maintenance and Improvements	Line 86, Ancona to Forli.

(3) No 40 (R & H) Rly. Telegraph Coy., S.A.O.S.

Reconstruction	Line 86, San Benedetto to Ortona.
Maintenance and Improvements	Line 87, Orte to Falconara. Line 65, Rome to Arezzo.

G. STATISTICS.

At appendices 6 and 7 are summaries of works completed during January and on hand at 1 February, together with statistical detail covering works during January.

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5. RAILWAY ELECTRIFICATION.

A. GENERAL.

During the month the reconstruction of overhead contact line over the section Terni Fabriano was completed. Future work in this section will be the wiring of additional sidings and passing loops which will be carried out by the maintenance squads, without interruption to electric working.

The completed line was tested mechanically during the period 16 - 20th Jan. with satisfactory results.

A special electric power allotment from the Rome Area was arranged for a limited time during 21 Jan. to allow a test electric train to be run through the section. This test was made with one electric locomotive and a train load of 400 tons and was run from Terni to Fabriano, after which the electric locomotive returned light to Foligno. The test was satisfactory.

The first of 2 - 20,000 K.V.A. transformers at Galleto Power Station was put in service during the night of 24/25 Jan. and power was thus available for electric traction.

On the 26th Jan. loading tests with electric locomotives commenced and a 700 ton train was run from Terni to Fossato. Two electric locomotives were used over the section Terni - Baiano where there is a long stretch of 1 in 45 gradient and one locomotive only from Baiano to Fossato. The locomotive left at Baiano after this test was used as banking engine for steam worked trains and worked on a shuttle service from Terni to Baiano thus saving the employment of 2 steam locomotives on each banking trip made.

Damage to overhead wires in Fossato Tunnel due to a breakage which necessitated some re-wiring, and also the uncertain operation of Fossato Substation resulted in full scale tests being made only to Fossato.

Additional tests with electric locomotive at the head of a train and 2 steam banking locomotives over the Terni bank were made, followed by a test with one electric locomotive at the head of the train and one in the rear for pushing. The latter was the method decided upon as most satisfactory as the locomotive in rear would provide braking power in case of a breakaway on the bank.

During the 30/31 Jan. electric locomotives were worked into service and a completely electric service with a new time-table was introduced over the section Terni - Fossato. Steam power is being held in reserve and can be introduced when necessary at short notice.

Power failures and other irregularities which occurred during the first few days rapidly diminished after the causes were known.

The remaining section Fossato - Fabriano will be brought into service as soon as the substation at Fossato is ready for operation.

Approximately 5,600 Electric Loco. kilometres were run during the testing period from 26th to 31st Jan.

The immediate results of electric working are faster running times, fewer locomotives, saving of coal and oil, and release of steam locomotives for overhaul.

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Additional tests with electric locomotive at the head of a train and 2 steam banking locomotives over the Terni bank were made, followed by a test with one electric locomotive at the head of the train and one in the rear for pushing. The latter was the method decided upon as most satisfactory as the locomotive in rear would provide braking power in case of a breakaway on the bank.

During the 30/31 Jan. electric locomotives were worked into service and a completely electric service with a new time-table was introduced over the section Terni - Fossato. Steam power is being held in reserve and can be introduced when necessary at short notice.

Power failures and other irregularities which occurred during the first few days rapidly diminished after the causes were known.

The remaining section Fossato - Fabriano will be brought into service as soon as the substation at Fossato is ready for operation.

Approximately 5,000 Electric Loco. kilometres were run during the testing period from 26th to 31st Jan.

The immediate results of electric working are faster running times, fewer locomotives, saving of coal and oil, and release of steam locomotives for overhaul.

B. LABOUR.

Work on the Orte - Terni and Fabriano - Falconara sections will be carried out by Italian Rly. employees only.

The military units have been released for employment on Signal and Telephone line work, as it is considered that their retention on electrification wiring was not justifiable.

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

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C. LINE CONSTRUCTION.

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

	During Jan.	Total to date.
Catenary wire erected.	10 tons.	60 tons.
Contact wire erected.	14 tons.	100 tons.
Track - kilometres renewed.	10 km.	70 km.

120 K.V. Transmission Line.

Rehabilitation of H.T. line from Orte to Florence commenced 15th January.

D. SUBSTATIONS.

Guincana Substation.

Fixed substation with 1 main transformer, 1 - 2000 K.W. Rectifier and all auxiliaries completed and in service 26th Jan.

Foligno Substation.

Fixed substation 50% complete.
Mobile substation 100% and in service.

Fossato Substation.

Mobile substation has developed a fault in the rectifier and is under repair.

Gonna Substation.

Fixed substation 75% complete.

E. ELECTRIC LOCOMOTIVES.

12 No. 626 class locomotives were in regular service on 30 Jan.
6 No. 626 class are ready for service.

F. POWER SUPPLY.

(1) Galleto Power Station.

The 30,000 K.V.A. unit at Galleto is in service. One 20,000 K.V.A. 10,000/60,000 Volt transformer was put in service on 24/25 Jan. and is now feeding the railway H.T. line. In case of failure of this unit the railway supply is fed from the Central Italy network and the railway supply is of the highest priority of any user.

(2) Anversa - Saggittario Power Station.

Parts necessary for the repair of the Pelton Wheel sets and alternators are being manufactured at Terni Steel works.
There is little damage to the H.T. line feeding from

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Guincana Substation.

Fixed substation with 1 main transformer, 1 - 2000 K.W. Rectifier and all auxiliaries completed and in service 26th Jan.

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Fixed substation 50% complete.
Mobile substation 100% and in service.

Fossato Substation.

Mobile substation has developed a fault in the rectifier and is under repair.

Genoa Substation.

Fixed substation 75% complete.

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(2) Anversa - Sangittario Power Station.

Parts necessary for the repair of the Pelton Wheel sets and alternators are being manufactured at Terni Steel works.
There is little damage to the H.T. line feeding from this power station to Rome.

G. PRATO - BOLOGNA LINE.

An inspection of the interior of the Appennine Tunnel was made on 9th Jan. and showed that only a small amount of work is required to reinstate the contact line throughout the tunnel. This cannot commence however until the south portal is opened.
Tests will be carried out shortly on the 60,000 Volt oil filled cables which enter the tunnel at the middle of its length. If these cables are in order they will be used to feed a mobile substation which would be located at Precedenze station.

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6. RAILWAY OPERATING.

A. ORGANISATION.

(i) General.

Eighth Army RH moved forward from Cesena to Forli on 21 Jan and the area worked under the control of M.R.S. then increased to :-

Central Italy.

Route Kms operated by Tn (Br) Troops under Military Railway Rules	-	276 Kms.
Route Kms operated by I.S.R. under direct supervision of Tn (Br)	-	329 Kms.
		605 Kms.

East Italy.

Route Kms operated and supervised by I.S.R. in Tn (Br) sphere of influence, Bari Division.	-	1131 Kms.

West Italy.

Route Kms operated by U.S. Tn Troops as Military Railways.	-	270 Kms.
Route Kms operated by I.S.R. under direct supervision of U.S. Tn Troops.	-	1057 Kms.
		1327 Kms.

(ii) HQ Officer Personnel Changes.

Capt. E.M. TANNER joined as S.O. Signals.
Lt. I.E.I. BURKE joined as Asst Adm Offr.

(iii) Location of Units.

The following changes took place :-

(a) (R & H) SA Comp Rly Op Coy on 10 Jan, took over responsibility for all workshop activities in Florence upon the withdrawal of 'B' det 163 Rly Wksp Coy from Porta Prato shops, and on 28 Jan came under direct cmd DMRS in Rome.

(b) Withdrawal of det of 192 Coy from electrification work (overhead line construction) 25 Jan.

(iv) Transport.

No change.

(v) Relations with Italian State Railways.

(a) Organisation.

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605 Kms.

East Italy.

Route Kms operated and supervised by I.S.R. in Tn (Br) sphere of influence, Bari Division. - 1131 Kms.

West Italy.

Route Kms operated by U.S. Tn Troops as Military Railways. - 270 Kms.
Route Kms operated by I.S.R. under direct supervision of U.S. Tn Troops. - 1057 Kms.
1327 Kms.

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(iv) Transport.

No change.

(v) Relations with Italian State Railways.

(a) Organisation.

No change took place in the status of lines in CENTRAL ITALY or in the relations with the I.S.R. of this HQ or units under cmd.
Efforts are being made to give the I.S.R. increased and clearly defined responsibilities in CENTRAL ITALY in relation to the actual situation as it develops, which may require the sudden withdrawal of military rly units for service farther North in ITALY or elsewhere. The experience of British-supervised Italian operation of Line 87 between Orte and Foligno is still unsatisfactory and inconclusive, but it gives valuable pointers for future policy.

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(b) Welfare.

The question of supply of boots and clothing to I.S.R. workers is one which is being carefully followed up and, although there was a falling off in January due to the revision of the A.C. policy for distribution, some slight increase in the number of boots and a considerable increase in the amount of clothing is expected in February, when the new system will have come into operation.

The issue of rations to train crews will contribute to the well being of the workers. Authority has also been obtained for the issue of rations to civilians employed on snow clearance.

The Ancona Capo Compartimento was forced to take rest from 28 Jan - 4 Feb inclusive owing to overstrain.

(vi) State of Tn Railway Units.

No change to report: efforts were made to consolidate the work of 192 Rly. Op. Coy., which has 14 dets spread all over ITALY including residual responsibilities in the BARI Compartimento.

(B) RAILWAY OPERATING CENTRAL ITALY.

(i) Opening of New Lines.

The test train to Forli ran on 5 Jan but the RH was not opened for traffic until 21 Jan and then only for about 30 wagons a day on average, Cesena and Rimini still remained the chief RHs. One intermediate crossing station - Forlimpopoli - was opened at the same time.

(ii) New Operating Facilities on Lines Open to Traffic.

Line 65.

No new work has been handed over to Operating during the month, though work is in hand on the doubling between Orte and Sette Bagni.

AREZZO. various road improvements have been carried out and buildings renovated.

ALLERONA. remodelling of layout, which enables a short loop for station to station traffic to be used instead of crossing loop, was completed during month.

ORTONA - TERONTOLA. three new sidings, one of which will be used in connection with A.C. traffic, brought into use during month.

Line 87.

TERNI. The new loops in the main line and the electric

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CORTONA - TERONTOLA. three new sidings, one of which will be used in connection with A.C. traffic, brought into use during month.

Line 87.

TERNI The new loops in the main line and the electric loco lie-by siding completed. Work continues on the marshalling yard.

CAVA FRANCHILLO The quarry sidings were opened for traffic on 15 Jan.

CASTEL FERETTI Fourth spur into the ESD completed 31 Jan.

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Line 86.

ANCONA Line from station to Molo Sud completed during the month but not handed over to Operating. Siding off this for fuel oil rail tank car filling completed and in use as a stabling line, but pipeline and loading racks not yet laid.
Various lines and connections renewed leading to and from the Loco Shed and Shops.

SENIGALLIA Existing loops extended to 1750 ft, to accommodate a full length train, on 13 Jan.

(iii) Signalling.

The colour light signalling installations at Gualdo Tadino and Castelplanio were completed and brought into use, and colour lights for main line signals at Foligno. Albacina is ready but awaiting power.
Most of the Signal department's efforts for the month have, however, been concentrated on preparing plans and materials for signalling line 86 when doubled

(iv) Freight Train Working.

(a) Line 86.

The month started with a blizzard and intense cold in the mountain areas which reacted on train working, though on line 86 snow fell only north of Pesaro. The temperature dropped well below freezing: fuel oil solidified and engine tenders could not be filled. Apart from these two difficulties and two bad derailments at Miramare and Savignano there was no difficulty in meeting current demands despite the granting of some hours daily occupation to Constr for unloading of material for doubling. During the month some 40 odd cistern wagons were taken into use for bulk petrol from Falconara to Fano for the USAAF and for derv from Ancona to Eighth Army. There are still, however, 50 of these wagons standing idle in this area - sometimes an embarrassment.
Traffic ex Docks and Ancona station has increased considerably and the following figures are of interest :-

Maximum daily clearance by rail	- Jan.	- 2140 tons
" " " " "	- previous six months	- 1480 tons.
Maximum No of loaded wagons worked ex Ancona and Docks in Jan on any day		- 242

(b) Line 87.

A heavy blizzard developed in the Fabriano area on the night of 1 Jan 45, being particularly severe at Galleria Fossato, Fossato and Gualdo Tadino. The line was blocked at the last named point from 1130 to 1400 hrs., 2 Jan. The actual fall of snow did not exceed 2' 6" at any point, but drifts 8' to 9' deep formed very quickly at certain spots.

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By 5 Jan interruptions to train working raised the total of eastbound traffic at Rome and on line 87 to 612 loads against a normal figure of 250 which was not reached until 19 Jan. Heavy occupations to the electrification staff for overhead line work (varying from 32 to 74 hours per week) also delayed this recovery.

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During the last five days of the month the average exchange at Orte northbound from line 65 to line 87 rose to 246 wagons, which with allowance for troop trains gave a net tonnage of 3500 tons/day.

(c) Line 65.

Traffic on this line continued to decline from a peak of about 225 wagons per day in November to an average of 113 wagons per day this month. If this trend continues the additional work put in at Arezzo to increase the offloading capacity will have been done unnecessarily. Some days more loaded traffic moved from North to South than from South to North.

(d) Dock Clearance by Rail.

Shunting Ancona Docks became a major problem with the rise in traffic and demands were barely satisfied. The following arrangements were put in hand :-

Two more W.D. 0-6-0 Diesels requested from MEF for the Molo Sud which has a first class track.

Additional water column for the North quays.

Experimental fitting of a 4-wheeled tender to an Italian 835-class 0-6-0 tank which has a capacity of 1100 gallons only.

Improvement of tracks on North quay for use of heavier engines (this is long-term and must follow the Ancona yard development).

(v) Passenger Train Services.

On 29 Jan an additional leave train commenced to run from Rimini to Rome each Monday formed with the empty stock of the Rome - Rimini reinforcement train, thus giving four leave trains a week. In addition a Wagon-Lits runs Rimini - Rome and back twice a week.
The local Ancona workmen's service is overloaded and unless a check on its use is made will require additional passenger train mileage.
Flagstaff train ran Rome to Cesena on 15/16 Jan and returned to Arezzo on 17 Jan.

(c) FUTURE DEVELOPMENTS.

Plans, prepared in draft in November and December in anticipation of a big increase in traffic were put into effect on 12 Jan to make line 86 Ancona - Bologna capable of taking the whole of Ancona imports and traffic from line 87 plus heavy civilian maintenance in the Po Valley.

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North.

(d) Dock Clearance by Rail.

Shunting Ancona Docks became a major problem with the rise in traffic and demands were barely satisfied. The following arrangements were put in hand :-

Two more W.D. 0-6-0 Diesels requested from MEF for the Molo Sud which has a first class track.

Additional water column for the North quays.

Experimental fitting of a 4-wheeled tender to an Italian 835-class 0-6-0 tank which has a capacity of 1100 gallons only.

Improvement of tracks on North quay for use of heavier engines (this is long-term and must follow the Ancona yard development).

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They include the following, with an E.T.C. of 15 March :-

(i) Doubling the line Ancona to Faenza.

(ii) Base marshalling yard and regulating station at Mondolfo (north of the Ancona depots).

(iii) Remodelling of Ancona yards to give 2500 tons/day dock clearance.

(iv) Minor extensions to Ancona dock rail layout.

(v) Southbound marshalling facilities at Rimini.

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The reconstruction of line 86 from Ortona to Ancona is to be accelerated: plans are in hand to give this line to the I&R for operation from the outset.

(D) OPERATING EAST ITALY.

(1) There has been a decrease in the amount of traffic moved during the month. The reduction is due mainly to docks clearance by rail having dropped; in addition Line 90 (Naples - Rome) was cut by a washout 14-22 Jan. and loading stops were put on.

Line 96 Metaponto to Sibari was opened for traffic on 26 Jan. for night operation, having been closed as a through route on 30 Nov. Ballasting is now being done during daylight hours.

(2) The accumulation of Northbound traffic at Bari at the end of Dec. was soon worked off. Difficulty was experienced towards the end of the month in clearing Northbound traffic at Brindisi. However, power was temporarily diverted from Taranto and the backlog was almost cleared by 31 Jan; the congestion was caused by sudden increased loadings out Brindisi Docks for week-ending 27 Jan.

(3) The wagon shortage in the Bari Division has now been eliminated; heavy troop moves into the area from the West have produced the necessary wagons. There have been two main troop moves into the Bari Division from Arezzo area (Line 65) to Taranto, and one from Telese Cerreto (Line 91) to Ortona; neither of these moves had been completed by the month end up to which time had been utilised. The Bari Compartimento gained 727 wagons on the interchange during the month.

Loaded wagons passed to West	JAN	DEC
via Foggia and Potenza.....	5280	7559
Wagons loaded out of Bari Docks...	3431	3880
" " " " Taranto "...	1011	2310
" " " " Brindisi "...	1595	2297
Wagons off-loaded at Ortona.....	419	607 +

+ Ortona has now virtually ceased to be operated as Railhead except for special moves.

7. MECHANICAL ENGINEERING.

(a) Location of Units.

'B' Detachment of 163 Railway Workshop Coy. R.E., was withdrawn from Florence to Foligno, also the detachment of 163 Railway Workshop Coy. R.E., at Taranto, which had been unloading locomotives from MIDDLE.ST.

Capt. Moran took over command of No 2 Mobile Workshop vice Capt. Tanner now on signalling work at D.D.Tn. (Rlys) Headquarters.

Capt. Brown returned to 163 Railway Workshop Coy's Headquarters Foligno from Torino and was replaced by Lt. Wallace.

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(2) The accumulation of [illegible] end of Dec. was soon worked off. Difficulty was experienced towards the end of the month in clearing Northbound traffic at Brindisi. However, power was temporarily diverted from Taranto and the backlog was almost cleared by 31 Jan; the congestion was caused by sudden increased loadings out Brindisi Docks for week-ending 27 Jan.

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Loaded wagons passed to West	JAN	DEC
via Foggia and Potenza.....	5280	7559
Wagons loaded out of Bari Docks...	3431	3890
" " " " Taranto "...	1011	2310
" " " " Brindisi "...	1895	2187
Wagons off-loaded at Ortona.....	419	647 +

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Capt. Brown returned to 163 Railway Workshop Coy's Headquarters at Foligno from Foggia and was replaced by Lt. Wallace.

R & H Comp. Rly. Op. Coy. SAEC, at Florence Workshops was brought directly under this Headquarters' administration instead of D.D.Tn. (Rlys).

No changes took place in the locations of American Mechanical personnel.

(B) Locomotive Repairs.

In spite of extremely inclement weather at times, especially at Foligno, the production of locomotives from general repairs has been kept well up. Figures for the various shops are as follows :-

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TARANTO (Tosi and "Nuova Italia" Shops)	3	
FOGGIA	10	
Pietrarsa, NAPLES	10	plus 11 heavy casuals.
753rd Shop, NAPLES	9	
FOLIGNO	2	
FLORENCE (Romito and Porte Prato)	3	
San Lorenzo, ROME	49	plus 11 heavy casuals.

In addition heavy service repairs were given to seven other locomotives in running sheds and auxiliary shops.

Recovery of locomotives continues and some four engines are being prepared at Ancona for shopping. Florence is not yet connected to the main railway system so that every locomotive repaired there is of necessity recovered. A spur has been put in at Orte which will enable five locomotives to be drawn out eventually and shopped. Six locomotives have been brought off Lines 50 and 65, completely stripped in San Lorenzo, Rome, and frames and parts sent to Naples for combination with boilers being recovered in that area. The original damaged boilers are being sent for repairs to Terni Steelworks. As almost all demolitions are either cylinders or fireboxes, recovery now depends to a large extent on their suitable combination. Loco recovery is also proceeding slowly at Rimini and Faenza and six others are also being hauled into Naples from Benevento for repair when possible.

A serious accident occurred at Vairano on Line 90 due to the slipping of a fill. U.S.A. engine No 2748 was carried down the bank with the subsidence, some 50ft. to a stream. Efforts are now being made to drag it to the bank top with caterpillar tractors. If this fails it will be necessary to await the arrival of the 75 ton breakdown cranes in April.

One G.W.R. 0-6-0, after continual repairs has cracked its tubeplate so badly it is feared the only remedy would be a new tubeplate. However, efforts are being made to copper weld it, but if not successful the engine will be used as a source of spare parts for the other five engines of this class, since it is not of sufficient use to warrant major boiler repairs. In such a case request to write the locomotive off will be made.

(C) Locomotive Repairs (Diesel).

Shop repairs to 36 Whitcomb Diesels were carried out by 760th Shop Bn. at Littoria during the month. The numbers of locomotives out of service due to fractured heads is now 45 out of 116. 120 U.S.A. heads are, however, in process of arrival now - sufficient for 20 locomotives.

It is most satisfactory to learn that it may be possible to obtain built-up heads from Davey, Paxman & Coy. An officer and serjeant from 760th Shop Bn., together with sample cylinder heads and drawings, are preparing to go to UK by air in this connection.

A further 20 British ORs received instruction in Diesel engines. This series of courses is now terminating on 15 Feb. 45.

(D) Locomotive Repairs (Electric).

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(D) Locomotive Repairs (Electric).

8 electric locomotives underwent heavy repairs at Rimessa Dagnoli Shop, Naples.

9 more were completed at Foligno, making 21 so far at this shop.

The first electric train on Line 87 ran on 21 Jan. 45, when a single electric locomotive hauled 280 tons plus a steam locomotive (an equivalent of 450 tons) up the 1-in-45 banks unaided. The performance of all the locomotives repaired at Foligno has been very satisfactory, and 14 are now in regular service, this being sufficient for the stretch of line electrified.

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Locomotives now being undertaken for repair are mostly very heavily damaged, and will take longer to complete. Also many parts such as instrument panels, gauges, ammeters, etc., are practically non-existent, and a search party is in process of combing all liberated Italy for them.

(E) Power Position.

This is satisfactory for the moment. Electrification of Line 87 has already enabled run down steam engines to be released for shopping, and others will shortly be put in reserve for future eventualities.

Plans are being made for the eventual use of Italian coal-burners on Lines 65, 89 and 90 when the USA oilburners have to operate further forward, and these stored engines will then be extremely useful.

In all, 15 Mikados and 13 LMS Staniers have been received from MIDEAST; the final 2 Staniers are held up due to inability to receive them at Taranto on account of breakdown of the Floating crane.

Enquiries are still proceeding with a view to obtaining some further LMS 2-8-0's and Mikados from MIDEAST.

(F) Oilburning.

Conversion was carried out on two WD Mikados and five 735 Class IBH locomotives at 753 Shop. The fifth and last coalburning Mikado has now been sent in for conversion.

The figure of 14 Italian locomotives converted to oil given in last month's Progress Report was erroneous. The true figures of engines converted in Italy to date are 99 U.S.A. 2-8-0's with their own equipment, 27 U.S.A. 2-8-0's ex NORTH AFRICA and 22 Italian locomotives, with equipment made in Italy.

The programme is for steady conversion of Italian 735 Class, substituting their copper ended tubes by steel ended ones.

The material situation is satisfactory.

The oil fuel installations on Lines 86 and 87 have all been working satisfactorily whilst the bulk import installation at Ancona is well on the way to completion, the tank and equipment being erected, with the exception of the loading racks.

The fuelling installation at San Lorenzo Shed, Rome, has been considerably increased and storage for 250 tons approx. is now in place.

(G) Carriage and Wagon Repairs.

Still further passenger stock has been repaired and put into operation at Pattison Shop, Naples, and Porta Maggiore Shop, Rome.

A staff train was made up at very short notice for Gen. Mark Clark. For this the three remaining coaches of Brig. Gen. Gray's train were used. A baggage van was fitted up as an automobile carrying vehicle and generating sets included. Also an additional sleeping car from the Wagon Lits Coy. was fitted out and incorporated.

A further sleeping car was obtained from the Wagon Lits for use as a Senior Officers coach on the Rimini leave train.

In view of this, repair of wagons has kept up well on the

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In all, 15 Mikados and 13 2-8-0 Steniers have been received from MIDBASTA; the final 2 Steniers are held up due to inability to receive them at Taranto on account of breakdown of the Floating crane.

Enquiries are still proceeding with a view to obtaining some further LMS 2-8-0's and Mikados from MIDBASTA.

(F) Oilburning.

Conversion was carried out on two WD Mikados and five 735 Class FS locomotives at 753 Shop. The fifth and last coalburning Mikado has now been sent in for conversion.

The figure of 14 Italian locomotives converted to oil given in last month's Progress Report was erroneous. The true figures of engines converted in Italy to date are 99 U.S.A. 2-8-0's with their own equipment, 17 U.S.A. 2-8-0's ex NORTH AFRICA and 22 Italian locomotives, with equipment made in Italy.

The programme is for steady conversion of Italian 735 Class, substituting their copper ended tubes by steel ended ones.

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A further sleeping car was obtained from the Wagon Lits for use as a Senior Officers coach on the Rimini leave train.

In spite of this, repair of wagons has kept up well as the appended figures will show :-

	Coaches.		Wagons.	
	Heavy.	Light.	Heavy.	Light.
FOLIGNO.	-	-	46	60
ANCONA	-	1	1	53
COLLEFERRO	-	-	1	26 +
TORRE ANNUNZIATA	2	2	78	348
Pattison, NAPLES	5	48	94	245
Bufola, NAPLES	-	-	59	355

NOTE : + Just Starting Work.

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	Coaches.		Wagons.	
	Heavy.	Light.	Heavy.	Light.
Trastevere, ROME	-	-	2	371
Santa Bibiana, ROME	-	86	2	250
Porta Maggiore, ROME	36	20	166	38
Wagon Lits, ROME	3	1	-	9
FOGGIA	-	3	221	301
BARI	8	23	58	322
TARANTO	5	24	64	390
LECCE	3	3	29	90
	62	211	821	2857

Also running repairs to 2160 wagons have been done on sidelines and riptracks outside shops.

Due to an increasing timber shortage attention is being paid to the utilisation of steel plate for flooring.

It is hoped to obtain further wagon stock from MIDEAST during the next six months but the matter is still in the exploratory stage. As a very long term policy the restarting of construction of new all steel stock in this country by certain private firms, who are sufficiently rehabilitated to undertake the work, is being studied.

(H) Rolling Stock Recovery.

Considerable progress has again been made with the recovery of stock. The British Wagon Recovery Unit completed its work at Terni and also on Line 65.

In all 269 vehicles were recovered, repaired and put into service on the British Zone. On the American Zone 567 vehicles were put into circulation making a total for the month of 836 vehicles. In addition Florence recovered and repaired 66, which cannot of course be put into general circulation until the line is connected. Ten U.S.A. box cars were also received from NORTH AFRICA.

As the doubling of the Rome - Orte Section of Line 65 proceeds, many wagons isolated on the down main line will be freed for service or repairs. Wagons are also being recovered on the newly opened Rome - Viterbo and Termoli - Campobasso lines. A connection is being put in at Fabrica di Roma connecting the ISR to the Rome - Viterbo private railway, which will enable many more to be brought off this isolated line without having recourse to the laborious method of removal by road transporter.

(I) Rehabilitation of Shops and Sheds.

FOGGIA.

Great progress has been made of late at the main Wagon Workshop which was entirely devastated by bombs. The Machine Shop and Car Shop have all been rebuilt and roofed, and are beginning to work again. Roofing of the new Spring Shop is in hand and the Woodworking Shop is

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Also running repairs to 2180 wagons have been done on sicklines and riptracks outside shops.

Due to an increasing timber shortage attention is being paid to the utilisation of steel plate for flooring.

It is hoped to obtain further wagon stock from MIDEAST during the next six months but the matter is still in the exploratory stage. As a very long term policy the restarting of construction of new all steel stock in this country by certain private firms, who are sufficiently rehabilitated to undertake the work, is being studied.

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FOLIGNO.

Slow progress was made with the roof of the shops. The preparation of the new Tube Shop continued. Provision of additional boilermakers' tools from TS sources was of great assistance.

Pietrarsa (NAPLES).

Roofing of the Erecting Shop is going ahead.

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Pattison Car Shop (NAPLES).

Here again almost all the important sections have been roofed.

Porta Maggiore (ROME) and Smistamento (ROME).

Roofing approaching completion at Porta Maggiore.
Rehabilitation of the Smistamento Shops is now being undertaken and machinery selected.

FLORENCE.

Rehabilitation in the shape of repairs to buildings, installation of machinery and repairs to other machinery has been carried on uninterruptedly. The main items of interest were the completion of repairs to the 80 ton gantry crane and the concreting in of the newly cast turntable centre pivot casting. The wheel lathe from Civitavecchia has now been despatched to Florence. Romito Wagon Shop is also taking shape.

(J) Private Firms.

General progress continues to be made in the arrangements with all the firms mentioned in the last report.
Partenope of Naples have now repaired and turned out the first batch of 3C batteries for train lighting.
In addition to the repair of heavily damaged boilers at Terni Steelworks, it is now under consideration whether some of the burnt out wagons whose underframes have not suffered too severely from fire, can be plated up as all steel vehicles by this firm.
Bombrini & Parodi & Cia of Colleferro have already started to turn out wagon repairs and it is hoped to greatly extend their activities in this direction.
The facilities of the San Giorgio firm of rolling stock builders at Pistoia have now been released to us. These valuable premises, only slightly damaged, will be put to good use for repairs and possible new construction.
A large private firm of rolling stock builders in Arezzo is also being encouraged to put its shops in order, in order to undertake work for the ISR.

(K) Stores.

Timber for wagon repair; especially for flooring of 2" - 3" thickness, continues to be in very short supply.
'V' fan belting for WD Diesels again became critical and had still not arrived although delivery by air had been requested.
Indents have been placed for some of the more urgent items for "Staniers" and "Mikados" of which MIDEAST had only been able so far to supply very few, viz., Exhaust Steam Injector Cones, Superheater Elements, Westinghouse Pump parts and the like.
Some new G.W.R. 0-6-0 Class Injectors and Cones have also been asked for.

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(J) Private Firms.

General progress continues to be made in the arrangements with all the firms mentioned in the last report.

Partenope of Naples have now repaired and turned out the first batch of 50 batteries for train lighting.

In addition to the repair of heavily damaged boilers at Terni Steelworks, it is now under consideration whether some of the burnt out wagons whose underframes have not suffered too severely from fire, can be plated up as all steel vehicles by this firm.

Bombrini & Parodi & Cia of Colleferro have already started to turn out wagon repairs and it is hoped to greatly extend their activities in this direction.

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Some new G.W.R. 0-6-0 Class Injectors and Cones have also been asked for.

Glass for coach repairs, also for shed and shop roofing lights has been most difficult to obtain.

The shortage of Westinghouse hoses becomes even more acute since civilians have no hesitation in cutting them off coaches or wagons for their own use thereby diminishing an already extremely exiguous supply. Otherwise the supply of materials has been very satisfactory.

The problem this month will be to provide suitable greases, insulating materials, oil silk, cable, etc., etc., for maintenance of electric locomotives on Line 87.

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Information has been supplied to the Coal Section and a special Coal Commission from U.S.A. and U.K. as to the qualities and types of coal suitable and unsuitable for this theatre of war. The disadvantages of highly volatility and sulphur content due to the many tunnels, and large percentage of smalls on the heavy grades of 1 in 45, were specially stressed.

(L) Mobile Workshops.

No 2 Mobile Workshop is engaged on Diesel Loco Servicing and wagon and loco recovery at Arezzo, also rehabilitation work at Chiusi.
No 5 Mobile Workshop is maintaining locomotives at Rimini and assisting in recovery there and at Faenza.
No 13 Mobile Workshop is engaged in restoration work and recovery of locomotives at Ancona.
The equipment of No 1 Mobile Workshop from PAIO is due to arrive shortly. No personnel accompany it however, and it will be used with a flying squad from 163 Railway Workshop Coy. RE, whenever the necessity arises.

(M) Miscellaneous.

Good use is now being made of the ISR Experimental Laboratory in Rome.
80% of the footplate personnel of 189 Railway Operating Coy.RE., have now been passed out as competent to handle oilburning locomotives. It will be remembered that the other companies affected, 153, 190, and 192, already had ample experience in PERSIA.
On one occasion 27°F of frost was experienced at Fabriano and at times as many as 50 braziers have been in use to prevent the freezing up of intermediate water bags between engine and tender. Oil fuel was at times practically unmanageable due to the cold.
The 35 ton breakdown crane from U.K. is arriving now and will be erected at Foligno.
The four 75 tons breakdown cranes from U.S.A. are due to arrive in April.
The value of these cannot be too highly stressed since, apart from one other 35 tonner, no railway breakdown cranes exist on the Italian State Railways.

8. TRANSPORTATION STORES.

(A) Shipment of Tn. Stores.

Convoys arriving during the month contained 6600 tons of Tn. Stores, all of which have been discharged or are in process of being discharged, together with 200 tons left over from previous convoys.
Principal items discharged were :-

Description	From
30 miles Sleepers.	U.K.
126 Turnouts.	U.S.A.

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No 13 Mobile Workshop is engaged in restoration work and recovery of locomotives at Ancona.

The equipment of No 1 Mobile Workshop from PAIC is due to arrive shortly. No personnel accompany it however, and it will be used with a flying squad from 163 Railway Workshop Coy. RE, whenever the necessity arises.

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Principal items discharged were :-

Description	From
30 miles Sleepers.	N.A.
126 Turnouts.	N.A.
15 Mobile Cranes.	U.K.
5 Lorry Mounted Cranes.	N.A.
1 - 10-ton Marion Wharf Crane.	N.A.
1 - 7-ton Steam Derrick.	U.K.
13 Minca Barges.	12 - U.S.A. 1 - M.E.
30 - 40' Welded Span Bridges.	U.K.
1080 - Steel Sheet Piles.	U.K.
2 - Sturdy Tugs.	M.E.
65 tons Locomotive Spares.	M.E.

Further details appear at Appendix 11.

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Coastwise shipments, consisting principally of track materials, were made during the month as follows :-

Naples to Leghorn	900 tons.
Heel ports to Ancona	1600 "

The following 95 cm. gauge locomotives and rolling stock from Eritrea were discharged at Bari and handed over to A.C. for use on the Calabro-Lucano Rly :-

2 - 300 class Locomotives.
37 - 10 ton Box Wagons.
41 - 10 ton Open Wagons.

175 tons of U.S. Loco spares were shipped from Naples to S. France.

Shipment of the balance of two L.M.S. 2-8-0 locomotives of the 15 of this type to be transferred to Italy from U.K. has been deferred owing to the 150 ton floating Crane at Taranto being withdrawn from service for repairs, these are not expected to be completed before the end of February.

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

Accepted bids for movement of stores by rail from rear depots to forward depots averaged 165 tons per day to Leghorn and 108 tons to Ancona. Bids for movement of coal and fuel oil from Naples to Rome and beyond on Lines 65, 86 and 87 averaged 144 and 300 tons per day respectively.

Some difficulty was experienced in obtaining suitable flat wagons for loading 220 Italian 46 kg. rails 40 metres long to Rome for despatch to Rimini. A further complication arose from the fact that the depot personnel had had no previous experience in handling such long rails and the wagons were at first loaded in an unsuitable manner for transit round curves and had to be discharged and reloaded.

General movement of stores to and from T.S.Ds. was again heavier than in the previous month and is summarised as follows :-

	Received & unloaded	Loaded and despatched	Total	Increase + Decrease - over Dec.
Wagons	1210	1131	2341	+ 264
M.T.	1610	1266	2876	- 476

(C) Tonnages of Tn. Stores.

Due principally to transfers and heavy issues of track materials, the tonnage of stores (excluding coal and fuel oil) handled in T.S.Ds. during Jan. rose to over 40,000 tons, an "all high" figure for Italy exceeding the previous peak figure in Dec.44 by 2,600 tons. Actual figures were :-

Unloaded	19,246 tons
	[illegible] "

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Shipment of the balance of two L.M.S. 2-8-0 locomotives of the 15 of this type to be transferred to Italy from M.E. has been deferred owing to the 150 ton floating Crane at Taranto being withdrawn from service for repairs, these are not expected to be completed before the end of February.

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

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Some difficulty was experienced in obtaining suitable flat wagons for loading 220 Italian 46 kg. rails 40 metres long to Rome for despatch to Rimini. A further complication arose from the fact that the depot personnel had had no previous experience in handling such long rails and the wagons were at first loaded in an unsuitable manner for transit round curves and had to be discharged and reloaded.

General movement of stores to and from I.S.Ds. was again heavier than in the previous month and is summarised as follows :-

	Received & unloaded	Loaded and despatched	Total	Increase + Decrease - over Dec.
Wagons	1210	1131	2341	+ 264
M.T.	1610	1266	2876	- 476

(C) Tonnages of Tn. Stores.

Due principally to transfers and heavy issues of track materials, the tonnage of stores (excluding coal and fuel oil) handled in I.S.Ds. during Jan. rose to over 40,000 tons, an "all high" figure for Italy exceeding the previous peak figure in Dec.44 by 2,600 tons. Actual figures were :-

Unloaded	19,246	tons
Reconsigned	1,602	"
Loaded and despatched	19,902	"
	40,750	"

Tonnages of stores received, issued, and in stock, based on depot quantitative accounts and excluding transfers between depots, are summarised below :-

	Dec.44.	Jan.45.	Total to 31 Jan.45.
Received in Italy	7,844	10,545	180,660
Issued (a) Italy	12,742	14,712	112,357
(b) S.France	300	175	2,295
Closing stock	81,951	78,829	-

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The total tonnage of Tn. stores in stock in Italy rose to a peak figure of 82,827 in Nov. 1944. Approximately 60% of this tonnage represented track materials provided on a heavy scale for doublings and lengthy main line repairs which are now developing. Stock tonnage is likely to continue decreasing in the next few months until we begin to import track materials again.

(D) Railway Bridging.

Issues of standard military bridging were 2,136 feet run in Jan. as compared with 2,579 feet run in Dec. Stocks are fairly satisfactory with the exception of U.C.R.E. where the margin is very small. It is expected however that the position will improve considerably in Feb. The general position is summarised below :-

Type of Bridging	RECEIVED Jan.	RECEIVED Total to end Jan.	ISSUED Dec.	ISSUED Jan.	ISSUED Total to End Jan.	Stock at end of Jan.
R.S.J. Spans.	298	10107	802	66	5128	4979
Sectional 40'.	1000	5320	1400	240	4320	1000
U.C.R.E.	1540	11755	1070	1830	9005	2750
Lattice Girder.	246	2429	307	-	973	1456
Plate Girder (Obs.).	-	210	-	-	180	30
Yunnan Burma.	-	7743	-	-	5935	1808
TOTAL ft. run.	3084	37564	3579	2136	25541	12023
Trestling.						
Light tons	850	11467	675	445	5790	5677
Heavy "	80	1324	468	10	705	619

(E) Track.

Demands for track for the doubling of Line 86 Marzocca to Faenza and for the reconstruction of Line 86 Ortona to Ancona total 64 miles. 22 miles of track and 30 miles of sleepers were issued in Jan.

Stocks are more than adequate but preparation must be made for further large demands of this character and arrangements have been made to call forward the bulk of the track materials (approx. 20 miles track and 120 turnouts) remaining in North Africa and originally intended to be handed over to the French, and a bid is being made for delivery commencing in May 45 of 37 miles of track reserved for Italy in M.E.

Materials for the doubling of Line 86 are being supplied from 330 T.S.D. Leghorn and for reconstruction Ortona to Ancona from 325 T.S.D. Bari.

The general position in regard to track is summarised below:-

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The general position in regard to track is summarised below:-

	RECEIPTS. JAN.	RECEIPTS. TOTAL.	ISSUES. JAN.	ISSUES. TOTAL.	STOCK.
Plain Line (excl. sleepers) miles	-	259	22	130	129
Sleepers. "	18	351	30	186	165
Turnouts (excl. timbers) each	31	1358	34	524	834
Crossing Timbers sets	13	1203	32	425	778

(F) Locos and Rolling Stock.

No standard gauge locomotives have been delivered to Italy since my last report.

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Delivery of 2 L.M.S. 2-8-0 locos from M.E. (forming the balance of 15 of this type to be transferred under present arrangements) and 4 - U.S. 2-8-2 locos from P...I.C. has been deferred until after the end of Feb. owing to the 150 ton floating crane at Taranto being out of commission for repairs.

Conclusive arrangements have not yet been made in regard to the transfer of further locos from M.E. or of rolling stock against our estimate of 1000 additional wagons required by the end of June 1945.

Of the total of 478 U.S. wagons to be transferred from North Africa to Italy the following had been received up to the end of Jan :-

75	box cars, 20 ton.	
9	" " " "	converted to mail vans.
8	" " " "	chassis used as flats.
Total. 92		

(G) Timber.

The position for Jan. is tabulated as follows :-

Allocated by A.F.H.Q.	-	400 tons.	
Released by M.G.R.E.	-	823 "	(a)
Received in T.S.Ds.	-	145 "	(b)
Issued from T.S.Ds.	-	1150 "	
Stock at 19 Jan.	-	850 "	

Notes: (a) Includes releases against backlogs of Nov. and Dec. allocations.
(b) Balance of Jan. releases is in process of shipment to Ancona.

Jan. issues of timber totalling 1150 tons indicated the complete inadequacy of the original staff allocation of 400 tons for March, as the result of action taken by Tn.(Br.) A.F.H.Q. agreement was obtained to increasing this quantity to 800 tons, with a further 200 tons if production permits.

The Appennine tunnel is an example of the requirements which Tn. is unexpectedly faced with and which must be met at short notice from Tn. stocks to allow railway construction to proceed in accordance with planned dates. It was not until access was finally obtained from the inside of the tunnel to the demolition at the south end that it was discovered the block extended for 660 feet necessitating an immediate demand on Tn. Stores for 40,000 feet run of shoring timbers.

(H) Bricks.

Arrangements have now been completed through A.F.H.Q. for D.L.P.S. to operate 8 brickworks in the Florence - Pisa area upon behalf of Tn. Transport to haul lignite to the works is being provided by 5th Army. The requirements of R.O.E. S.A.E.C. total 30,000 bricks daily. Further quantities are required by R.E.L. 1212 including 500,000 for the Sorrevalle tunnel.

Pending the completion of the above arrangements it has been

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	6	" " " "	chassis used as flats.
Total.	92		

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Notes: (a) Includes releases against backlogs of Nov. and Dec. allocations.
(b) Balance of Jan. releases is in process of shipment to Ancona.

Jan. issues of timber totalling 1150 tons indicated the complete inadequacy of the original staff allocation of 400 tons for March, as the result of action taken by Tn.(Br.) A.F.H.Q. agreement was obtained to increasing this quantity to 800 tons, with a further 200 tons if production permits.

The Appennine tunnel is an example of the requirements which Tn. is unexpectedly faced with and which must be met at short notice from Tn. stocks to allow railway construction to proceed in accordance with planned dates. It was not until access was finally obtained from the inside of the tunnel to the demolition at the south end that it was discovered the block extended for 660 feet necessitating an immediate demand on Tn. Stores for 40,000 feet run of shoring timbers.

(H) Bricks.

Arrangements have now been completed through A.F.H.Q. for D.D.P.S. to operate 8 brickworks in the Florence - Pisa area upon behalf of Tn. Transport to haul lignite to the works is being provided by 5th Army. The requirements of R.C.E. S.A.E.C. total 30,000 bricks daily. Further quantities are required by R.C.E. 1212 including 500,000 for the Serravalle tunnel.

Pending the completion of the above arrangements it has been necessary for R.C.Es. to obtain releases through Army and A.M.G. to the extent of 3 million bricks. As an emergency reserve to guard against any shortages in supply from these sources a quarter of a million bricks were collected by Tn. Stores transport from Molfetta brickworks near Bari, loaded to rail and despatched to 33 T.S.D. Leghorn.

(I) Coal.

A confused situation arose at Ancona due to conflicting advices and alterations in the dates of arrival of colliers. The FORT WALSH arrived in the early part of the month with 4500 tons of railway coal which proved to be South African coal, instead of American coal as advised, and therefore unsuitable for locomotive use on Line 87.

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A second collier, the R.S. WILSON, containi[illegible] American coal and the remainder of the month's allocation for Ancona, did not arrive until 29 Jan. and as a consequence stocks at Foligno, Terni and Fabriano dropped to only 5 days supply. To cope with this situation 240 tons were transferred immediately from Rome stocks and agreement obtained from A.F.H.Q. for the same quantity to be railed up daily from Naples to Line 87 until the R.S. WILSON commenced discharge.

M.R.S. have been allocated the whole of a coal dump, consisting of over 8000 tons of prime Welsh steam coal in good condition, stored in caves at Gaeta. Coal Section A.F.H.Q. have informed us that this coal will be shipped to Rome by schooner at the rate of approx. 500 tons a week commencing shortly.

Details of the M.R.S. coal position appear at Appendix 12.A.

(J) Fuel Oil and Diesel Oil.

The Fuel and Diesel Oil position remained satisfactory. Filling points on Lines 86 and 87 now hold a reserve of approximately 8 days Fuel Oil requirements.

(K) Lubricating Oils and Greases.

Stocks remain satisfactory. Details of stocks of Tn. Oils appear at Appendix 12.B.

(L) Quarterly Demands.

Bulk replenishment demands have been submitted to provision services for delivery in the quarter April - June 1945. Details are as follows :-

Provision Service.	Demand Items.	Tonnage.
ORD (Western Group).	356	850
ORD (Eastern Group).	33	150
R.E.	51	1700
TN.	158	80
R.A.S.C.	54	20
Total.	652	2800

(M) Spare Parts.

Under conditions encountered in Italy it has not been considered expedient to form Tn. Spare Parts Sections as units with separate war establishments. Such units would in any case have to be formed below the manpower ceiling of the theatre and from such personnel in the present stores companies [illegible]as are experienced in this branch of storekeeping. The advantages of separate units would therefore be slight but the principal reason which has deterred us from following the example of other theatres is that the most suitable place for a Spare Parts Section is at a T.S.D. to which units have to go for their other stores requirements, and where spares are in constant demand for repairing plant held in the depot. A Spare Parts Section may therefore need to be provided at any depot and should therefore form an integral [illegible] as in the case of the other main depot

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(L) Quarterly Demands.

Bulk replenishment demands have been submitted to provision services for delivery in the quarter April - June 1945. Details are as follows :-

Provision Service.		Demand Items.	Tonnage.
CRD	(Western Group).	356	850
	(Eastern Group).	33	150
R.E.		51	1700
TM.		158	80
R.A.S.C.		54	20
	Total.	652	2800

(M) Spare Parts.

Under conditions encountered in Italy it has not been considered expedient to form Tn. Spare Parts Sections as units with separate war establishments. Such units would in any case have to be formed below the manpower ceiling of the theatre and from such personnel in the present stores companies as are experienced in this branch of storekeeping. The advantages of separate units would therefore be slight but the principal reason which has deterred us from following the example of other theatres is that the most suitable place for a Spare Parts Section is at a T.S.D. to which units have to go for their other stores requirements, and where spares are in constant demand for repairing plant held in the depot. A Spare Parts Section may therefore need to be provided at any depot and should therefore form an integral part of the depot organisation as in the case of the other main depot sections, i.e. bridging, track, plant, etc. It follows that the establishment of a stores company should be designed to cover this function and in this respect some amendment to the present establishment would certainly be desirable.

The three spares-holding T.S.Ds. in Italy are as follows :-

325 T.S.D. Bari. - Spares for Tn. plant and harbour craft.
326 T.S.D. Naples. - Spares for U.S. 2-8-0 locos and U.S. rolling stock.
330 T.S.D. Ancona. - Spares for locos, rolling stock and 2 craft.

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It has now been agreed by D.C.S. and M.G.R.E. that spares for common power units in plant held by Tn. will be obtained from Machinery Spare Parts Sections R.E. Tn. will merely render a return of such power units to M.G.R.E. and provisioning for both R.E. and Tn. requirements will be done by M.G.R.E. through D.C.S.

We learn with relief that base spares for tugs are at last arriving in the theatre and will be held in an M.W.T. depot which is to be opened at Naples in April. The first consignment of spares for TUGS. tugs will be taken into 326 T.S.D. pending the opening of the M.W.T. depot, and it has been agreed that we can withdraw any spares required for specific current repairs.

600 tons of spares for L.M.S. 2-8-0 and U.S. 2-8-2 locos have arrived from M.E. and are held at 330 T.S.D. Ancona.

The mobile crane spares position is improving now that bulk shipments are arriving.

8 tons of spares have arrived for R.C.L. 6 cyl. Gray Marine petrol engines.

Issues of spares have been heavy this month, particularly for harbour craft. The following shows the position for all types of spares :-

Spares issues in Jan.	-	17,300
Spares in stock.	-	306,000
Number of Stockheads.	-	8,100

(N) Local Resources and Production.

In July last authority was obtained from H.Q. A.A.I. for the badly damaged SACFEM Works at Arezzo to become a reserved Transportation area. A detachment of stores personnel was placed in the Works to control and record issues of all stores and machinery. These were considerable, and included not only issues to Tn. units but issues to numerous Divisional and Corps troops for operational purposes when Arezzo was still in Army Area. A requisition receipt note has now been presented for all stores removed, comprising 76 pages and 3963 items. A list of controlled stores remaining in the Works has been sent to Allied Forces Local Resources (I) Board for allocation among other services.

Our bid for 260 tons of steel sections for delivery in Feb. from production in Italy was accepted by A.F.L.R.

Assistance has been given to A.C. in maintaining production of glass etc. at a factory in Rome and an order placed through I.S.R. for 4000 sq. m. of glass for railway carriage windows. An order for 6000 cell plate rests for train lighting accumulators has also been placed on the same firm.

1500 cushions for leave trains have been manufactured to date - 1000 by contractors in Rome, and 500 in I.S.R. workshops. Material has been ordered for a further 500.

Manufacture of wagon sheets has been fraught with difficulties. Under normal peacetime processes a sheet takes 6 months to manufacture. Improvisation of a less durable article is by no means an easy matter. The principal centre of normal production is Milan and I.S.R. have failed to find a contractor in liberated Italy who can undertake waterproofing. This is therefore being done in 329 T.S.D. Rome. In the absence of more suitable waterproofing agents linseed oil is being used

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The mobile crane spares position [illegible]
shipments are arriving.

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Manufacture of wagon sheets has been fraught with difficulties. Under normal peacetime processes a sheet takes 6 months to manufacture. Improvisation of a less durable article is by no means an easy matter. The principal centre of normal production is Milan and I.S.R. have failed to find a contractor in liberated Italy who can undertake water-proofing. This is therefore being done in 329 T.S.D. Rome. In the absence of more suitable waterproofing agents linseed oil is being used and has proved satisfactory when sheets have been tested under 5 c.m. of water. Unfortunately as linseed oil freezes at 55°F it has been extremely difficult to dry the sheets in cold weather and the number and size of the sheets makes the provision of a heated workshop out of the question.

Of 875 sheets received from U.K. only 281 proved suitable as wagon sheets without further fabrication. These are being marked, numbered and roped as quickly as possible. The remaining sheets are either too small or too big (some measure 40' x 30') and are being altered. The sewing of the sheets and the procurement of thread is a formidable task.

Up to date 250 sheets have been placed at the disposal of Movements A.F.H.Q.

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9. FINANCE.

(A) RAILWAY FINANCE.

(i) Preparation of Records of Charges assessable to the Italian Government.

At a meeting held at A.F.H.Q. on January 5th, attended by representatives of Staff Sections and British and American Military, Naval and Air Services, agreement was reached upon the form in which records of charges assessable to the Italian Government should be evaluated for incorporation in the Allied Commission Account. The formula eventually agreed upon was in accordance with that already adopted by the Military Railway Service for costing railway projects. Therefore no alteration in procedure by this service was necessary.

(ii) Costing of Railway Rehabilitation Projects.

A further evaluation statement of Allied War Department materials and mechanical equipment, used in railway rehabilitation projects, was sent to the Financial Adviser during the month for incorporation in the Allied Commission Account. The statement, covering the cost of W.D. material and mechanical equipment hire charges for 160 jobs, amounted in total to over 60 million lire. In accordance with agreed practice, no charges were included for local materials or labour paid for in A.M.G. Currency. A brief summary appears in Appendix 13 to this report.

(B) STORES.

(i) Recovery of charges from I.S.R. for Bricks purchased by Works Services.

Works Services having undertaken to control and purchase the output of certain brick manufacturers, it has been arranged that the cost of bricks, required for railway repairs on the I.S.R. and supplied through this agency, shall be recovered from the I.S.R. by means of bills prepared on information supplied by the Railway Construction Groups concerned, and verified by monthly statements of issue furnished by Works Service. This procedure is in accordance with the agreed policy that the value of local materials used on behalf of the I.S.R. is ultimately made a direct charge on the Railway Budget.

(ii) Local Purchases of Materials for incorporation in Railway Rehabilitation Works.

During the month bills totalling lire 2,238,153, in respect of local purchases made by Railway Construction Units engaged in the repairs of the Italian Railway System were passed to the I.S.R. for direct settlement. A regular system of advice of payment as and when made by the I.S.R. facilitates dealing with suppliers on questions arising out of alleged delays in payment.

(C) FINANCE SUB-COMMITTEE - ALLIED RAILWAY BOARD.

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(C) FINANCE SUB-COMMITTEE - ALLIED RAILWAY BOARD.

A Finance Sub-Committee composed of M.R.S., Allied Commission and I.S.R. representatives under the chairmanship of A.D.Tn.(F), was appointed by the Allied Railway Board to consider and provide a working basis on financial matters in which M.R.S. and Transportation Sub-Commission (A.C.) have a joint interest.
Subjects included in the terms of reference are shewn below:-

(a) Works commenced by the M.R.S. and subsequently handed over to A.C. for completion, either by direct contract or through the I.S.R.

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(b) Works commenced and completed under A.C. supervision but with certain military labour and equipment assistance.

(c) Accounting for military stores.

(d) Contracts placed by I.S.R. on instructions of M.R.S. or A.C.

At a preliminary meeting of this Sub-Committee, certain aspects of the above were discussed, and the proposals and decisions made were referred to the Allied Railway Board for confirmation. The Sub-Committee recommended to the Board the inclusion in the terms of reference, responsibility for the examination of I.S.R. demands for cash allocation required for rehabilitation and construction works.

(D) STATISTICS.

Railway (Passenger and Freight) Statistics for all British operated areas in Italy are shown in Appendix 14.

(R.D.W.CHORLEY).
Brigadier.
Director of Transportation.

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Appendix 1.

Part 1, Sheet 1.

LOCATION STATEMENT.

TN. UNITS, C.M.T.

31 JANUARY, 1945.

Unit.	Location.	Remarks.
H.Q., No.1 Port Operating Group, R.E.	Brindisi.	Det. Taranto.
992 Port Operating Coy. R.E.	Greece.	
997 Port Operating Coy. R.E.	Brindisi.	
1010 Port Operating Coy. R.E.	Greece.	
1015 Port Operating Coy. R.E.	Taranto.	
1027 Port Operating Coy. R.E.	Brindisi.	
1037 Port Maintenance Coy. R.E.	Brindisi.	Det. Taranto.
2 (Italian) I/T Port Operating Coy.	Taranto.	Det. Brindisi.
1060 (Italian) Port Maintenance Section.	Brindisi.	
1061 (Italian) Docks Operating Coy.	Taranto.	
1063 (Italian) Docks Operating Coy.	San Vito.	
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.	Det. Monopoli, Force 266.
1014 Port Operating Coy. R.E.	Bari.	
1017 Port Operating Coy. R.E.	Bari.	Det. Barletta.
1019 Port Maintenance Coy. R.E.	Bari.	Det. Barletta.
1021 Port Operating Coy. R.E.	Leghorn.	
1041 Port Operating Coy. R.E.	Bari.	
4 Docks Workshop Section, R.E.	Bari.	
10 I/T Floating Crane Section, R.E.	Bari.	
1062 (Italian) Port Maintenance Section.	Bari.	
921 (Italian) Docks Operating Coy.	Barletta.	
922 (Italian) Docks Operating Coy.	Bari.	
1 (Italian) I/T Port Operating Coy.	Bari.	
Attached No.5 Port Operating Group, R.E.		
1222/3 Ship Working Sections, R.E.	Bari.	
1224/5 Ship Working Sections, R.E.	Bari.	
2 Docks Operating Coy. S.A.E.C.	Bari.	Det. Brindisi, Taranto.
H.Q. No.7 Port Operating Group, 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.	Greece.		
1015 Port Operating Coy. R.E.	Taranto.		
1027 Port Operating Coy. R.E.	Brindisi.		
1037 Port Maintenance Coy. R.E.	Brindisi.	Det. Taranto.	
2 (Italian) I.T. Port Operating Coy.	Taranto.	Det. Brindisi.	
1060 (Italian) Port Maintenance Section.	Brindisi.		
1061 (Italian) Docks Operating Coy.	Taranto.		
1063 (Italian) Docks Operating Coy.	San Vito.		
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.	Det. Monopoli, Force 266.	
1014 Port Operating Coy. R.E.	Bari.		
1017 Port Operating Coy. R.E.	Bari.	Det. Barletta.	
1019 Port Maintenance Coy. R.E.	Bari.	Det. Barletta.	
1021 Port Operating Coy. R.E.	Leghorn.		
1041 Port Operating Coy. R.E.	Bari.		
4 Docks Workshop Section, R.E.	Bari.		
10 I.T. Floating Crane Section, R.E.	Bari.		
1062 (Italian) Port Maintenance Section.	Bari.		
921 (Italian) Docks Operating Coy.	Barletta.		
922 (Italian) Docks Operating Coy.	Bari.		
1 (Italian) I.T. Port Operating Coy.	Bari.		
Attached No.5 Port Operating Group, R.E.			
1222/3 Ship Working Sections, R.E.	Bari.		
1224/5 Ship Working Sections, R.E.	Bari.		
2 Docks Operating Coy. S.A.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.		
1064 Docks Operating Coy. R.E.	Ancona.		
3 (Italian) I.T. Port Operating Coy.	Ancona.		

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Appendix 1.

Part 1, Sheet 2.

LOCATION STATEMENT.

TN.UNITS, C.M.F.

31 JANUARY, 1945.

Unit.	Location.	Remarks.
H.Q.,No.3 Port Constr & Repair Gp.RE.	Ancona.	
932 Port Constr. & Repair Coy. R.E.	Ancona.	Det. Bari.
41 Harbour Construction Coy.SAEC.	Ancona.	
H.Q., No.6 I.W.T. Group, R.E.	Ancona.	
945 I.W.T (Port) Operating Coy. R.E.	Ancona.	Det. Bari, Pesaro, Senigallia.
947 I.W.T (Port) Operating Coy. R.E.	Ancona.	Det. Brindisi.
1065 I.W.T Workshop Coy. R.E.	Ancona.	Det. Pesaro.
208 'Z' Craft Operating Coy. I.E.	Leghorn.	
209 'Z' Craft Operating Coy. I.E.	Ancona.	
1206 'Z' Craft Operating Coy. R.E.	Greece.	
975 Port Repair Ship, R.E.	Ancona.	Moving to Civitavecchia.
H.Q.,No.1 Railway C. & M.Group, R.E.	Riccione.	
150 Railway Construction Coy. R.E.	Cesena.	Det. Faenza, Rimini.
161 Railway Construction Coy. R.E.	Rimini.	Det. Forli, Faenza.
1 Railway Bridging Section, R.E.	Fano.	
29 Railway Survey Coy. R.E. 2 Sect.	Riccione.	
H.Q.,1212 Railway C. & M.Group, R.E.	Florence.	
10 Railway Construction Coy. R.E.	Mondolfo Marotta.	
159 Railway Construction Coy. R.E.	Pistoia.	Det. Prato.
160 Railway Construction Coy. R.E.	Pieve è Nievole.	Det. Pescia, S.Salvatore Serravalle.
2 Railway Bridging Section, R.E.	Orvieto.	
29.Railway Survey Coy. R.E. H.Q.	Prato.	
No.1 Section.	Lastra à Signa.	
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. Grizzano.
Dets Railway & Harbour Const. Co	Mercatale.	

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	H.Q., Port Constr. & Repair Gp.R.E.	Ancona.	
932	Port Constr. & Repair Coy. R.E.	Ancona.	Det. Bari.
41	Harbour Construction Coy.SAEC.	Ancona.	
	H.Q., No.6 I.W.T. Group, R.E.	Ancona.	
945	I.W.T (Port) Operating Coy. R.E.	Ancona.	Det. Bari, Pesaro, Senigallia.
947	I.W.T (Port) Operating Coy. R.E.	Ancona.	Det. Brindisi.
1065	I.W.T Workshop Coy. R.E.	Ancona.	Det. Pesaro.
208	'Z' Craft Operating Coy. I.E.	Leghorn.	
209	'Z' Craft Operating Coy. I.E.	Ancona.	
1206	'Z' Craft Operating Coy. R.E.	Greece.	
975	Port Repair Ship, R.E.	Ancona.	Moving to Civitavecchia.
	H.Q.,No.1 Railway C. & M.Group, R.E.	Riccione.	
150	Railway Construction Coy. R.E.	Cesena.	Det. Faenza, Rimini.
151	Railway Construction Coy. R.E.	Rimini.	Det. Forli, Faenza.
1	Railway Bridging Section, R.E.	Fano.	
29	Railway Survey Coy. R.E. 2 Sect.	Riccione.	
	H.Q.,1212 Railway C. & M.Group. R.E.	Florence.	
10	Railway Construction Coy. R.E.	Mondolfo Marotta.	
159	Railway Construction Coy. R.E.	Pistoia.	Det. Prato.
160	Railway Construction Coy. R.E.	Pieve è Nievole.	Det. Pescia, S.Salvatore Serravalle.
2	Railway Bridging Section, R.E.	Orvieto.	
29.	Railway Survey Coy. R.E. H.Q.	Prato.	
	No.1 Section.	Lastra à Signa.	
	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. Grizzano.
Dets	Railway & Harbour Comp. Op. Coy. S.A.E.C.	Mercatale	
		Vernio.	
	Tunnelling Det. H.Q., S.A.E.C.	Vaiano.	
61	Tunnelling Coy. S.A.E.C.	Prato.	Det. Lagaro.
62	Tunnelling Coy. S.A.E.C.	Vernio.	
187	Mech. Eqpt. (Tn) Coy. R.E.	Florence.	
45	Mech. Eqpt. (Tn) Pln. R.E.	Monsummano.	
46	Mech. Eqpt. (Tn) Pln. R.E.	Rimini.	
89	Mech. Eqpt. (Tn) Pln. R.E.	Florence.	

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Appendix 1.

Part 1. Sheet 3.

LOCATION STATEMENT.

MT. UNITS, C.M.F.

31 JANUARY, 1945.

Unit.	Location.	Remarks.
H.Q., No.4 Indian Railway C. & M.Group, I.E.	Ancona.	
136 Railway Maintenance Coy. I.E.	Ancona.	Det. Fabriano, Fano, Falconara.
H.Q., No.2 Railway Telegraph Coy. R.Sigs.	Rimini.	
102 Construction Section(Railway) R.Sigs.	Foligno.	
103 Construction Section(Railway) R.Sigs.	Fano.	Det.Cesena, Pesaro, Falconara.
72 Railway Telegraph Op.Sec., R.Sigs.	Senigallia.	Det.Falconara, Bari, Foggia, Foligno.
H.Q., No.3 Railway Telegraph Coy. R.Sigs.	Florence.	
104 Construction Section(Railway) R.Sigs.	Ardenza.	Det. Leghorn, Cecina, Grosseto.
76 Railway Telegraph Optg. Sec. R.Sigs.	Rome.	Det. Bari, Florence, Riccione.
40 Railway Telegraph Coy. S.A.C.S.	Foligno.	Det. Orvieto, Orte, Terni.
D.D.Tn. (Railways).	Ancona.	
H.Q., No.1 Railway Operating Group, R.E.	Falconara.	
153 Railway Operating Coy. R.E.	Colombina Nuovo.	Det. Falconara.
189 Railway Operating Coy. R.E.	Pesaro.	Det. Rimini.
192 Railway Operating Coy. R.E.	Senigallia.	Det. Forli.
5 Railway Mobile Workshop, R.E.	Rimini.	
H.Q., No.2 Railway Operating Group, R.E.	Rome.	
154 Railway Operating Coy. R.E.	Foligno.	Det. Orte, Terni.
190 Railway Operating Coy. R.E.	Fabriano.	
2 Railway Mobile Workshop, R.E.	Arezzo.	
H.Q., No.6 Railway Operating Group, R.E.	Ancona.	(Forming part of D.D.Tn., Railways)
H.Q., Railway & Harbour Comp.Op.Coy. SAEC.	Florence.	Det. Florence, Prato.
Workshops.		
13 Railway Mobile Workshop, R.E.	Ancona.	
163 Railway Workshop Coy. R.E.	Foligno.	Det.Florence, Foggia.
H.Q., No.3 Transportation Stores Group, RE.	Rome.	
196 Tn. Stores Coy. R.E.	Noduno, Nr. Bari.	

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H.Q., No.2 Railway Telegraph Coy. R.Sigs. — Rimini.

102 Construction Section(Railway) R.Sigs. — Foligno.
103 Construction Section(Railway) R.Sigs. — Fano. Det. Cesena, Pesaro, Falconara.
72 Railway Telegraph Op.Sec., R.Sigs. — Senigallia. Det. Falconara, Bari, Foggia, Foligno.

H.Q., No.3 Railway Telegraph Coy. R.Sigs. — Florence.

104 Construction Section(Railway) R.Sigs. — Ardenza. Det. Leghorn, Cecina, Grosseto.
76 Railway Telegraph Optg. Sec. R.Sigs. — Rome. Det. Bari, Florence, Riccione.
40 Railway Telegraph Coy. D.A.C.D. — Foligno. Det. Orvieto, Orte, Terni.

D.D.Tn. (Railways). — Ancona.

H.Q., No.1 Railway Operating Group, R.E. — Falconara.

153 Railway Operating Coy. R.E. — Palombina Nuovo. Det. Falconara.
189 Railway Operating Coy. R.E. — Pesaro. Det. Rimini.
192 Railway Operating Coy. R.E. — Senigallia. Det. Forli.
5 Railway Mobile Workshop, R.E. — Rimini.

H.Q., No.2 Railway Operating Group, R.E. — Rome.

154 Railway Operating Coy. R.E. — Foligno. Det. Orte, Terni.
190 Railway Operating Coy. R.E. — Fabriano.
2 Railway Mobile Workshop, R.E. — Arezzo.

H.Q., No.6 Railway Operating Group, R.E. — Ancona. (Forming part of D.D.Tn., Railways)

H.Q., Railway & Harbour Comp.Op.Coy. SAEC. — Florence. Det. Florence, Prato.

Workshops.

13 Railway Mobile Workshop, R.E. — Ancona.
163 Railway Workshop Coy. R.E. — Foligno. Det. Florence, Foggia.

H.Q., No.3 Transportation Stores Group, RE. — Rome.

325 Tn.S.D. – 196 Tn.Stores Coy. R.E. — Modugno, Nr. Bari.
326 Tn.S.D. – 922 Tn.Stores Coy. R.E. — Naples.
327 Tn.S.S.D. – 922 Tn.Stores Coy. R.E. — Nocera.
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. – 196 Tn.Stores Coy. R.E. — Falconara.
– 1069 Tn.Stores Coy. R.E. — Falconara.
331 Tn.S.D. – 24 Tn.Stores Coy. R.E. — Leghorn.
18 Tn. Stores Port Section, R.E. — Leghorn. Det. Naples.
19 Tn. Stores Port Section. R.E. — Ancona. Det. Bari.

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Moves of Transportation Units in January, 1945.

Unit.	Strength.	Vehs.	From.	To
N°.2 Italian Railway Engineer Coy.	200	4	PISA	MONDOLFO.
N°.10 Railway Construction Coy. R.E. (Main party)	160	40	PISA	SENIGALLIA.
N°.10 Railway Construction Coy. R.E. (Half Company)	120	30	ORVIETO	MONDOLFO.
N°.2 Railway Bridging Section, R.E.	25	4	PISA	ORVIETO.
	505	78		

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Appendix 1.

Part 2, Sheet 1.

Moves of Transportation Units in January, 1945.

	Strength.	Vehs.	From.	To	Date.
er Coy.	200	4	PISA	MONDOLFO.	18
Coy. R.E.	160	40	PISA	SENIGALLIA.	18
Coy. R.E.	120	30	ORVIETO	MONDOLFO.	22
on, R.E.	25	4	PISA	ORVIETO.	25
	505	78			

APPENDIX 2.

Sheet 1.

ADMINISTRATION.

1. REVISION OF ESTABLISHMENTS AND FORMATION OF UNITS.

(a) H.Q's Port Operating Groups, R.E., and Port Operating Coys, R.E.

The conversion of the following units from Docks Groups, R.E. and Docks Operating Coys.R.E. respectively is proceeding:-

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

(b) Indian 'Z' Craft Operating Coy. I.E.

Application has been made to A.F.H.Q. for amendment of W.E. to provide additional M.T. If approved, the amendment will apply to 208 and 209 'Z' Craft Operating Coys. I.E.

(c) Transportation Stores Coys. R.E.

In order to reduce the number of W.E's on which Tn. Stores Coys are organised in this theatre, proposals as under have been submitted to A.F.H.Q. -

(i) that 922 Tn. Stores Coy. R.E. be converted from W.E. IV/20/3 to NA/129/1 - the latter being the W.E. on which 156 and 196 Tn. Stores Coys are organised.

(ii) that W.E. NA/129/1 be amended to provide for an increase in Clerks and Storemen and a decrease in Orderlies and Regimental Police.

(iii) That 24 Tn. Stores Coy. R.E. be converted from W.E. NA/114/1 to W.E. IV/20A/1 - the latter being the W.E. on which 1069 Tn. Stores Coy. is organised.

If approved, the effect of these amendments and conversions will be that the three large Tn. Stores Coys. in the theatre will operate on W.E. NA/129/1 and the two small Coys will operate on

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

(b) Indian 'Z' Craft Operating Coy. I.E.

Application has been made to A.F.H.Q. for amendment of W.E. to provide additional W.E. If approved, the amendment will apply to 208 and 209 'Z' Craft Operating Coys. I.E.

(c) Transportation Stores Coys. R.E.

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(i) that 922 Tn. Stores Coy. R.E. be converted from W.E. IV/20/3 to NA/129/1 - the latter being the W.E. on which 156 and 196 Tn. Stores Coys are organised.

(ii) that W.E. NA/129/1 be amended to provide for an increase in Clerks and Storemen and a decrease in Orderlies and Regimental Police.

(iii) That 24 Tn. Stores Coy. R.E. be converted from W.E. NA/114/1 to W.E. IV/20A/1 - the latter being the W.E. on which 1069 Tn. Stores Coy. is organised.

If approved, the effect of these amendments and conversions will be that the three large Tn. Stores Coys. in the theatre will operate on W.E. NA/129/1 and the two small Coys will operate on W.E. IV/20A/1.

(d) Transportation H.Q., C.M.E.

A proposal was submitted to the War Establishments Committee, A.F.H.Q. on 19 Jan., for a new Transportation A.F.H.Q. W.E. to take the place of the four separate ones now existing i.e.

(i) Transportation, A.F.H.Q.
(ii) Transportation Increment, C.M.E.
(iii) H.Q., No.6 Railway Operating Group, R.E.
(iv) Increment to Railway Operating Groups, 195

/The proposal was

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The proposal was agreed subject to minor modifications of transport and administrative personnel and authority to implement is now awaited.

2. EMPLOYMENT OF ITALIAN UNITS.

(a) Italian Docks Operating Companies.

There has been no change in the technical efficiency of these Units and they have been satisfactorily employed within their limitations.

Strengths of the Units are tabulated hereunder:-

	Number of Company.							
	921.	922	923	924	1063.		1061	
					Brit.	It.	Brit.	It.
W.E.								
Officers.	7	7	7	7	3	4	3	4
W.O's & Sjts.	23	23	23	23	8	15	8	15
Rank and File.	403	403	403	403	8	356	8	356
Actual.								
Officers.	9	8	7	10	3	7	3	4
W.O's & Sjts.	27	35	23	25	8	15	8	15
Rank and File.	356	351	409	380	8	315	9	325
Tradesmen.	W.E.							
Carpenters.	3	-	3	3	3	-	3	1	3
Checkers.	56	31	32	48	46	4	44	2	43
Clerks.	14	4	11	5	8	4	9	5	9
Drivers Crane.	32	19	27	32	21	-	17	-	17
Stevedores.	248	220	236	273	248	-	185	1	171
Other Trades.	50	82	42	48	54	-	57	-	82

(b) Italian I.W.T. (Port) Operating Companies.

During the wintry weather, it has been found that, particularly at Bari and Ancona, the majority of the Italian personnel have not sufficient experience to meet requirements. The question of obtaining replacements for unsatisfactory personnel has been taken up with the Naval Sub-Commission. The morale and efficiency of these units is low.

Strengths of the units compared with W.E. are given below:

	Number of Company.		
W.E.	No.1	No.2	No.3
Officers	4	4	4

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		Number of Company.						
		921.	922	923	924	1063. Brit.	1063. It.	1061 Brit.	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 and File.		403	403	403	403	8	356	8	356
Actual.									
Officers.		9	8	7	10	3	7	3	4
W.O's & Sjts.		27	35	23	25	8	15	8	15
Rank and File.		356	351	409	380	8	315	9	325
Tradesmen.	W.E.								
Carpenters.	3	-	3	3	3	-	3	1	3
Checkers.	56	31	32	48	46	4	44	2	43
Clerks.	14	4	11	5	8	4	9	5	9
Drivers Crane.	32	19	27	32	21	-	17	-	17
Stevedores.	248	220	236	273	248	-	185	1	171
Other Trades.	50	22	42	48	54	-	57	-	82

(b) Italian I.W.T. (Port) Operating Companies.

During the wintry weather, it has been found that, particularly at Bari and Ancona, the majority of the Italian personnel have not sufficient experience to meet requirements. The question of obtaining replacements for unsatisfactory personnel has been taken up with the Naval Sub-Commission. The morale and efficiency of these units is low.

Strengths of the units compared with W.E. are given below:

			Number of Company.		
			No.1	No.2	No.3
W.E.					
Officers			4	4	4
W.O's & Sjts.			19	19	19
Rank and File.			189	189	189
Actual.	Officers.		5	4	4
	W.O's & Sjts.		25	23	23
	Rank and File.		188	191	176
Tradesmen.		W.E.			
	Engineers.	15.	17	33	15
	Carpenters.	4.	3	4	2
	Clerks.	4.	3	4	4
	Firemen.	9.	12	9	9
	Lightermen.	138	137	120	135
	Others.		16	21	11

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APPENDIX 2.

Sheet 1.

ADMINISTRATION.

1. REVISION OF ESTABLISHMENTS AND FORMATION OF UNITS.

(a) H.Q's Port Operating Groups, R.E., and Port Operating Coys, R.E.

The conversion of the following units from Docks Groups, R.E. and Docks Operating Coys.R.E. respectively is proceeding:-

H.Q., No.1 Port Operating Group, R.E.
H.Q., No.5 Port Operating Group, R.E.
H.Q., No.7 Port Operating Group, R.E.
921 Port Operating Coy. R.E.
922 Port Operating Coy. R.E.
923 Port Operating Coy. R.E.
927 Port Operating Coy. R.E.
1010 Port Operating Coy. R.E.
1014 Port Operating Coy. R.E.
1015 Port Operating Coy. R.E.
1017 Port Operating Coy. R.E.
1023 Port Operating Coy. R.E.
1027 Port Operating Coy. R.E.

(b) Indian 'Z' Craft Operating Coy. I.E.

Application has been made to A.F.H.Q. for amendment of W.E. to provide additional M.T. If approved, the amendment will apply to 208 and 209 'Z' Craft Operating Coys. I.E.

(c) Transportation Stores Coys. R.E.

In order to reduce the number of W.E's on which Tn. Stores Coys are organised in this theatre, proposals as under have been submitted to A.F.H.Q. -

(i) that 922 Tn. Stores Coy. R.E. be converted from W.E. IV/20/3 to NA/129/1 - the latter being the W.E. on which 156 and 196 Tn. Stores Coys are organised.

(ii) that W.E. NA/129/1 be amended to provide for an increase in Clerks and Storemen and a decrease in Orderlies and Regimental Police.

(iii) That 24 Tn. Stores Coy. R.E. be converted from W.E. NA/114/1 to W.E. IV/20A/1 - the latter being the W.E. on which 1069 Tn. Stores Coy. is organised.

If approved, the effect of these amendments and conversions will be that the three large Tn. Stores Coys. in the theatre will operate on W.E. NA/129/1 and the two small Coys will operate on

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

(b) Indian 'Z' Craft Operating Coy. I.E.

Application has been made to A.F.H.Q. for amendment of W.E. to provide additional M.T. If approved, the amendment will apply to 208 and 209 'Z' Craft Operating Coys. I.E.

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In order to reduce the number of W.E's on which Tn. Stores Coys are organised in this theatre, proposals as under have been submitted to A.F.H.Q. -

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If approved, the effect of these amendments and conversions will be that the three large Tn. Stores Coys. in the theatre will operate on W.E. NA/129/1 and the two small Coys will operate on W.E. IV/20A/1.

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

A proposal was submitted to the War Establishments Committee, A.F.H.Q. on 19 Jan., for a new Transportation A.F.H.Q. W.E. to take the place of the four separate ones now existing i.e.

(i) Transportation, A.F.H.Q.
(ii) Transportation Increment, C.M.F.
(iii) H.Q., N°.6 Railway Operating Group, R.E.
(iv) Increment to Railway Operating Groups, 495

/The proposal was

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APPENDIX 2.

Sheet 4.

Location.	Strength.		
	Offrs.	O.R's.	Total.
H.Q.,No.3 Br. Italian Railway Engineers. PISA	5	22	27
No.6 Italian Railway Engineer Coy. LIVORNO.	4	174	178
No.18 Italian Railway Engineer Coy. FIORENCE.	4	162	166
No.23 Italian Railway Engineer Coy. CURRANO.	5	172	177
H.Q.,No.6 Bn. Italian Railway Engineers. (+) ROME.	4	15	19
No.1 Italian Railway Engineer Coy. (+) ROME.	5	179	184
No.3 Italian Railway Engineer Coy. (+) ROME.	2	36	38
No.19 Italian Railway Engineer Coy. (+) ROME.	-	-	-
H.Q.,No.13 Bn. Italian Railway Engineers. RICCIONE.	3	17	20
No.8 Italian Railway Engineer Coy. FANO.	5	183	188
No.21 Italian Railway Engineer Coy. CESENA.	5	185	190
No.31 Italian Railway Engineer Coy. FORLI.	5	184	189
Totals.	105	2469	2574

((+) In course of formation)

2. ADMINISTRATION OF ITALIAN UNITS.

(a) Italian Docks Units.

(i) Personnel.

922 (Italian) Docks Operating Company received orders through Italian Staff Channels that certain men of the 1924 class should be put at the disposal of a higher formation for transfer to other branches of the Army. In view of the extreme difficulty of training Italian personnel for Docks Operating duties, strongest representations have been made to M.M.I.A. that these transfers are highly detrimental to the efficiency of the unit concerned. Pending a decision no releases are being sanctioned.

The British Naval authorities have forwarded to the Italian Navy our request for the replacement of unsatisfactory personnel from Nos. 1 and 3 (Italian) I.M.T. Companies.

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H.Q., No.6 Bn. Italian Railway Engineers.				
No.1 Italian Railway Engineer Coy.	(+)	ROME.	5	179	184
No.3 Italian Railway Engineer Coy.	(+)	ROME.	2	36	38
No.19 Italian Railway Engineer Coy.	(+)	ROME.	-	-	-
H.Q., No.13 Bn. Italian Railway Engineers.		RICCIONE.	3	17	20
No.8 Italian Railway Engineer Coy		FANO.	5	183	188
No.21 Italian Railway Engineer Coy.		CESENA.	5	185	190
No.31 Italian Railway Engineer Coy.		FORLI.	5	184	189
		Totals.	105	2469	2574

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The British Naval authorities have forwarded to the Italian Navy our request for the replacement of unsatisfactory personnel from Nos. 1 and 3 (Italian) I.W.T. Companies.

(ii) Welfare.

Routine administration remains fairly satisfactory. H.Q., No.5 Port Operating Group is experimenting with the provision on a limited scale of Welfare facilities for 922 (Italian) Docks Operating Company on the lines of those for a British unit, and it is hoped that the gradual extension of such facilities will lead to a general improvement in morale and discipline.

/(iii) Accommodation

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(c) Port Maintenance Sections.

The two Co-operator Port Maintenance Sections continued to give useful assistance to the British Units to which they were attached.

Strengths compared with W.E. are:-

		Number of Section.			
		1060.		1062	
		Brit.	Italian.	Brit.	Italian.
W.E.	Officers	1	-	1	-
	W.O's & Sjts.	1	2	1	2
	Rank and File.	2	55	2	55
Actual.	Officers.	-	-	-	-
	W.O's & Sjts.	1	2	1	2
	Rank and File.	2	52	2	54

(d) Italian Railway Engineer Units.

(i) The formation of the first Company of the 6th Battalion is well advanced and arrangements are in hand to transfer it from Rome to Ancona for work on Line 86. The formation of No.3 Company will then be undertaken.

(ii) Two of the four existing Battalions remain under American control and are employed in the Pisa - Leghorn area.

Strengths.

	Location.	Strengths. Offrs.	O.R's.	Total.
Inspectorate of Italian Railway Engineer Troops.	ROME.	11	61	72
H.Q., No.1 Italian Railway Engineer Group.	ROME.	4	20	24
H.Q., No.2 Italian Railway Engineer Group.	ROME.	6	14	20
H.Q., No.1 Bn. Italian Railway Engineers.	MONSUMMANO.	4	18	22
No.2 Italian Railway Engineer Coy.	PONDOLFO.	4	170	174
No.7 Italian Railway Engineer Coy.	PRATO.	6	164	170
No.20 Italian Railway Engineer Coy.	PIEVE à NIEVOLE.	4	173	177
H.Q., No.2 Bn. Italian	ARDENZA.	4	22	26

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Rank and File.	2	55	2	55
Actual. Officers.	-	-	-	-
W.O's & Sjts.	1	2	1	2
Rank and File.	2	52	2	54

(d) Italian Railway Engineer Units.

(i) The formation of the first Company of the 6th Battalion is well advanced and arrangements are in hand to transfer it from Rome to Ancona for work on Line 86. The formation of N°.3 Company will then be undertaken.

(ii) Two of the four existing Battalions remain under American control and are employed in the Pisa - Leghorn area.

Strengths.

	Location.	Strengths. Offrs.	O.R's.	Total.
Inspectorate of Italian Railway Engineer Troops.	ROME.	11	61	72
H.Q., N°.1 Italian Railway Engineer Group.	ROME.	4	20	24
H.Q., N°.2 Italian Railway Engineer Group.	ROME.	6	14	20
H.Q., N°.1 Bn. Italian Railway Engineers.	MONSUMMANO.	4	18	22
N°.2 Italian Railway Engineer Coy.	PORRETTA.	4	170	174
N°.7 Italian Railway Engineer Coy.	PRATO.	6	164	170
N°.20 Italian Railway Engineer Coy.	PIEVE à NIEVOLE.	4	173	177
H.Q., N°.2 Bn. Italian Railway Engineers.	ARDENZA.	4	22	26
N°.9 Italian Railway Engineer Coy.	PISA.	5	195	200
N°.16 Italian Railway Engineer Coy.	LIVORNO.	5	149	154
N°.24 Italian Railway Engineer Coy.	PISA.	5	154	159

/H.Q., N°.3 Italian Railway

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(iii) Accomodation.

Strenuous efforts have been made for several months to obtain accomodation for No.1 (Italian) I.T. Company nearer the Docks at Bari (they are at present over 4 miles away). FOTALI has instructed the Italian Staff to expedite the provision of such accomodation but so far nothing has materialised. Failing provision, no guarantee can be given that craft will not be severely damaged in the event of the sudden gales to be expected at this time of the year. This contingency has been forcibly pointed out.

(b) Italian Railway Engineer Units.

(i) These units continue to do useful work although there is a considerable variation in the degree of usefulness among the various Companies. Their work has been handicapped by shortage of both officers and men, a draft of 150 O.R's has been earmarked for the Ancona area and arrangements have been made for these reinforcements to join the Battalion early in February.

(ii) Supplies of boots and clothing have been more plentiful and all Companies are in a fairly satisfactory position.

(iii) New clothing and equipment has been released for the 6th Battalion and a proportion of Class V vehicles drawn. Arrangements are in hand to move the 1st Company of this Battalion into the Ancona area to work with Indian R.C.E.4.

(iv) New clothing and equipment have also been released for the Inspectorate and the two Regimental Group H.Q's. The completion of formation is held up pending the issue of administrative vehicles.

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

Unit.	Strength.	Location.	Destination.	Remarks.
120 Ind. Rly Constr Coy.I.E.	Br. Offrs. 5. V.C.O's. 2 Br. O.R's 5 Ind. ORs. 240	MEF.	Senigallia.	Due to arrive Taranto 2 Feb.45
1031 Port Operating Coy.R.E. (less 1 Section)	Coy less 1 section.	North Africa	Ancona.	Due to arrive Naples 12 Feb.45
Det.1037 Port Maint. Coy.R.E. (less 1 Offr, 12 O.R's).	30 O.R's.	North Africa	Brindisi.	Due to arrive Naples 12 Feb.45

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(i) These units continue to do useful work although there is a considerable variation in the degree of usefulness among the various Companies. Their work has been handicapped by shortage of both officers and men, a draft of 150 O.R's has been earmarked for the Ancona area and arrangements have been made for these reinforcements to join the Battalion early in February.

(ii) Supplies of boots and clothing have been more plentiful and all Companies are in a fairly satisfactory position.

(iii) New clothing and equipment has been released for the 6th Battalion and a proportion of Class V vehicles drawn. Arrangements are in hand to move the 1st Company of this Battalion into the Ancona area to work with Indian R.C.E.4.

(iv) New clothing and equipment have also been released for the Inspectorate and the two Regimental Group H.Q's. The completion of formation is held up pending the issue of administrative vehicles.

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

Unit.	Strength.	Location.	Destination.	Remarks.
120 Ind. Rly Constr Coy.I.E.	Br. Offrs. 5. V.C.O's. 2 Br. O.R's 5 Ind. ORs. 240	MEF.	Senigallia.	Due to arrive Taranto 2 Feb.45
1031 Port Operating Coy.R.E. (less 1 Section)	Coy less 1 section.	North Africa	Ancona.	Due to arrive Naples 12 Feb.45
Det.1037 Port Maint. Coy.R.E. (less 1 Offr, 12 O.R's).	30 O.R's.	North Africa	Brindisi.	Due to arrive Naples 12 Feb.45

5. CHANGES IN OFFICER PERSONNEL.

(a) Organisation and Administration.

Capt.	J.W.	Morley	X(iv) List. att. Tn.Inc.	Posted to Inc. to Rly Op. Groups, w.e.f. 15 Jan.45
Major	A.R.	Adams.	Tn. Inc.	Relinquished appt. as DADTn. w.e.f. 19 Jan 45 and SOS w.e.f. 4 Feb.45 on proceeding to U.K. to take up another appointment.

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(b) Railway Operating.

Capt.	W.M.	Tanner	2 Rly Mob. Workshop.	Posted to Inc to Rly Op Gp w.e.f. 15 Jan.45
Capt.	M.G.	Moran.	Inc Rly Op Gp.	Posted to 2 Rly Mob Workshop w.e.f. 15 Jan 45.
Lieut.	H.C.	Brown.	X(iv) List.	Posted 154 Rly Op Coy w.e.f. date of reporting for duty.
Lieut.	F.V.	Hodges.	X(iv) List.	Posted to Inc to Rly Op Groups w.e.f date of reporting for duty.
Lieut.	K.C.	Elliott.	X(iv) List.	Posted to Inc to Rly Op Groups w.e.f. date of reporting for duty.

(c) Railway Construction.

Lieut.	K.L.	Wightman.	159 Rly Con. Coy.	Posted to 10 Rly Constr. Coy w.e.f. date of reporting for duty.
Lieut.	J.C.	Johnston.	1212 Rly C. & M.Group.	Posted to 159 Rly Constr.Coy w.e.f. 13 Jan.45.
Lieut.	G.	Athey.	10 Rly Con. Coy.	SOS on proceeding U.K. 'Python' w.e.f. Jan.45.
2/Lt.	L.J.	Broadberry.	X(iv) List.	Remains posted to X(iv) List & att'd to 1 Rly C.& M. Group w.e.f. date of reporting for duty.
T/Capt.	J.H.	Mason.	X(iv) List.	Posted to 89 M.E.(In) Pln in T/S Rank of Lieut. w.e.f. date of reporting for duty.
2/Lt.	K.C.	Herland.	X(iv) List.	Remains posted to X(iv) List & att'd to 1212 Rly C.& M. Group w.e.f. date of reporting for duty.

(d) Docks. Etc.

Lieut.	C.H.E.	Heaton.	5 Port Op Gp.	Posted to 1224/5 Ship Working Sec. w.e.f. 1 Jan.45
2/Lt.	N.T.	Hart.	Att'd 5 Port Op Group.	Posted to 1014 Port Op Coy w.e.f. 1 Jan.45
2/Lt.	S.	Brogden.	Att'd 5 Port Op Group.	Posted to 1014 Port Op Coy w.e.f. 1 Jan.45
Lieut.	H.O.	Coe.	991 Port Op Coy.	Posted to 5 Port Op Group w.e.f. 1 Jan.45.
Lieut.	L.	Hunkin.	1017 Port Op Coy	Posted to 1021 Port Op Coy w.e.f. 1 Jan.45.
Lieut.	D.C.E.	Brown.	1014 Port Op Coy.	Posted to 991 Port Op Coy w.e.f. 1 Jan.45.

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				w.e.f. date of reporting for duty.

(c) Railway Construction.

Lieut.	K.E.	Wightman.	159 Rly Con. Coy.	Posted to 10 Rly Constr. Coy w.e.f. date of reporting for duty.
Lieut.	J.C.	Johnston.	1212 Rly C. & M.Group.	Posted to 159 Rly Constr.Coy w.e.f. 13 Jan.45.
Lieut.	G.	Abbey.	10 Rly Con. Coy.	SOS on proceeding U.K. 'Python' w.e.f. Jan.45.
2/Lt.	L.J.	Broadberry.	X(iv) List.	Remains posted to X(iv) List & att'd to 1 Rly C.& M. Group w.e.f. date of reporting for duty.
T/Capt.	J.H.	Mason.	X(iv) List.	Posted to 89 M.E.(Tn) Pln in T/S Rank of Lieut. w.e.f. date of reporting for duty.
2/Lt.	K.O.	Harland.	X(iv) List.	Remains posted to X(iv) List & att'd to 1212 Rly C.& M. Group w.e.f. date of reporting for duty.

(d) Docks. Etc.

Lieut.	D.M.E.	Heaton.	5 Port Op Gp.	Posted to 1224/5 Ship Working Sec. w.e.f. 1 Jan.45
2/Lt.	R.E.	Hart.	Att'd 5 Port Op Group.	Posted to 1014 Port Op Coy w.e.f. 1 Jan.45
2/Lt.	S.	Brogden.	Att'd 5 Port Op Group.	Posted to 1014 Port Op Coy w.e.f. 1 Jan.45
Lieut.	H.S.	Coe.	991 Port Op Coy.	Posted to 5 Port Op Group w.e.f. 1 Jan.45.
Lieut.	H.	Hunkin.	1017 Port Op Coy	Posted to 1021 Port Op Coy w.e.f. 1 Jan.45.
Lieut.	D.G.F.	Brown.	1014 Port Op Coy.	Posted to 991 Port Op Coy w.e.f. 1 Jan.45.
Lieut.	J.T.A.	Wylde.	1224/5 Ship Working Sec.	Posted to 1017 Port Op Coy w.e.f. 1 Jan.45.
Lieut.	N.D.	Cooper.	1030 Port Op Coy.	SOS on proceeding to UK w.e.f. 8 Jan.45.
Lieut.	K.M.	Douglas. (Recce)	X(iv) List att'd 1 Port Op Group.	Posted to 1015 Port Op Coy w.e.f. 9 Jan.45

/Lieut. A.F. Reynolds.

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(d) Docks (Contd.)

Lieut.	A.F.	Reynolds.	X(iv) List att'd 1063 (It) Dock Op Coy.	Posted to 1015 Port Op Coy w.e.f. 31 Dec. 44.
2/Lt.	J.H.	Common.	X(iv)List.	Posted to 980 Port Maint. Coy. w.e.f. 5 Feb. 45.
Lt.Col.	F.W.	Lucas.	6 I'T Group.	SOS on proceeding to U.K. w.e.f. Jan.45.
Capt.	J.	McCormick.	997 Port Op Coy	SOS on proceeding to U.K. w.e.f. 19 Jan. 45.
Lieut.	A.F.	Simmonds.	934 Port Op Coy.	Posted 997 Port Op Coy and granted Acting Rank of Capt. w.e.f. date of joining.
Lieut.	T.L.	Crosland.	1021 Port Op Coy.	SOS on posting to X(2) List w.e.f. 17 Dec.44.
2/Lt.	S.	Brogden.	1014 Port Op Coy.	SOS on posting to U.K.w.e.f. 31 Jan.45

(e) Stores.

Lieut.	N.J.	Archer.	X(iv) List att'd 3 Tn Stores Gp.	Posted to 156 Tn. Stores Coy w.e.f. 10 Jan. 45.
Lieut.	J.C.	Alder.	X(iv) List att'd 3 Tn Stores Gp.	Posted to 196 Tn.Stores Coy w.e.f. 10 Jan.45
Lieut.	R.E.	Moore.	X(iv) List.	Remains posted to X(iv) List & att'd 3 Tn.Stores Gp w.e.f. 31 Jan.45.
Lieut.	A.	Mooney.	X(iv) List.	Remains posted to X(iv) List & att'd 3 Tn.Stores Gp w.e.f. 31 Jan.45.
2/Lt.	R.J.	Wheatland.	X(iv) List.	Remains posted to X(iv) List & att'd 3 Tn.Stores Gp w.e.f. 31 Jan.45.

6. MANPOWER.

Officers.

Vacancies on Tn. Staff. - Nil.

Arrived in NWT 38. - 10 Officers made up of:-

Rly Constr.	-	2
Rly Op(Traffic)	-	3
Tn. Stores	-	3

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Capt.	J.	McCormick.	987 Port Op Coy	SOS on proceeding to U.K. w.e.f. 19 Jan. 45.
Lieut.	A.F.	Simmonds.	994 Port Op Coy.	Posted 987 Port Op Coy and granted Acting Rank of Capt. w.e.f. date of joining.
Lieut.	T.L.	Crossland.	1021 Port Op Coy.	SOS on posting to X(2) List w.e.f. 17 Dec.44.
2/Lt.	B.	Broaden.	1014 Port Op Coy.	SOS on posting to U.K. w.e.f. 31 Jan.45

(e) Stores.

Lieut.	F.J.	Archer.	X(iv) List att'd 3 Tn Stores Gp.	Posted to 156 Tn. Stores Coy w.e.f. 10 Jan. 45.
Lieut.	J.C.	Alder.	X(iv) List att'd 3 Tn Stores Gp.	Posted to 196 Tn.Stores Coy w.e.f. 10 Jan.45
Lieut.	L.E.	Moore.	X(iv) List.	Remains posted to X(iv) List & att'd 3 Tn.Stores Gp w.e.f. 31 Jan.45.
Lieut.	A.	Mooney.	X(iv) List.	Remains posted to X(iv) List & att'd 3 Tn.Stores Gp w.e.f. 31 Jan.45.
2/Lt.	R.J.	Wheatland.	X(iv) List.	Remains posted to X(iv) List & att'd 3 Tn.Stores Gp w.e.f. 31 Jan.45.

6. RANGOON.

Officers.

Vacancies on Tn. Staff.	- Nil.
Arrived in MMF 38.	- 10 Officers made up of:-
	Rly Constr. - 2
	Rly Op(Traffic) - 3
	Tn. Stores. - 3
	Mech. Equip. - 1
	Port Maintnce. - 1
Demanded by GHQ 2nd Echelon for MMF 39	- 30 Officers.
Under Orders for MMF 39.	- 5 Officers made up of:
	IWT Port Operating - 1
	Rly Operating(Loco) - 3
	Tn. Stores. - 1

/Other Ranks.

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Other Ranks.

Arrived in KMF 38	- 27	
Demanded by GHQ 2nd Echelon for KMF 39.	- 226.	
Under orders for KMF 39.	- 65	- Rfts.
	25	- Python replacements
	33	- Python replacements for 10 Rly Con Coy.
	123	

The chief deficiencies and surpluses by trades as at 31 Jan.45 are as follows:-

Deficient.		Surplus.	
Clerks General) Clerks Railway)	68	Brakesmen Shunters	60
Cooks, A.C.C.	33	Firemen Loco.	39
Drivers Mech.	13	Lightermen.	13
Drivers T.P. (Port)	15	Moulders.	11
Drivers I.C.	229	R.E.D. (Steam)	68
Storemen [illegible] D.	47		
Welders.	40		

7. LEAVE TO U.K.

A total of 3 Officers and 120 Other Ranks have departed for leave in U.K. since the commencement of the LIAP scheme, of these 1 Officer and 53 Other Ranks departed during January.

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Appendix No.3.

SUMMARIES OF PORT FACILITIES

AT 31 JANUARY 1945

The following amendments should be made to the summary for 31st December 1944 (appendix 3 December report).

TARANTO.

Floating Equipment.

Delete all detail and substitute 5 W.D. Tugs.

Dredgers.

Delete all detail and substitute

1 Section
1 Grab
2 Buckets (not in working order)

Shore cranes.

Add 1 Hyster 2½ tons.

BARI.

Floating Equipment.

Tugs. Add 2 W.D. Tugs.

Lighters and Barges Add 1 Mince/Minus.

ANCONA.

Floating Equipment.

Tugs. Amend 19 Tanacs to read 19 Tanac tugs.
Add 3 W.D. Tugs.

Craft. Amend 39 R.C.Ls to read 33 R.C.Ls.
" 85 Mince/Minus to read 52 Mince/Minus

Shore cranes and Equipment.

Add 2 Coles 3 tons
3 Hyster 2 tons
1 R & R 3½ - 5 tons

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Floating Equipment.

Delete all detail and substitute 5 W.D. Tugs.

Dredgers.

Delete all detail and substitute

1 Section
1 Grab
2 Buckets (not in working order)

Shore cranes.

Add 1 Hyster 2½ tons.

BARI.

Floating Equipment.

Tugs. Add 2 W.D. Tugs.

Lighters and Barges Add 1 Mince/Minus.

ANCONA.

Floating Equipment.

Tugs. Amend 19 Tenace to read 19 Tenac tugs.
Add 3 W.D. Tugs.

Craft. Amend 39 R.C.Ls to read 33 R.C.Ls.
" 85 Mince/Minus to read 62 Mince/Minus

Shore cranes and Equipment.

Add 2 Coles 3 tons
3 Hyster 2 tons
1 R & R 3½ - 5 tons

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Append

BARGE ERECTION POSITION AT END OF JANUARY 1945.

Port	Craft	Total completed prior to 1 Jan.	Total completed during January	Under Construction	Awaiting Construct
BARI	Minus Barges X	10	-	-	-
	Mince Barges	87	-	-	13
	R.C.L.	36	-	-	-
BRINDISI	Minus Barges	-	-	-	-
	Minca Barges	44	-	-	1
	R.C.L.	22	-	-	-
MOLFETTA	Minus Barges	-	-	-	-
	Mince Barges	47	-	-	-
	R.C.L.	35	-	-	-
ANCONA	Mince Barges	1	-	-	-
NOLA DI BARI	R.C.L.	26	-	-	-
TARANTO	R.C.L.	1	-	-	-
	Mince Barges	-	-	-	3
Totals	Minus Barges X	10	-	-	-
	Mince Barges 0	179	-	-	17 x
	R.C.L.	120	-	-	-

X - 1 Minus sunk
0 - 1 Minca sunk (Senegallia)

1 Mince handed over to R.N.
2 R.C.L. " " " "
12 " " " " Force 266
1 " " " " F.F.Service
3 " shipped to Force 140

x 16 complete Minc
complete Mince
assembly, or tra

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Appendix No.4.

BARGE ERECTION POSITION AT END OF JANUARY 1945.

Total completed prior to 1 Jan.	Total completed during January	Under Construction	Awaiting Construction	Total Received
10	--	--	--	10
87	--	--	13	100
36	--	--	--	36
--	--	--	--	--
44	--	--	1	45
22	--	--	--	22
--	--	--	--	--
47	--	--	--	47
35	--	--	--	35
1	--	--	--	1
26	--	--	--	26
1	--	--	--	1
--	--	--	3	3
X 10	--	--	--	10
0 179	--	--	17 x	196
120	--	--	--	120

1 Mines handed over to R.N.
2 R.C.L. " " " "
ia) 12 " " " " Force 266
1 " " " " F.F.Service
3 " shipped to Force 149

x 16 complete Mines and 1 party complete Mines stored waiting assembly, or trans-shipment

Appendix 5.

REVIEW OF CURRENT AND PROJECTED CONTRACT WORKS

RAILWAY CONSTRUCTION.

1. The Military Railway Service has agreed to supervise all contracts which have been let by the I.S.R. or the direct instructions of M.R.S. until the completion of the contract, or until such time as the section of the railway covered by the Contract is returned by the Allied Military Authorities to civil administration under the supervision of the Transportation Section, A.C.

2. The present position regarding the current and projected contract works is as follows:-

(a) Line 86 Ortona - Ancona.

This work is now in hand under Military Priority. All contractors are on the site and work is proceeding well. With few exceptions materials are coming forward as required. All military M.T. assistance requested is now on site and fully employed. A Railway Construction Company is expected to arrive early in March.

Arrangements have been made for the signals rehabilitation to be carried out by Military Units with such assistance as may be available from civil sources, using military stores and equipment.

(b) Line 65 Rome - Orte Doubling.

The importance of this work (now proceeding) has risen considerably. It is estimated that various sections will be opened for double line working at dates ranging between 10 February and 10 April. Every effort will be made to improve those dates, both A.C. and I.S.R. have been requested to examine all "tie points" and "bovslenecks" in the work with a view to accelerating progress at these points.

The work as at present ordered involves the doubling and permanent repair of the whole line, with the exception of the section 2½ Kms. long between Stimigliano and Civita Castellana over and between the bridges Ihalia and Tiber. The permanent repair of the Ihalia bridge should be a fairly simple job and although it will not affect the capacity of the line the I.S.R. have been requested to prepare plans for carrying out the work.

(c) Line 65 Orte - Arezzo.

With the exception of the two bridges over the River Tiber there are no structures on this section of railway requiring permanent repair that present any serious engineering difficulties. There are, however, a number of minor jobs to which permanent repairs are highly desirable. The I.S.R. therefore, have been requested to prepare and submit a scheme of permanent repair for the whole section.

(d) Line 66 Arezzo - Florence.

The Allied Commission state that financial authority has been received for the repair of this section of the line as a civil project. The estimated duration of the works is 12 months.

The execution of this work will involve the use of large quantities of plant, stores and other resources which could be more effectively employed [illegible] at the present time.

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(a) Line 65 Ortona - Ancona.

This work is now in hand under Military Priority. All contractors are on the site and work is proceeding well. With few exceptions materials are coming forward as required. All military R.E. assistance requested is now on site and fully employed. A Railway Construction Company is expected to arrive early in March.

Arrangements have been made for the signals rehabilitation to be carried out by military units with such assistance as may be available from civil sources, using military stores and equipment.

(b) Line 65 Rome - Orte Doubling.

The importance of this work (now proceeding) has risen considerably. It is estimated that various sections will be opened for double line working at dates ranging between 15 February and 10 April. Every effort will be made to improve those dates, both A.C. and I.S.R. have been requested to examine all "tie points" and "bottlenecks" in the work with a view to accelerating progress at these points.

The work as at present ordered involves the doubling and permanent repair of the whole line, with the exception of the section 2½ Kms. long, between Stimigliano and Civita Castellana over and between the bridges Imella and Tiber. The permanent repair of the Imella bridge should be a fairly simple job and although it will not effect the capacity of the line the I.S.R. have been requested to prepare plans for carrying out the work.

(c) Line 65 Orte - Arezzo.

With the exception of the two bridges over the River Tiber there are no structures on this section of railway requiring permanent repair that present any serious engineering difficulties. There are, however, a number of minor jobs to which permanent repairs are highly desirable. The I.S.R. therefore, have been requested to prepare and submit a scheme of permanent repair for the whole section.

(d) Line 65 Arezzo - Florence.

The Allied Commission state that financial authority has been received for the repair of this section of the line as a civil project. The estimated duration of the works is 12 months.

The execution of this work will involve the use of large quantities of plant, stores and other resources which could be more effectively employed on works of shorter duration at the present time.

It has been agreed therefore, that the work of rehabilitation of the line Arezzo - Florence be divided into two phases:

(i) Clearing debris, salvaging squared masonry, bricks etc. and any other useful preparatory work which can be done without the expenditure of fresh materials.

(ii) The rebuilding of the line from the end of Phase 1 to completion.

Phase 1 will be put in hand forthwith.
Phase 2 will be deferred until such time as materials are available in sufficient quantities to permit the execution of the work.

...../to Sheet 2.

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Para. 2 (continued)

(e) Line 220 Chiusi - Sinalunga - Empoli.

Financial sanction for this work is being sought by Allied Commission as the line has a certain civil importance.

(f) Line 219 Pisa - Empoli - Florence.

This work is being put in hand partly as an insurance against failure to complete the Serravalle Tunnel on line 218 in reasonable time, and partly to increase the rail capacity between Pisa and Florence. The work has been allocated a military priority and will be carried out by the American Section of M.R.S. assisted where possible by contractors working under the direction of A.C. The signal installations will be repaired by military signal units assisted by civil forces using military stores.

It has been agreed that

(i) All bridges of span greater than 3.5 metres and all track be repaired by military forces using military materials and assisted where possible by contractor's resources.

(ii) All bridges of span less than 3.5 metres be repaired by contractors using local materials as far as possible.

A review of progress of all works carried out by contractors will be made three weeks before the estimated date of opening of the line and any works not then showing sufficient progress will be taken over and made fit for traffic by military forces.

The bridge over the River Arno will be repaired by military bridging used in such a way as to permit the permanent repair of the structure by contract work. The contractor will start work as soon as possible and when he has completed one half of the structure the running line will be diverted to that half and the military bridging will be removed.

(g) Line 50 Vada - Rosignano.

Repair of this line to give access to Solvey Works is in hand and is expected to complete during the first week in March.

(h) Line 89 Rome - Formia - Naples.

Work is proceeding on repairs to 7 viaducts between Rome and Campoleone, in order to open this section of line to traffic. Work is also proceeding on repairs to the lining of 4 tunnels between Campoleone and Naples.

(i) Line 90. Rome - Cassino - Naples.

No contract work is at present in hand on this line but it is expected that it will be necessary for some such work to be done in order to increase the resistance of the line to floods.

(j) Line 229. Piombino - Campiglia.

Repairs on this line are expected to be completed by the end of this

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direction of A.C. The signal installations will be repaired by military signal units assisted by civil forces using military stores.

It has been agreed that

(i) All bridges of span greater than 8.5 metres and all track be repaired by military forces using military materials and assisted where possible by contractor's resources.

(ii) All bridges of span less than 8.5 metres be repaired by contractors using local materials as far as possible.

A review of progress of all works carried out by contractors will be made three weeks before the estimated date of opening of the line and any works not then showing sufficient progress will be taken over and made fit for traffic by military forces.

The bridge over the River Arno will be repaired by military bridging used in such a way as to permit the permanent repair of the structure by contract work. The contractor will start work as soon as possible and when he has completed one half of the structure the running line will be diverted to that half and the military bridging will be removed.

(g) Line 50 Vada - Rossignano.

Repair of this line to give access to Solvay Works is in hand and is expected to complete during the first week in March.

(h) Line 89 Rome - Formia - Naples.

Work is proceeding on repairs to 7 viaducts between Rome and Campoleone, in order to open this section of line to traffic. Work is also proceeding on repairs to the lining of 4 tunnels between Campoleone and Naples.

(i) Line 90. Rome - Cassino - Naples.

No contract work is at present in hand on this line but it is expected that it will be necessary for some such work to be done in order to increase the resistance of the line to floods.

(j) Line 229. Pignbino - Compiglia.

Repairs to this line are expected to be completed by the end of this month.

(k) Line 281 Avellino - Benevento.

Allied Commission have just received financial sanction for this project, but work has not yet commenced.

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WORKS COMPLETED DURING JANUARY, 1945.

Job No.	Agency	Location	Description	Size
LINE 65, ROME - ORTE - AREZZO.				
65/112	714 Artisan Wks Coy.	Citta della Pieve	Additional repairs to culvert at Km.156.1.	Flood protection works
65/119	10 Rly Const. Coy. 714 Artisan Wks Coy.	Castiglion Fiorentino	Additional repairs to bridge 44 at Km.208.5.	2 No. 31 ft. R.S.J. spans
65/122	10 Rly Const. Coy.	Arezzo	Additional repairs to bridge over road at Arezzo	Arch strutted with timber
LINE 65, FLORENCE - PRATO.				
65/400	Italian State Rlys	Rifredi	Florence (inclusive) to Rifredi (inclusive)	2.9 Km. track repairs
65/401	Italian state Rlys	Castello	Rifredi (exclusive) to Castello (inclusive)	2.1 Km. track repairs
65/402	Italian State Rlys	Sesto Fiorentino	Castello (exclusive) to Sesto Fiorentino (inclusive)	2.4 Km. track repairs
65/407	159 Rly Const. Coy.	Calenzano	Repairs to Bridge 4 at Km 12.6.	Pipe and fill
65/410	159 Rly Const. Coy.	Calenzano	Repairs to Bridge 7 at Km.15.5	1 No. 36 ft. salvaged through span
65/411	159 Rly Const. Coy.	Prato	Repairs to Bridge 8 at Km.15.90	Pipe and fill

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WORKS COMPLETED DURING JANUARY, 1945.

tion	Description	Size	Date of Completion	Remarks.
a Della o	Additional repairs to culvert at Km.196.1.	Flood protection works	10.1.45	
iglion ontino	Additional repairs to bridge 44 at Km.206.5.	2 No. 31 ft. R.S.J. spans	19.1.45.	
zzo	Additional repairs to bridge over road to Prezzo	Arch strutted with timber	16.1.45	
edi	Florence (inclusive) to Rifredi (inclusive)	2.9 Km. track repairs	1.1.45	
ello	Rifredi (exclusive) to Castello (inclusive)	2.1 Km. track repairs	1.1.45	
Parentino	Castello (exclusive) to Sesto Fiorentino (inclusive)	2.4 Km. track repairs	1.1.45	
nzano	Repairs to Bridge 4 at Km. 12.6.	Pipe and fill	12.1.45	
nzano	Repairs to Bridge 7 at Km.15.5	1 No. 36 ft. salvaged through span	25.1.45	
o	Repairs to Bridge 8 at Km.15.90	Pipe and fill	31.1.45	

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WORKS COMPLETED DURING JANUARY, 1945 (contd).

Job No.	Agency	Location	Description	Size
LINE 65,	PRATO - BOLOGNA.			
65/500	39 Rly Const. Coy. S.A.E.C.	Vaiano	Km.17 to Km.30	13 Km. of track repairs
65/507	39 Rly Const. Coy. S.A.E.C.	Vaiano	Station Yard	General track repairs
65/522	701 Artisan Wks Coy.R.E.	Vernio	Repairs to tunnel No.7 at Km.31.6	Clear debris at portals and rebuild lining.
65/546	38 Rly Const. Coy. S.A.E.C.	Vaiano	Deviation No.1 at Km.29.2 to Km.30.2.	1 Km. track
65/551	38 Rly Const. Coy. S.A.E.C.	Vaiano	Repairs to bridge No.4 at Km. 30.1.	1 No. 51 ft. Yunnan Burma span.
65/552	38 Rly Const. Coy. S.A.E.C.	Vaiano	Repairs to bridge No.5 at Km.30.7.	4 No. 28 ft. R.S.J. spans
65/556	38 Rly Const. Coy. S.A.E.C.	Vaiano	Culvert on deviation No.2	1 No. 10 ft x 4 ft box culvert.
65/566	61 Tunnelling Coy. S.A.E.C.	S. Benedetto	Repairs to Bridge No.15 at Km.56.7	Rebuild wing walls and fill bank
65/567	39 Rly Const. Coy. S.A.E.C.	S. Benedetto	Repairs to Bridge No.16 at Km.57.45	3 No. 90 ft. U.C.R.B. and 1 No. 40 ft. sectl spans
65/594	39 Rly Const. Coy. S.A.E.C.	Vaiano	Deviation No.5 at Km.29.45	0.1 Km. track

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WORKS COMPLETED DURING JANUARY, 1945 (contd).

Location	Description	Size	Date of Completion	Remarks.
Vaiano	Km.17 to Km.30	13 Km. of track repairs	5.1.45.	
Vaiano	Station Yard	General track repairs	3.1.45	
Vernio	Repairs to tunnel No.7 at Km.31.6	Clear debris at portals and rebuild lining.	20.1.45.	
Vaiano	Deviation No.1 at Km.29.2 to Km.30.2.	1 Km. track	6.1.45.	
Vaiano	Repairs to bridge No.4 at Km. 30.1.	1 No. 51 ft. Yunnan Burma span.	6.1.45.	
Vaiano	Repairs to bridge No.5 at Km.30.7.	4 No. 28 ft. R.S.J. spans	6.1.45	
Vaiano	Culvert on deviation No.2	1 No. 10 ft x 4 ft box culvert.	6.1.45	
S. Benedetto	Repairs to Bridge No.15 at Km.56.7	Rebuild wing walls and fill bank	13.1.45	
S. Benedetto	Repairs to Bridge No.16 at Km.57.45	3 No. 90 ft. U.C.R.B. and 1 No. 40 ft. sect'l spans	10.1.45	
Vaiano	Deviation No.5 at Km.29.45	0.1 Km. track	31.1.45	

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WORKS COMPLETED DURING JANUARY, 1945 (Contd).

Job No.	Agency	Location	Description	Size	Date of Complet
LINE 86, LECCE - BRINDISI - BARI - FOGGIA - ANCONA					
86/129	Italian State Rlys	Bari	Siding for U.S. Dump.	1 turnout and ⅛ mile track.	13.1.4
LINE 86, ANCONA - RIMINI - FAENZA - BOLOGNA					
86/215	Italian State Rlys	Ancona	Additional loco' facilities	Rebuilding loco' shed roof	26.1.
86/345	150 Rly Const. Coy	Cesena	Repairs to Bridge No.95 at Km. 81.252 (R. Savio)	5 No. 56 ft. Yuman Burma spans	12.1.
86/348	161 Rly Const. Coy	Forlimpopoli	Repairs to Bridge No.100 at Km. 67.815 (R. Ronco)	5 No. 65 ft. U.C.R.B. spans.	26.1.
86/349	161 Rly Const. Coy 150 Rly Const. Coy	Forli	Forlimpopoli (exclusive) to Forli (inclusive)	7.6 Km. track repairs	13.1
LINE 87, ORTE - TERNI - FOLIGNO - FALCONARA.					
87/57A	1 Rly Bridge Sect. 161 Rly Const. Coy.	Serra San Quirico	Additional repairs to Bridge 28 at Km. 244.14.	1 No. 150 ft. Through truss span	20.1
87/104	136 Ind. Rly Maint. Coy.	Castel Ferretti	E.S.B.D. Construction of fourth span.	1 Turnout and 904 yards of track	16.1
LINE 217, PISTOIA - PRATO.					
217/2	159 Rly Const. Coy	Pistoia	Repairs to Bridge 1 at Km. 32.78	1 No. 21 ft. R.S.J span	6.
217/5	159 Rly Const. Coy	Montale	Repairs to Bridge 4 at Km.26.5	1 No. 85 ft. U.C.R.B span.	20.

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WORKS COMPLETED DURING JANUARY, 1945 (Contd).

	Description	Size	Date of Completion	Remarks.
ROGGIA - ZIKONA				
	Siding for U.S. M Dump.	1 turnout and 8 mile track.	13.1.45.	
BOLOGNA				
	Additional loco' facilities	Rebuilding loco' shed roof	26.1.45	
	Repairs to Bridge No.95 at Km. 61.232 (R. Savio)	5 No. 56 ft. Yunnan Burma spans	12.1.45	
ppoli	Repairs to Bridge No.100 at Km. 67.835 (R. Ronco)	5 No. 65 ft. U.C.R.B. spans.	26.1.45	Open to traffic 6.1.45.
	Forlimpopoli (exclusive) to Forli (inclusive)	7.6 Km. track repairs	13.1.45	Open to traffic 6.1.45
CALDONAZZA.				
an Quirico	Additional repairs to Bridge 28 at Km. 244.14.	1 No. 150 ft. Through truss span	20.1.45	Cross girders not positioned.
Ferretti	E.S.B.D. construction of fourth spur.	1 Turnout and 904 yards of track	15.1.45.	
	Repairs to Bridge 1 at Km. 32.78	1 No. 21 ft. R.S.J span	6.1.45	
e	Repairs to Bridge 4 at Km.26.5	1 No. 85 ft. U.C.R.B span.	20.1.45	

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WORKS COMPLETED DURING JANUARY, 1945 (Contd).

Job No.	Agency	Location	Description	Size	Do Cos
217/6	159 Rly Const. Coy.	Montale	Pistoia (exclusive) to Montale (inclusive)	8 Km. track repairs	
217/9	159 Rly Const. Coy.	Prato	Repairs to Bridge 7 at Km.19.80	Re-use old steel span	
217/12	159 Rly Const. Coy.	Prato	Montale (exclusive) to Prato (inclusive)	8 Km. track repairs	
LINE 218, PISA - LUCCA - PISTOIA					
218/3	714 Artisan Wks Coy	San Giuliano	Repairs to Bridge 3 at Km.50.7	Pipe and fill	
218/4	714 Artisan Wks Coy	San Giuliano	Pisa San Rossore (inclusive) to San Giuliano (inclusive)	6 Km. track repairs	
218/8	714 Artisan Wks Coy	Montuolo	Ripafratta (exclusive) to Montuolo (inclusive)	2 Km. track repairs	
218/9	714 Artisan Wks Coy	Montuolo	Repairs to Bridge 5 at Km. 48.5	1 No. 95 ft. U.C.R.B span	
218/10	714 Artisan Wks Coy	Lucca	Montuolo (exclusive) to Lucca (inclusive)	6 Km. track repairs	
218/12	160 Rly Const. Coy	Porcari	Repairs to Bridge 8 at Km.35.72	1 No. 35 ft. R.B.J span	
218/14	160 Rly Const. Coy	Porcari	Lucca (exclusive) to Porcari (inclusive)	9 Km. track repairs	
218/17	160 Rly Const. Coy.	Altopascio	Porcari (exclusive) to Altopascio (inclusive)	5 Km. track repairs	

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WORKS COMPLETED DURING JANUARY, 1945 (Contd).

	Description	Size	Date of Completion	Remarks.
	Pistoia (exclusive) to Montale (inclusive)	8 Km. track repairs	20.1.45	
	Repairs to Bridge 7 at Km.19.80	Re-use old steel span	3.1.45	
	Montale (exclusive) to Prato (inclusive)	8 Km. track repairs	2.1.45	
iano	Repairs to Bridge 3 at Km.50.7	Pipe and fill	7.1.45	
iano	Pisa San Rossore (inclusive) to San Giuliano (inclusive)	6 Km. track repairs	3.1.45	
	Ripafratta (exclusive) to Montuolo (inclusive)	2 Km. track repairs	6.1.45	
	Repairs to Bridge 5 at Km. 48.5	1 No. 95 ft. U.C.R.B span	7.1.45	
	Montuolo (exclusive) to Lucca (inclusive)	6 Km. track repairs	7.1.45	
	Repairs to Bridge 8 at Km.35.72	1 No. 35 ft. R.S.J span	7.1.45	
	Lucca (exclusive) to Porcari (inclusive)	9 Km. track repairs	3.1.45	
cio	Porcari (exclusive) to Altopascio (inclusive)	5 Km. track repairs	3.1.45	

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WORKS COMPLETED DURING JANUARY, 1945 (Contd).

Job No.	Agency	Location	Description	Size	Date Compl
218/19	160 Rly Const. Coy.	Montecarlo	Altopascio (exclusive) to Montecarlo (inclusive)	4½ Km. track repairs	3.
218/20	160 Rly Const. Coy. 700 Artisan Wks Coy	Montecarlo	Repairs to Bridge 13 at Km.25.79	1 No. 40 ft. Sectional span pipe and fill remainder.	9.
218/21	160 Rly Const. Coy.	Pescia	Repairs to bridge 14 at Km.22.0	2 No. 55 ft. U.C.R.B. spans	6.
218/22	45 M.E.(Fn) Plm	Pescia	Repairs to tunnel at Km.21.0	clearance of debris	7.
218/23	160 Rly Const. Coy.	Pescia	Montecarlo (exclusive) to Pescia (inclusive)	4½ Km. track repairs	7.
218/24	160 Rly Const. Coy. 700 Artisan Wks Coy	Pescia	Repairs to viaduct No.15 Km.20.25 to Km.19.88	2 No. 65 ft & 1 No. 70 ft. UCRB, 2 No. 40 ft. sectl, 1 No. 21 ft., 2 No. 27 ft., 4 No. 31 ft., 13 No. 35 ft. R.S.J, & 16 No. 35 ft. Yunnan Burma spans.	9.
218/25	700 Artisan Wks Coy	Pescia	Repairs to bridge 16 at Km.19.65	1 No. 35 ft. R.S.J span	7.
218/26	160 Rly Const. Coy.	Borgo A Buggiano	Repairs to Bridge 17 at Km.18.38	1 No. 35 ft. R.S.J span	7.
218/29	160 Rly Const. Coy.	Borgo A Buggiano	Pescia (exclusive) to Borgo A Buggiano (inclusive)	3½ Km. track repairs	13.
218/32	700 Artisan Wks Coy	Montecatini	Repairs to Bridge 22 at Km.15.24	1 No. 27 ft. R.S.J span	7.

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WORKS COMPLETED DURING JANUARY, 1945 (Contd).

	Description	Size	Date of Completion	Remarks.
...p	...ltopiazio (exclusive) to Montecarlo (inclusive)	42 Km. track repairs	3.1.45	
...o	Repairs to Bridge 13 at Km.23.79	1 No. 40 ft. Sectional span pipe and fill remainder.	9.1.45	
	Repairs to bridge 14 at Km.22.0	2 No. 55 ft. U.C.R.B. spans	6.1.45	
	Repairs to tunnel at Km.21.0	Clearance of debris	7.1.45	
	Montecarlo (exclusive) to Pescia (inclusive)	42 Km. track repairs	7.1.45	
	Repairs to viaduct No.15 Km.20.25 to Km.19.88	2 No. 65 ft & 1 No. 70 ft. UCRB, 2 No. 40 ft. sect'l, 1 No. 21 ft., 2 No. 27 ft., 4 No. 51 ft., 13 No. 35 ft. R.S.J, & 16 No. 35 ft. Yuman Buraa spans.	9.1.45	
	Repairs to bridge 16 at Km.19.65	1 No. 35 ft. R.S.J span	7.1.45	
...giano	Repairs to Bridge 17 at Km.18.38	1 No. 35 ft. R.S.J span	7.1.45	
...giano	Pescia (exclusive) to Borgo A Buggiano (inclusive)	3½ Km. track repairs	13.1.45	
	Repairs to Bridge 22 at Km.15.24	1 No. 27 ft. R.S.J span	7.1.45	

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WORKS COMPLETED DURING JANUARY, 1945 (Contd).

Job No.	Agency	Location	Description	Size	Date of Completi
218/33	700 Artisan Wks Coy	Montecatini	Repairs to Bridge 23 at Km.15.13	Pipe and fill	7.1.4
218/34	700 Artisan Wks Coy	Montecatini	Repairs to bridge 24 at Km.14.99	Pipe and fill	7.1.4
218/37	700 Artisan Wks Coy	Montecatini	Repairs to Bridge 27 at Km.14.60	Pipe and fill	6.1.4
218/38	700 Artisan Wks Coy	Montecatini	Repairs to Bridge 28 at Km.14.49	1 No. 35 ft. R.S.J span	7.1.4
218/42	159 Rly Const. Coy. 160 Rly Const. Coy.	Montecatini	Borgo a Buggiano (exclusive) to Montecatini (inclusive)	3¼ Km. track repairs	7.1.4
218/45	2 Rly Bdg. Section 160 Rly Const. Coy.	Serravalle	Repairs to Bridge 34 at Km.8.05	2 No. 27 ft. R.S.J. 1 No. 35 ft. U.C.R.B spans and re-use old steel	20.1.4
218/48	160 Rly Const. Coy.	Serravalle	Montecatini (exclusive) to Serravalle (inclusive)	8 Km. track repairs	7.1.4
218/49	159 Rly Const. Coy.	Serravalle	Repairs to Bridge 36 at Km.4.4	1 No. 31 ft. R.S.J span	21.1.4
LINE 219, PISA - EMPOLI - FLORENCE.					
219/101	Italian State Rlys	Rifredi	Repairs to Bridge at Km.6.15	1 No. 31 ft R.S.J span	15.1.4

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WORKS COMPLETED DURING JANUARY, 1945 (Contd).

tion	Description	Size	Date of Completion	Remarks.
ecatini	Repairs to Bridge 23 at Km.15.13	Pipe and fill	7.1.45	
ecatini	Repairs to bridge 24 at Km.14.99	Pipe and fill	7.1.45	
ecatini	Repairs to Bridge 27 at Km.14.60	Pipe and fill	6.1.45	
ecatini	Repairs to Bridge 28 at Km.14.49	1 No. 35 ft. R.S.J span	7.1.45	
ecatini	Borgo a Buggiano (exclusive) to Montecatini (inclusive)	3¼ Km. track repairs	7.1.45	
avalle	Repairs to Bridge 34 at Km.8.05	2 No. 27 ft. R.S.J 1 No. 55 ft. U.C.R.B spans and re-use old steel	20.1.45	
avalle	Montecatini (exclusive) to Serravalle (inclusive)	8 Km. track repairs	7.1.45	
avalle	Repairs to Bridge 36 at Km.4.4	1 No. 31 ft. R.S.J span	21.1.45	
E.				
edi	Repairs to Bridge at Km.6.15	1 No. 31 ft R.S.J span	15.1.45	

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945.

Job No.	Agency	Location	Description	Size	Progress	E C
LINE 65, ROME - ORTE - AREZZO.						
65/104	10 Rly Const. Coy. 159 Rly Const. Coy.	Arezzo	Rome (exclusive) to Arezzo (inclusive)	Maintenance	-	
65/106	2 Rly Brdg Section Italian State Rlys	Bassano	Additional repairs to Bridge 5 at Km.92.4	Flood protection works	10%	
65/107	2 Rly Brdg Section 10 Rly Const. Coy.	Castiglione in Teverina	Additional repairs to Bridge 7 at Km.109.3	Flood protection works	15%	
65/108	2 Rly Brdg Section 10 Rly Const. Coy.	Allerona	Additional repairs to Bridge 11 at Km.134.1	Flood protection works	25%	
65/110	159 Rly Const. Coy.	Allerona	Additional repairs to Bridge 13 at Km.140.3	1 No. 80 ft. U.G.R.B span	5%	
65/111	Italian State Rlys	Ficulle	Additional repairs to tunnel at Km.142.7	Additional clearance and repairs	10%	
65/113	159 Rly Const. Coy.	Panicale	Additional repairs to Bridge 29 at Km.174.6	Flood protection works	50%	
65/114	714 Artisan Wks Coy	Cannucia	Additional repairs to Bridge 40 at Km.198.70	2 No. 31 ft. R.S.J spans	10%	
65/115	10 Rly Const. Coy. 159 Rly Const. Coy.	Cannucia	Additional repairs to Bridge 41 at Km.201.8	2 No. 31 ft. R.S.J spans	18%	
65/117	714 Artisan Wks Coy 159 Rly Const. Coy.	Castiglion Fiorentino	Additional repairs to Bridge 43 at Km.206.0	1 No. 40 ft. sectional span	30%	
65/118	714 Artisan Wks Coy 159 Rly Const. Coy.	Castiglion Fiorentino	Additional repairs to culvert at Km.208.1	1 No. 31 ft. R.S.J span	85%	

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945.

tion	Description	Size	Progress	Estd date of Completion	Remarks.
	Rome (exclusive) to Arezzo (inclusive)	Maintenance	-	-	
o	Additional repairs to Bridge 5 at Km.92.4	Flood protection works	10%		
liano erina	Additional repairs to Bridge 7 at Km.109.3	Flood protection works	15%		
na	Additional repairs to ridge 11 at Km.134.1	Flood protection works	25%		
na	Additional repairs to ridge 13 at Km.140.3	1 No. 80 ft. U.G.R.B span	3%		
e	Additional repairs to tunnel at Km.142.7	Additional clearance and repairs	10%		
de	Additional repairs to Bridge 29 at Km.174.6	Flood protection works	50%		
-	Additional repairs to Bridge 40 at Km.198.70	2 No. 31 ft. R.S.J spans	10%		
a	Additional repairs to Bridge 41 at Km.201.8	2 No. 31 ft. R.S.J spans	18%		
ion ino	Additional repairs to Bridge 43 at Km.208.0	1 No. 40 ft. sectional span	30%		
ion ino	Additional repairs to culvert at Km.208.1	1 No. 31 ft. R.S.J span	85%		

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WORKS IN PROGRESS AT 31 JANUARY, 1945 (contd).

Job No.	Agency	Location	Description	Size	Progress	Est'd date of Completi
65/123	714 Artisan Wks Coy	Chiusi	Additional repairs to Bridge 23 at Km.166.2	1 No. 40 ft. Sect'l span	12%	
LINE 65, FLORENCE - PRATO.						
65/403	159 Rly Const. Coy.	Calenzano	Repairs to Bridge 1 at Km.11.20 (R. Gaville)	1 No. 29 ft. R.S.J span	60%	
65/404	159 Rly Const. Coy.	Calenzano	Repairs to Bridge 2 at Km.11.90 (R. Marina)	2 No. 26 ft. R.S.J spans	67%	
65/405	159 Rly Const. Coy.	Calenzano	Repairs to Bridge 3 at Km.12.00	1 No. 24 ft. R.S.J span	92%	
65/406	159 Rly Const. Coy.	Calenzano	Sesto Fiorentino (exclusive) to Calenzano (inclusive)	4.7 Km. track repairs	72%	
65/407	159 Rly Const. Coy.	Calenzano	Repairs to Bridge 5 at Km.12.70	1 No. 27 ft. R.S.J span	62%	
65/408	159 Rly Const. Coy.	Calenzano	Repairs to Bridge 6 at Km.14.40	1 No. 22 ft. R.S.J span	89%	
65/409	159 Rly Const. Coy.	Calenzano	Calenzano (exclusive) to Prato (inclusive)	5.3 Km. track repairs	77%	
65/412	159 Rly Const. Coy.	Prato				
LINE 65, PRATO - BOLOGNA.						
65/501	38 Rly Const. Coy. S.A.E.C.	Vernio	Km.30 to Km.35	5 Km. track repairs	34%	
65/502	62 Tunnelling Coy. S.A.E.C.	Precedenza	Km.35 to Km.47	12 Km. track repairs	58%	

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WORKS IN PROGRESS AT 31 JANUARY, 1945 (Contd).

Description	Size	Progress	Est'd date of Completion	Remarks.
Additional repairs to Bridge 23 at Km.166.2	1 No. 40 ft. Sect'l span	12%		
Repairs to Bridge 1 at Km.11.20 (R. Gaville)	1 No. 29 ft. R.S.J span	60%		
Repairs to Bridge 2 at Km.11.90 (R. Marina)	2 No. 26 ft. R.S.J spans	67%		
Repairs to Bridge 3 at Km.12.00	1 No. 24 ft. R.S.J span	92%		
Sesto Fiorentino (exclusive) to Colenzano (inclusive)	4.7 Km. track repairs	72%		
Repairs to Bridge 5 at Km.12.70	1 No. 27 ft. R.S.J span	62%		
Repairs to Bridge 6 at Km.14.40	1 No. 22 ft. R.S.J span	89%		
Colenzano (exclusive) to Prato (inclusive)	5.3 Km. track repairs	77%		
Km.30 to Km.35	5 Km. track repairs	34%		
Km.35 to Km.47	12 Km. track repairs	58%		

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WORKS IN PROGRESS AT 31 JANUARY, 1945 (Contd).

Job No.	Agency	Location	Description	Size	Progress	Re
65/503	61 Tunnelling Coy. S.A.E.C.	Grizzano	Km.47 to Km. 61	½ Km. track repairs	55%	C5
65/508	62 Tunnelling Coy. 39 Rly Const. Coy. S.A.E.C.	Vernio	Station Yard	General truck repairs	92%	
65/510	61 Tunnelling Coy. 40 Rly Const. Coy. S.A.E.C.	S. Benedetto	Station Yard	General truck repairs	92%	
65/516	656 Artisan Wks Coy	Prato	Repairs to tunnel No.1 at Km.20.6	Clear debris at portals and rebuild lining.	-	
65/517	656 Artisan Wks Coy	Prato	Repairs to tunnel No.2 at Km.23.1	Clear debris at portals and rebuild lining.	-	
65/518	664 Artisan Wks Coy	Vaiano	Repairs to tunnel No.3 at Km.24.7	Clear debris at portals and rebuild lining.	50%	
65/519	664 Artisan Wks Coy	Vaiano	Repairs to tunnel No.4 at Km.28.5	Clear debris at portals and rebuild lining.	77%	
65/[illegible]71	38 Rly Const. Coy. S.A.E.C. 701 Artisan Wks Coy	Vaiano	Repairs to tunnel No.6 at Km.30.4	Clear debris at portals and rebuild lining.	75%	
65/523	38 Rly Const. Coy. S.A.E.C.	Vernio	Repairs to tunnel No.8 at Km.31.8	Clear debris at portals and rebuild lining	76%	
65/524	38 Rly Const. Coy. S.A.E.C.	Vernio	Repairs to tunnel No.9 at Km.32.1	Clear debris at portals and rebuild lining.	77%	
65/[illegible]	62 Tunnelling Coy. S.A.E.C.	Vernio	Repairs to tunnel No.13 at Km.35.2	Clear debris at portals and rebuild lining.	55%	

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WORKS IN PROGRESS AT 31 JANUARY, 1945 (contd).

	Description	Size	Progress	Est'd date of Completion	Remarks.
	Km.47 to Km. 61	1/4 Km. track repairs	35%		
	Station Yard	General track repairs	92%		
D	Station Yard	General track repairs	92%		
	Repairs to tunnel No.1 at Km.20.6	Clear debris at portals and rebuild lining.	-	-	Abandoned 10.1.45.
	Repairs to tunnel No.2 at Km.23.1	Clear debris at portals and rebuild lining.	-	-	Abandoned 6.1.45
	Repairs to tunnel No.5 at Km.21.7	Clear debris at portals and rebuild lining.	50%		
	Repairs to tunnel No.4 at Km.26.5	Clear debris at portals and rebuild lining.	77%		
	Repairs to tunnel No.6 at Km.30.4	Clear debris at portals and rebuild lining.	75%		
	Repairs to tunnel No.8 at Km.31.8	Clear debris at portals and rebuild lining.	76%		
	Repairs to tunnel No.9 at Km.32.1	Clear debris at portals and rebuild lining.	77%		
	Repairs to tunnel No.13 at Km.35.2	Clear debris at portals and rebuild lining.	35%		

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WORKS IN PROGRESS AT 31 JANUARY, 1945 (Contd).

Job No.	Agency	Location	Description	Size	Progress	Is C
65/529	656 Artisan Wks Coy 62 Tunnelling Coy. S.A.E.C.	Vernio	Repairs to tunnel No.14 at Km.35.7	Clear debris at portals and rebuild lining.	65%	
65/530	61 Tunnelling Coy. 62 Tunnelling Coy. S.A.E.C. 40 Rly Const. Coy. S.A.E.C.	Precedenze	Repairs to tunnel No.15 Km.37.2 to Km.55.7 (Appenine tunnel).	Clearance of debris and rebuild lining.	-	
65/531	61 Tunnelling Coy. S.A.E.C.	S. Benedetto	Repairs to tunnel No.16 at Km.57.1	Clear debris at portals and rebuild lining.	90%	
65/532	61 Tunnelling Coy. 39 Rly Const. Coy. S.A.E.C.	Grizzano	Repairs to tunnel No.17 at Km.59.0	Clear debris at portals and rebuild lining.	45%	
65/547	38 Rly Const. Coy. S.A.E.C.	Vernio	Deviation No.2 Km. 32.3 to Km. 35.0	2.7 Km. track repairs	97%	
65/548	656 Artisan Wks Coy	Prato	Repairs to Bridge No.1 at Km.21.12.	-	90%	
65/549	656 Artisan Wks Coy	Vaiano	Repairs to Bridge No.2 at Km.22.60	-	80%	
65/553	38 Rly Const. Coy. S.A.E.C.	Vaiano	Repairs to Bridge No.6 at Km.31.8	3 No. 35 ft R.S.Js and 2 No. 41 ft. Yunnan Burma spans	87%	
65/554	38 Rly Const. Coy. S.A.E.C.	Vernio	Repairs to Bridge No.7 at Km.32.4	2 No. 90 ft., 1 No. 85 ft & 1 No. 75 ft. U.C.R.B spans	2%	
65/555	38 Rly Const. Coy. S.A.E.C.	Vernio	Repairs to Bridge No.8 at Km.32.6	2 No. 90 ft., 1 No. 85 ft & 1 No. 75 ft. U.C.R.B spans	1%	

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WORKS IN PROGRESS AT 31 JANUARY, 1945 (Contd).

	Description	Size	Progress	Est'd date of Completion	Remarks.
	Repairs to tunnel No.14 at Km.35.7	Clear debris at portals and rebuild lining.	65%		
e	Repairs to tunnel No.15 Km.37.2 to Km.55.7 (Appenine tunnel).	Clearance of debris and rebuild lining.			See text of report.
tto	Repairs to tunnel No.16 at Km.57.1	Clear debris at portals and rebuild lining.	90%		
	Repairs to tunnel No.17 at Km.59.0	Clear debris at portals and rebuild lining.	45%		
	Deviation No.2 Km. 32.3 to Km. 35.0	2.7 Km. track repairs	97%		
	Repairs to Bridge No.1 at Km.21.12.	-	90%		
	Repairs to Bridge No.2 at Km.22.60	-	80%		
	Repairs to Bridge No.6 at Km.31.8	3 No. 35 ft R.S.Js and 2 No. 41 ft. Yunnan Burma spans	87%		
	Repairs to Bridge No.7 at Km.32.4	2 No. 90 ft., 1 No. 85 ft & 1 No. 75 ft. U.C.R.B spans	2%		
	Repairs to Bridge No.8 at Km.32.6	2 No. 90 ft., 1 No. 85 ft & 1 No. 75 ft. U.C.R.B spans	1%		

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (Contd).

Job No	Agency	Location	Description	Size	Progress
65/559	38 Rly Const. Coy. S.A.E.C.	Vernio	Repairs to Bridge No.10 at Km.34.1	-	1%
65/563	38 Rly Const. Coy. S.A.E.C.	Vernio	Repairs to Bridge No.12 at Km.35.4	2 No. 41 ft. Yuman Burma & 2 No. 35 ft. R.S.J spans	85%
65/564	39 Rly Const. Coy. 62 Tunnelling Coy. S.A.E.C.	Vernio	Repairs to Bridge No.13 at Km.37.1	1 No. 85 ft. U.C.R.B span	91%
65/568	39 Rly Const. Coy. S.A.E.C.	Grizzano	Repairs to Bridge No.17 at Km.60.8	4 No. 75 ft. U.C.R.B spans	60%
65/569	40 Rly Const. Coy. S.A.E.C.	Grizzano	Repairs to Bridge No.18 at Km.61.6	German R.S.J spans	93%
65/583	40 Rly Const. Coy. S.A.E.C.	Monzuno	Repairs to Bridge No.32 at Km.70.6	1 No. 90 ft. U.C.R.B span	12%
65/592	656 Artisan Wks Coy.	Prato	Deviation No.3. Km.20.3 to Km.21.0	0.7 Km. track	50%
65/593	656 Artisan Wks Coy. 61 Tunnelling Coy. 40 Rly Const. Coy. S.A.E.C.	Vaiano	Deviation No.4. Km.22.5 to Km.24.0	1.5 Km. track	46%
65/595	38 Rly Const. Coy. S.A.E.C.	Vernio	Deviation No.6. Km.33.5 to Km.35.3	0.3 Km. track	0%

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (Contd).

	Description	Size	Progress	Est'd date of Completion	Remarks.
	Repairs to Bridge No.10 at Km.34.1	-	1%		
	Repairs to Bridge No.12 at Km.35.4	2 No. 41 ft. Yunnan Burma & 2 No. 35 ft. R.S.J spans	85%		
	Repairs to Bridge No.13 at Km.37.1	1 No. 85 ft. U.C.R.B span	91%		
	Repairs to Bridge No.17 at Km.60.8	4 No. 75 ft. U.C.R.B spans	60%		
	Repairs to Bridge No.18 at Km.61.6	German R.S.J spans	93%		
	Repairs to Bridge No.32 at Km.70.6	1 No. 90 ft. U.C.R.B span	12%		
	Deviation No.3. Km.20.3 to Km.21.0	0.7 Km. track	50%		
	Deviation No.4. Km.22.5 to Km.24.0	1.5 Km. track	46%		
	Deviation No.6. Km.33.5 to Km.35.3	0.3 Km. track	8%		

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Job No.	Agency	Location	Description	Size	Progress
LINE 86, LECCE - BRINDISI - BARI - FOGGIA - ANCONA.					
86/119	Italian State Rlys	Foggia	Reconstruction of subway at station.	1 No. 8 metre arch	49%
86/120	Chief Engineer Italian State Rlys	Camporeale	Repairs to Biferno pumping station	Reconstruction of buildings and pumpin, installations.	95%
86/126	Italian State Rlys	Incoronata	Permanent repairs to Bridge No.1 at Km.538	Reconstruction of 2 No. 11.5 and 1 No. 12 metre arches	62%
86/128	Italian State Rlys	Foggia	Additional workshop facilities.	Repairs to spring shop and smithy	60%
86/--	Italian State Rlys	Ortona	Water Supply	Repairs to existing facilities.	11%
LINE 86, ANCONA - RIMINI - FAENZA - BOLOGNA.					
86/209	136 Ind. Rly. Maint Coy.	Falconara	Avoiding line between line 86 and line 87	4 turnouts and 1 mile track	55%
86/210	136 Ind. Rly. Maint. Coy.	Rimini	Ancona to Rimini	maintenance	-
86/212	Italian State Rlys.	Falconara	Additional Loco' facilities.	repairs to running shed	80%
86/216	136 Ind. Rly..Maint. Coy.	Ancona	Rail service to berths 19 & 20 Molo Sud.	6 turnouts and 2,367 yds track.	Stage 100%
86/217	Italian State Rlys.	Montemarciano	Reconstruction Bridge 1 at Km.192.855 (R.Esino)	Permanent repairs in concrete.	21%

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WORKS IN PROGRESS AS AT 31ST JANUARY, 1945 (contd).

Section	Description	Size	Progress	Est. date of Completion	Remarks.
BARI - FOGGIA - ANCONA.					
Foggia	Reconstruction of subway at station.	1 No. 8 metre arch	49%		
Campomarino	Repairs to Biferno pumping station	Reconstruction of buildings and pumping installations.	95%		
Incoronata	Permanent repairs to Bridge No.1 at Km.538	Reconstruction of 2 No. 11.5 and 1 No. 12 metre arches	62%		
Foggia	Additional workshop facilities.	Repairs to spring shop and smithy	60%		
Cortona	Water Supply	Repairs to existing facilities.	11%		
PIACENZA - BOLOGNA.					
Falconara	Avoiding line between line 36 and line 37	4 turnouts and 1 mile track	55%		
Rimini	Ancona to Rimini	maintenance	-	-	
Falconara	Additional Loco facilities.	repairs to running shed	80%		
Ancona	Rail service to berths 19 & 20 Molo Sud.	8 turnouts and 2,367 yds track.	Stage I. 100%		
Montemarciano	Reconstruction Bridge 1 at Km.192.855 (R.Esino)	Permanent repairs in concrete.	21%		

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WORKS IN PROGRESS as at 31 JANUARY, 1945 (Contd).

Job No.	Agency	Location	Description	Size	Progress
86/218	Italian State Rlys	Rodolfo Maretta	Reconstruction Bridge No.14 at Km. 172.63 (R. Cesano).	Permanent repairs in concrete	35%
86/221	136 Ind. Rly. Maint Coy.	Rodolfo Maretta	Additional facilities	Loop, 1,750 ft. long	98%
86/222	136 Ind. Rly. Maint Coy.	Fano	Additional facilities	Loop, 1,750 ft. long	12%
86/226	Italian State Rlys	Rimini	Additional Locs' facilities	Construction of Locs' shed	5%
86/227	Italian State Rlys	Falconara	Additional Locs' facilities	Repairs to existing sidings and pits at locs' shed	40%
86/228	Italian State Rlys	Rimini	Additional Locs' facilities	Underground fuel oil reservior	1%
86/230	135 Ind. Rly. Maint Coy.	Ancona	Additional facilities	Repairs to existing sidings	1½%
86/231	136 Ind. Rly. Maint Coy. 10 Rly Const. Coy.	Rodolfo Maretta	Additional facilities	Construction of marshalling Yard and water supply	1%
86/307A	10 Rly Const. Coy.	Senigallia	Doubling Bridge No.6 at Km.130.091	1 No. 24 ft. R.S.J span	3%
86/310	136 Ind. Rly. Maint Coy.	Senigallia and Scapezzano	Additional facilities	Lengthening passing loops	80%
86/310A	10 Rly Const. Coy.	Senigallia	Doubling Marzocca (exclusive) to Senigallia (inclusive)	Km. track repairs. 2 No. 24 ft & 1 No. 12 ft R.S.J spans.	15%

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (Contd).

	Description	Size	Progress	Estd date of Completion	Remarks.
o Marotta	Reconstruction Bridge No.14 at Km. 172.63 (R. Cesano).	Permanent repairs in concrete	35%		
o Marotta	Additional facilities	Loop, 1,750 ft. long	98%	15.2.45	
	Additional facilities	Loop, 1,750 ft. long	12%	7.2.45	
	Additional Loco' facilities	Construction of Loco' shed	5%	1.3.45	
a	Additional Loco' facilities	Repairs to existing sidings and pits at Loco' shed	40%	-	
	Additional Loco' facilities	Underground fuel oil reservior	1%	1.3.45	
	Additional facilities	Repairs to existing sidings	1½%	31.3.45	
Marotta	Additional facilities	Construction of marshalling Yard and water supply	1%	-	
o	Doubling Bridge No.6 at Km.130.091	1 No. 24 ft. R.S.J span	5%	-	
a and o	Additional facilities	Lengthening passing loops	80%	-	
a	Doubling Marzocca (exclusive) to Senigallia (inclusive)	Km. track repairs. 2 No. 24 ft & 1 No. 12 ft R.S.J spans.	15%	-	

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (contd).

Job No.	Agency	Location	Description	Size	Progress	Est. Comp.
86/315A	10 Rly Const. Coy.	Mondolfo Marotta	Doubling Senigallia (exclusive) to Mondolfo Marotta (inclusive)	6.8 Km. track repairs & 1 No. 12 ft. R.S.J span	1%	
86/318A	10 Rly Const. Coy.	Fano	Doubling Mondolfo Marotta (exclusive) to Fano (inclusive)	21.2 Km. track repairs & 2 No. 18 ft. R.S.J spans	5%	
86/319A	1 Rly Brdg Section	Fano	Doubling Bridge No.48 at Km. 155.867 (Lissio Canal)	1 No. 85 ft. U.C.R.B span	70%	
86/321A	1 Rly Brdg Section	Fano	Doubling Bridge No.50 at Km. 155.2 (Arzilla viaduct)	3 No. 45 ft. Yunnan Burma spans	70%	
86/322A	1 Rly Brdg Section	Fano	Doubling Bridge No.64 at Km. 150.28 (R. Saione)	Local R.S.J spans	50%	
86/323A	1 Rly Brdg Section 150 Rly Const. Coy.	Pesaro	Doubling Fano (exclusive) to Pesaro (inclusive)	12.5 Km. track repairs	5%	
86/324A	150 Rly Const. Coy.	Pesaro	Doubling Bridge No.77 at Km 143.8 (Foglia viaduct)	1 No. 95 ft. U.C.R.B and 4 No. 46 ft Yunnan Burma spans	90%	
86/326A	150 Rly Const. Coy.	Cattolica	Doubling Pesaro (exclusive) to Cattolica (inclusive)	15.1 Km. track repairs	10%	
86/327A	150 Rly Const. Coy.	Cattolica	Doubling Bridge No.79 at Km. 127.0 (R. Conca)	2 No. 40 ft. steel spans	20%	
86/328A	150 Rly Const. Coy.	Riccione	Doubling Cattolica (exclusive) to Riccione (inclusive)	8.3 Km. track repairs	30%	
86/329A	150 Rly Const. Coy.	Riccione	Doubling Bridge No.81 at Km. 120.409	1 No. 65 ft. U.C.R.B span	30%	

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (Contd).

ation	Description	Size	Progress	Estd date of Completion	Remarks.
lfo Maretta	Doubling Senigallia (exclusive) to Mondolfo Maretta (inclusive)	6.6 Km. track repairs & 1 No. 12 ft. R.S.J span	1%	-	
	Doubling Mondolfo Maretta (exclusive) to Fano (inclusive)	21.2 Km. track repairs & 2 No. 13 ft. R.S.J spans	5%	-	
	Doubling Bridge No.48 at Km. 155.847 (Liscia Canal)	1 No. 65 ft. U.C.R.B span	70%		
	Doubling Bridge No.50 at Km. 155.2 (Arzilla viaduct)	3 No. 45 ft. Yunnan Burma spans	70%		
	Doubling Bridge No.64 at Km. 150.28 (R. Saione)	Local R.S.J spans	50%		
o	Doubling Fano (exclusive) to Pesaro (inclusive)	12.5 Km. track repairs	5%		
o	Doubling Bridge No.77 at Km 143.8 (Foglia viaduct)	1 No. 95 ft. U.C.R.B and 4 No. 46 ft Yunnan Burma spans	90%		
lica	Doubling Pesaro (exclusive) to Cattolica (inclusive)	15.1 Km. track repairs	10%		
lica	Doubling Bridge No.79 at Km. 127.0 (R. Conca)	2 No. 40 ft. sect'l spans	20%		
one	Doubling Cattolica (exclusive) to Riccione (inclusive)	8.3 Km. track repairs	30%		
one	Doubling Bridge No.81 at Km. 120.409	1 No. 65 ft. U.C.R.B span	30%		

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (contd).

Job No.	Agency	Location	Description	Size	Progress
86/332A	150 Rly Const. Coy.	Rimini	Doubling Riccione (exclusive) to Rimini (inclusive	10 Km. track repairs	20%
86/333A	150 Rly Const. Coy.	Rimini	Doubling Bridge No.87 at Km. 110.505 (R. Marecchia)	2 No. 35 ft. R.S.J spans	5%
86/335A	150 Rly Const. Coy.	S. Arcangelo	Doubling Rimini (exclusive) to S. Arcangelo (inclusive)	10.1 Km. track repairs	10%
86/336A	150 Rly Const. Coy.	S. Arcangelo	Doubling Bridge No.89 at Km. 100.08 (R. Uso)	1 No. 65 ft. U.C.R.B and 1 No. 31 ft. R.S.J spans	30%
86/337A	150 Rly Const. Coy.	Savignano	Doubling Bridge No.90 at Km. 96.9 (R. Salto)	1 No. 35 ft. R.S.J span	10%
86/338A	150 Rly Const. Coy.	Savignano	Doubling S. Arcangelo (exclusive) to Savignano (inclusive)	4.6 Km. track repairs	65%
86/340A	150 Rly Const. Coy.	Gambettola	Doubling Bridge No.92 at Km. 90.315 (Pisciatello Canal)	1 No. 65 ft. U.C.R.B span	10%
86/341A	150 Rly Const. Coy.	Gambettola	Doubling Savignano (exclusive) to Gambettola (inclusive)	6.4 Km. track repairs	5%
86/342A	150 Rly Const. Coy.	Gambettola	Doubling Bridge No.93 at Km. 82.222	1 No. 60 ft. U.C.R.B span	5%
86/343A	150 Rly Const. Coy.	Gambettola	Doubling Bridge No.94 at Km. 86.115	1 No. 17 ft. R.S.J span	5%
86/344A	150 Rly Const. Coy.	Cesena	Doubling Gambettola (exclusive to Cesena (inclusive)	7.1 Km. track repairs	55%

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (contd).

ion	Description	Size	Progress	Estd date of Completion	Remarks.
	Doubling Vicenne (exclusive) to Gaudni (inclusive	10 Km. track repairs	20%		
	Doubling Bridge No.87 at Km. 110.505 (R. Marecchia)	2 No. 35 ft. R.S.J spans	5%		
ngello	Doubling Gaudni (exclusive) to S. Arcangelo (inclusive)	10.1 Km. track repairs	10%		
Angello	Doubling Bridge No.89 at Km. 100.08 (R. Uso)	1 No. 65 ft. U.C.R.B and 1 No. 31 ft. R.S.J spans	30%		
ano	Doubling Bridge No.90 at Km. 96.9 (R. Salto)	1 No. 35 ft. R.S.J span	10%		
ano	Doubling S. Arcangelo (exclusive) to Savignano (inclusive)	4.6 Km. track repairs	65%		
tola	Doubling Bridge No.92 at Km. 90.515 (Pisoua Canal)	1 No. 65 ft. U.C.R.B span	10%		
tola	Doubling Savignano (exclusive) to Gambettola (inclusive)	6.4 Km. track repairs	5%		
tola	Doubling Bridge No.93 at Km. 82.222	1 No. 60 ft. U.C.R.B span	5%		
tola	Doubling Bridge No.94 at Km. 86.115	1 No. 17 ft. R.S.J span	5%		
	Doubling Gambettola (exclusive to Cesena (inclusive)	7.1 Km. track repairs	55%		

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (contd).

Job No.	Agency	Location	Description	Size	Progress	Estd. or Compl
86/345A	150 Rly Const. Coy.	Cesena	Doubling Bridge No.95 at Km. 81.232 (R. Savio)	5 No. 56 ft. Yunnan Burma spans	20%	
86/347A	161 Rly Const. Coy.	Forlimpopoli	Doubling Cesena (exclusive) to Forlimpopoli (inclusive)	Km. track repairs	10%	
86/348A	161 Rly Const. Coy.	Forlimpopoli	Doubling Bridge No.100 at Km 67.815 (R.Ronco)	2 No. 65 ft. and 3 No. 60 ft U.C.R.B. Spans.	10%	
86/349A	161 Rly Const. Coy.	Forli	Doubling Forlimpopoli (exclusive) to Forli (inclusive)	11.2 Km. track repairs	8%	
86/350	161 Rly Const. Coy.	Forli	Repairs to Bridge No.101 at Km.61.6 (R.Montone)	4 No. 56 ft. Yunnan Burma spans	75%	
86/350A	161 Rly Const. Coy.	Forli	Doubling Bridge No.101 at Km.61.6 (R. Montone)	4 No. 56 ft. Yunnan Burma spans	10%	
86/351	161 Rly Const. Coy.	Forli	Repairs to Bridge No.105 at Km.57.574	1 No. 35 ft. R.S.J span	10%	
86/352	161 Rly Const. Coy.	Forli	Repairs to Bridge No.106 at Km.57.423	1 No. 35 ft. R.S.J span	5%	
86/353	161 Rly Const. Coy.	Faenza	Repairs to Bridge No.108 at Km.50.027 (R. Lamone)	4 No. 60 ft. U.C.R.B spans	5%	
86/355	150 Rly Const. Coy. 161 Rly Const. Coy.	Faenza	Forli (exclusive) to Faenza (inclusive)	11.5 Km. track repairs	20%	

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (Contd).

tion	Description	Size	Progress	Estd. date of Completion	Remarks.
e	Doubling Bridge No.95 at Km. 81.252 (R. Savio)	5 No. 56 ft. Yunnan Burma spans	20%		
apopoli	Doubling Cesena (exclusive) to Forlimpopoli (inclusive)	Km. track repairs	10%		
mpopoli	Doubling Bridge No.100 at Km 67.615 (R.Ronco)	2 No. 65 ft. and 3 No. 60 ft U.C.R.B. Spans.	10%		
	Doubling Forlimpopoli (exclusive) to Forli (inclusive)	11.2 Km. track repairs	8%		
	Repairs to Bridge No.101 at Km.61.6 (R.Montone)	4 No. 56 ft. Yunnan Burma spans	75%		
	Doubling Bridge No.101 at Km.61.6 (R. Montone)	4 No. 56 ft. Yunnan Burma spans	10%		
	Repairs to Bridge No.105 at Km.57.574	1 No. 55 ft. R.S.J span	10%		
	Repairs to Bridge No.106 at Km.57.423	1 No. 55 ft. R.S.J span	5%		
a	Repairs to Bridge No.108 at Km.50.027 (R. Lamone)	4 No. 60 ft. U.C.R.B spans	5%		
a	Forli (exclusive) to Faenza (inclusive)	14.5 Km. track repairs	20%		

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Job No.	Agency	Location	Description	Size	Progress	Est. Comp.
LINE 87, ORTE - TERNI - FOLIGNO - FALOCHARA.						
87/72A	136 Ind. Rly. Maint. Coy.	Chiaravalle	Additional repairs to Bridge No.39 at Km.278.6 (R. Esino)	Flood protection works	85%	
87/85	136 Ind. Rly. Maint. Coy.	Falconara	Orte to Falconara	Maintenance	-	
87/86	Italian State Rlys.	Foligno	Additional workshop facilities	Repairs to workshop roof.	58%	
87/88	Italian State Rlys.	Fabriano	Additional Loco' facilities	Repairs to Loco' shed roof.	96%	7
87/93	136 Ind. Rly. Maint. Coy.	Terni	Additional facilities	Repairs to existing sidings.	Stage II 100%	
87/94	Italian State Rlys	Fabriano	Permanent repairs to Bridge No.23 at Km.225	Rebuild arches in masonry	21%	
87/97	Italian State Rlys.	Foligno	Additional workshop facilities.	Repairs to carriage shed roof.	22%	
87/98	Italian State Rlys.	Spoleto	Additional repairs to Bridge at Km.145.363	Rebuilding arch in concrete	2%	
87/105	136 Ind. Rly. Maint. Coy.	Falconara	Additional Loco' facilities	Underground fuel oil reservoir	5%	
LINE 217, PISTOIA - PRATO.						
217/13	159 Rly Const. Coy.	Prato	Repairs to Bridge No.10 at Km.17.35 (R. Bisenzio)	4 No. 45 ft. sect'l & 1 No. 65 ft. U.C.R.B spans	95%	

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (contd).

ction	Description	Size	Progress	Estd date of Completion	Remarks.
r Falconara.					
ravalle	Additional repairs to Bridge No.39 at Km.278.6 (R. Esino)	Flood protection works	35%		
onara	orts to Falconara	Maintenance	-	-	
gno	Additional workshop facilities	Repairs to workshop roof.	58%		
iano	Additional Loco' facilities	Repairs to Loco' shed roof.	96%	7.2.45	
i	Additional facilities	Repairs to existing sidings.	Stage II 100%		
iano	Permanent repairs to Bridge No.23 at Km.225	Rebuild arches in masonry	21%		
gno	Additional workshop facilities.	Repairs to carriage shed roof.	22%		
ato	Additional repairs to bridge at Km.143.363	Rebuilding arch in concrete	2%		
onara	Additional Loco' facilities	Underground fuel oil reservoir	5%		
	Repairs to Bridge No.10 at Km.17.35 (R. Misenzio)	4 No. 46 ft. steel & 1 No. 65 ft. U.C.R.B spans	95%		

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Job No.	Agency	Location	Description	Size	Progress
LINE 218, PISA - LUCCA - PISTOIA.					
218/47	45 M.E.(TM) Pln. 160 Rly Const. Coy.	Serravalle	Repairs to tunnel Km.6.5 to Km.7.5	Clearance of debris and rebuilding of aqueduct	-
218/53	159 Rly Const. Coy.	Pistoia	Serravalle (exclusive) to Pistoia (inclusive)	5½ Km. track repairs	92%
218/54	704 Artisan Wks Coy.	Lucca	Water supply	Erection of tank and fittings.	94%
218/55	700 Artisan Wks Coy.	Montecatini	Water supply	Erection of tank and fittings.	97%
218/56	159 Rly Const. Coy.	Pistoia	Water, fuel oil and diesel supply.	Erection of tanks and fittings.	50%
LINE 219, PISA - EMPOLI - FLORENCE.					
219/102	Italian State Rlys	Rifredi	Repairs to bridge at Km.6.54	1 No. 45 ft. German R.S.J span	50%
LINE 244, FOLIGNO - PERUGIA - TERNTOLA					
244/11	136 Ind. Rly. Maint. Coy.	Bastia	Foligno to Bastia	Maintenance	-
LINE 295, ROCHETTA - GIOLA DEL COLLE.					
295/--	Italian State Rlys.	Poggiorsini	Water supply	Repairs to existing facilities.	84%

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (contd).

...on	Description	Size	Progress	Est'd date of completion	Remarks.
...allo	Repairs to tunnel Km.6.5 to Km.7.5	Clearance of debris and rebuilding of aqueduct	-	See	text of report
...a	Serravalle (exclusive) to Pistoia (inclusive)	5½ Km. track repairs	92%		
	Water supply	Erection of tank and fittings.	94%		
...ntini	Water supply	Erection of tank and fittings.	97%		
...a	Water, fuel oil and diesel supply.	Erection of tanks and fittings.	50%		
...di	Repairs to Bridge at Km.6.54	1 No. 45 ft. German R.S.J span	50%		
...NTOLA ...	Foligno to Bastia	Maintenance	-	-	
...LE. ...rsini	Water supply	Repairs to existing facilities.	84%		

/to sheet 13...

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (Contd).

Job No.	Agency	Location	Description	Size	Progress	Est'd date of compl
LINE 302, ROCCA - FOLIZZA.						
302/8	Italian State Rlys.	Rochetta	Paramnent repairs to Bridge No.1 at Km.47.02	1 No. 6 metre masonry arch.	95%	
302/9	Italian State Rlys.	Rochetta	Paramnent repairs to Bridge no.2 at Km.49.68	2 No. 9 metre masonry arches.	99%	

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WORKS IN PROGRESS AS AT 31 JANUARY, 1945 (contd).

Location	Description	Size	Progress	Estd date of completion	Remarks.
Chetta	Permanent repairs to Bridge No.1 at Km.47.82	1 No. 6 metre masonry arch.	95%		
Chetta	Permanent repairs to Bridge No.2 at Km.49.68	2 No. 9 metre masonry arches.	99%		

SUMMARY OF WORK CARRIED OUT ON THE RECONSTRUCTION AND MAINTENANCE OF LINES 50, 65, 66, 67, 217, 218 & 244

LINE 65.

I. Orte to Arezzo.

(i)	Track. Total length maintained and improved	144	Kms.
(ii)	Bridging. Total length maintained and improved	2,149	lin. ft.
(iii)	Labour		
	1 British Rly. Constr. Coy. (part only)	110	men.
	1 British Rly. Bridging Section (part only)	10	men.
	I.S.R. and Civilian labour	430	men.
	Total labour employed	550	men.
(iv)	Transport (a) Normal G.1098 of Railway Constr. Coy. (b) 14 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% demolition of large bridges for first 40 Kms. then no demolitions for remainder of section.

(b) W.D. bridging being used in repairs 2,500 Lin. ft.

(iii)	Labour. 3 Rly. Construction Companies (S.A.E.C)	690	men.
	2 Tunnelling Companies (S.A.E.C)	200	men.
	3 British Artisan Works Companies.	750	men.
	1 Rly. & Harbour Composite Coy.,(S.A.E.C)	250	men.
	1 British Mech. Equipment Platoon	70	men.
	1 British Pioneer Labour Company.	225	men.
	12 Italian Pioneer Labour Companies	2,160	men.
	I.S.R. and Civilian labour	3,100	men.
	Total labour employed	7,445	men.
(iv)	Transport. (a) Normal G.1098 of Railway Constr. Company. (b) 90 No. 3 ton lorries. (c) 15 No. Light Tank Transporters.		

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	S.A.E.C. and Civilian labour	490	men.
	Total labour employed	550	men.

(iv) Transport (a) Normal G.1098 of Railway Constr. Coy.
(b) 12 No. 3 ton lorries.

II. Prato to Monzuno.

(i) Track. (a) Track deliberately demolished 6.2 Kms.
(b) Track demolished by fighting and bombing 48.3 Kms.
54.5 Kms.

Deliberate demolitions to points and crossings in stations not consistent, i.e. demolitions decrease travelling North.

(ii) Bridging.

(a) Approximately 100% demolition of large bridges for first 45 Kms. then no demolitions for remainder of section.

(b) W.D. bridging bein used in repairs 2,300 Lin. ft.

(iii) Labour.	3 Rly. Construction Companies (S.A.E.C)	690	men.
	2 Tunnelling Companies (S.A.E.C)	200	men.
	3 British Artisan Works Companies.	750	men.
	1 Rly. & Harbour Composite Coy.,(S.A.E.C)	250	men.
	1 British Mech. Equipment Platoon	70	men.
	1 British Pioneer Labour Company.	225	men.
	12 Italian Pioneer Labour Companies	2,160	men.
	I.S.R. and Civilian labour	3,100	men.
	Total labour employed	7,445	men.

(iv) Transport. (a) Normal G.1098 of Railway Constr. Company.
(b) 90 No. 3 ton lorries.
(c) 15 No. Light Tank Transporters.

III. Prato to Florence.

(i) Track. (a) Track deliberately demolished 15.00 Kms.
(b) Track damaged by fighting and bombing 2,627 Kms.
17.627 Kms.

(ii) Bridging. (a) 100% demolition of large bridges
(b) Length of bridging to be repaired 164 lin. ft.

...../to Sheet 2.

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III. Prato to Florence (contd).

(iii) Labour. 1 British Railway Constr. Coy. (part only) 65 men.
1 Italian Pioneer Labour Company 180 men.
1 Italian Railway Construction Coy.(part only) 70 men.
I.S.R. and Civilian labour 270 men.

Total labour employed 585 men.

(iv) Transport. Normal C.1098 of Railway Construction Company.

LINE 86.

I. Ancona to Cesena.

(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 - Cesena) maintained and improved 87.76 Kms.

Total length track maintained 154.96 Kms.

(ii) Bridging. Total length maintained and improved 4,062 lin. ft.

II. Cesena to Faenza.

(i) Track. (a) Track damaged by fighting and bombing 33.3 Kms.
(b) Track repaired (Cesena to Forli) 18.8 Kms.

(ii) Bridging.
(a) Length of bridging to be repaired 1,390 lin. ft.
(b) Length of bridging repaired 856 lin. ft.

(iii) Labour. 2 British Railway Construction Companies (part only) 195 men.
1 Mech. Equipment (Tn) Platoon 70 men.
1 British Railway Operating Company (part only) 50 men.
1 Indian Railway Maintenance Company (part only) 130 men.
2 Italian Railway Construction Companies (part only) 180 men.
4 Italian Pioneer Labour Companies (part only) 360 men.
2 Indian Pioneer Labour Companies (part only) 300 men.
I.S.R. and Civilian Labour 750 men.

Total labour employed 2,035 men.

(iv) Transport. (a) Normal C.1098 of Railway Construction Company.
(b) 30 No. 3 ton lorries) Also in use on doubling
(c) 6 No. Light Tank Transporters) Marzocca to Faenza.

III. Doubling, Marzocca to Faenza.

(i) Track. Track to be repaired

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(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 - Cesena) maintained and improved — 87.76 Kms.

Total length track maintained — 154.96 Kms.

(ii) Bridging. Total length maintained and improved — 4,082 lin. ft.

II. Cesena to Faenza.

(i) Track. (a) Track damaged by fighting and bombing — 33.3 Kms.
(b) Track repaired (Cesena to Forli) — 18.6 Kms.

(ii) Bridging.
(a) Length of bridging to be repaired — 1,390 lin. ft.
(b) Length of bridging repaired — 856 lin. ft.

(iii) Labour.

2 British Railway Construction Companies (part only)	195	men.
1 Mech. Equipment (Tn) Platoon	70	men.
1 British Railway Operating Company (part only)	50	men.
1 Indian Railway Maintenance Company (part only)	130	men.
2 Italian Railway Construction Companies (part only)	180	men.
4 Italian Pioneer Labour Companies (part only)	360	men.
2 Indian Pioneer Labour Companies (part only)	300	men.
I.S.T. and Civilian Labour	750	men.
Total labour employed	2,035	men.

(iv) Transport. (a) Normal G.1098 of Railway Construction Company.
(b) 30 No. 5 ton lorries) Also in use on doubling
(c) 6 No. Light Tank Transporters) Marzocca to Faenza.

III. Doubling, Marzocca to Faenza.

(i) Track. Track to be repaired — 120.45 Kms.

(ii) Bridging. Length of bridging to be repaired — 2,476 lin. ft.

(iii) Labour.

3 British Railway Construction Coys. (part only)	510	men.
1 British Railway Bridging Section (part only)	10	men.
1 British Railway Operating Company (part only)	50	men.
4 Italian Railway Construction Coys. (part only)	270	men.
2 Indian Pioneer Labour Companies (part only)	200	men.
4 Italian Pioneer Labour Companies (part only)	360	men.
Civilian Labour	250	men.
Total labour employed	1,650	men.

...../to Sheet 3.

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III. Doubling, Marzocco to Faenza (contd).

(iv) Transport. (a) Normal G.1098 of Railway Construction Company.
(b) 30 No. 5 ton lorries.) also in use on work
(c) 12 No. Light Tank Transporters) shown under Line 86 II.
(d) 10 No. 10 ton lorries.

LINE 87. Foligno to Falconara.

(i) Track. Total length of track maintained and improved 119 Kms.

(ii) Bridging. Total length maintained 2,855 lin.ft.

LINE 244. Foligno to Rustie.

(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 Construction Company (part only)	60	men.
1 British Railway Bridging Section (part only)	10	men.
1 Indian Railway Maintenance Company (part only)	130	men.
1 Italian Railway Construction Company (part only)	100	men.
I.S.R and Civilian labour.	945	men.
Total labour employed	1,245	men.

(iii) Transport. (a) Normal G.1098 of Railway Construction Company.
(b) Normal G.1098 of Indian Railway Maintenance Coy.
(c) 2 No. 3 ton lorries.

LINE 217. Pr to to Pistoia, LINE 218 Pistoia to Pisa and LINE 50 - Pisa.

(i) Track. (a) Track deliberately demolished 82 Kms.
(b) Track repaired and maintained 82 Kms.

(ii) Bridging.
(a) Approximately 100% demolition of all bridges.
(b) Length of bridging repaired and improved. 2269 lin. ft.

(iii) Labour.
3 British Railway Construction Companies (2 part only)	390	men.
1 Mech. Equipment (Tn) Platoon	70	men.
1 British Railway Bridging Section (part only)	10	men.
1 British Artisan Works Company.	250	men.
3 Italian Railway Construction Companies (2 part only)	280	men.
2 Italian Pioneer Labour Companies	360	men.
I.S.R. and Civilian labour	1,300	men.
Total labour employed	2,660	men.

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

(i) Track. Total length of track maintained and improved 119 Kms.

(ii) Bridging. Total length maintained 2,655 lin.ft.

LINE 244. Poli,no to Pontia.

(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 Construction Company (part only)	60	men.
1 British Railway Bridging Section (part only)	10	men.
1 Indian Railway Maintenance Company (part only)	130	men.
1 Italian Railway Construction Company (part only)	100	men.
I.S.R and Civilian Labour.	945	men.
Total labour employed	1,245	men.

(iii) Transport. (a) Normal G.1098 of Railway Construction Company.
(b) Normal G.1098 of Indian Railway Maintenance Coy.
(c) 2 No. 5 ton lorries.

LINE 217. Prato to Pistoia, LINE 218 Pistoia to Pisa and LINE 50 - Pisa.

(i) Track. (a) Track deliberately demolished 82 Kms.
(b) Track repaired and maintained 82 Kms.

(ii) Bridging.
(a) Approximately 100% demolition of all bridges.
(b) Length of bridging repaired and improved. 2269 lin. ft.

(iii) Labour.

5 British Railway Construction Companies (2 part only)	390	men.
1 Mech. Equipment (Tn) Platoon	70	men.
1 British Railway Bridging Section (part only)	10	men.
1 British Artisan Works Company.	250	men.
3 Italian Railway Construction Companies (2 part only)	280	men.
2 Italian Pioneer Labour Companies	360	men.
I.S.R. and Civilian labour	1,300	men.
Total labour employed	2,660	men.

(iv) Transport.

(a) Normal G.1098 of Railway Construction Company.
(b) 90 No. 5 ton lorries.
(c) 15 No. Light Tank Transporters.

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

Appendix 8.
Part 1.

DAILY AVERAGE TRAIN OPERATION JAN'45.
TSC I ALY.

	Military							
	Freight				Troop & P.O.		Ambul ance	Civil Pass.
	Trains	Lds.	Mties.	Total	Trains	Wagons	Trains	
TERMOLI - ORTONA	1.6	19	4	23	.5	5	-	-
ORTONA - TERMOLI	1.7	11	22	33	.4	4	-	-
TERMOLI - FOGGIA	2.5	32	35	67	.5	5	-	-
FOGGIA - TERMOLI	2.5	55	5	60	.7	12	-	-
FOGGIA BRANCHES	4.5	25	12	37	-	-	-	-
FOGGIA - CERVARO	2.8	31	3	34	.1	1	.2	-
FOGGIA - BARI	5.9	96	114	210	2.1	42	.3	2.0
BARI - FOGGIA	8.2	244	2	246	1.6	27	.2	2.0
BARI - BRINDISI	2.6	45	25	71	1.8	15	-	2.5
BRINDISI - BARI	3.2	60	9	77	1.2	12	-	2.5
BARI - TARANTO	3.01	45	3	48	.9	24	.1	3.0
TARANTO - BARI	3.9	33	32	68	.7	10	.1	3.0
BRINDISI - TARANTO	1.4	23	2	25	.5	6	-	1.4
TARANTO - BRINDISI	2.7	27	7	34	.5	5	-	1.4
TARANTO - METAPONTO	2.5	18	6	24	.5	8	-	1.4
METAPONTO - TARANTO	2.4	31	16	47	.5	5	-	1.3
TARANTO - POTENZA	2.3	19	3	22	.5	8	-	.4
POTENZA - METAPONTO	2.4	30	17	47	.5	8	-	.4
METAPONTO - SIBARI	.2	3	6	9	-	-	-	1.0
POTENZA - FOGGIA	-	-	-	-	-	-	-	.1
FOGGIA - POTENZA	.1	-	1	1	-	-	-	-
TOTALS	55.8	859	324	1183	12.3	197	.8	22.4

Total trains all classes run 91.3
Average train miles per day 5051.5

MILITARY FREIGHT.

Average No. loaded wagons per train 15.5
Average No. empty wagons per train 5.9
Average total No. wagons per train 21.4

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	Freight Trains				Troop & E.O. Trains		Ambulances Trains	Specials
	Livestock	Ldg.	Class.	Total	Trains	Wagons		
TERMOLI - ORTONA	1.3	19	4	23	.2	5	-	-
ORTONA - TERMOLI	1.7	11	22	33	.4	4	-	-
TERMOLI - FOGGIA	2.3	28	35	63	.3	5	-	-
FOGGIA - TERMOLI	2.5	55	5	60	.7	12	-	-
FOGGIA - BRINDISI	4.6	25	12	37	-	-	-	-
FOGGIA - CERIGNOLA	2.8	31	3	34	.1	1	.2	-
FOGGIA - BARI	5.9	96	114	210	2.1	42	.2	2.0
BARI - FOGGIA	8.2	244	2	246	1.6	27	.2	2.0
BARI - BRINDISI	3.6	45	25	70	1.3	15	-	2.5
BRINDISI - BARI	3.2	60	6	70	1.2	12	-	2.5
BARI - TARANTO	3.01	45	3	48	.9	24	.1	3.0
TARANTO - BARI	2.9	35	32	68	.7	10	.1	3.0
BRINDISI - TARANTO	1.4	23	2	25	.5	8	-	1.4
TARANTO - BRINDISI	2.7	22	7	29	.5	6	-	1.4
TARANTO - METAPONTO	2.3	10	6	24	.5	8	-	1.4
METAPONTO - TARANTO	2.4	31	16	47	.5	5	-	1.3
METAPONTO - POTENZA	2.3	19	3	22	.5	6	-	.4
POTENZA - METAPONTO	2.4	30	17	47	.5	8	-	.4
METAPONTO - SIBARI	.2	3	6	9	-	-	-	1.0
POTENZA - FOGGIA	.1	-	-	-	-	-	-	.1
FOGGIA - POTENZA	.1	-	1	1	-	-	-	-
TOTALS	55.0	859	324	1183	12.3	197	.6	22.4

Total trains all classes run 91.3
Average train miles per day 5351.6

MILITARY FREIGHT.

Average No. loaded wagons per train 15.5
Average No. empty wagons per train 5.9
Average total No. wagons per train 21.4

Average net tons per train 232.5
Average gross tons per train 488.9

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Appendix.8.
Part 2.

DAILY AVERAGE TRAIN OPERATION JAN'45.
CENTRAL ITALY.

	Trains	Military Freight: Wagons Lds.	Mties.	Total	Troop & POW Trains	Wagons	Ambulance Trains	Civil Pass.
RIMINI - CESENA	2.6	33	6	39	-	-	-	-
CESENA - RIMINI	2.2	15	63	78	-	-	-	-
RIMINI - FALCONARA	6.4	51	197	248	.6	11	-	-
FALCONARA - RIMINI	5.9	198	2	200	.6	8	-	-
ROVIGO TRIPS	1.0	35	-	35	-	-	-	-
FALCONARA - ANCONA	5.7	64	86	150	-	-	-	1.0
ANCONA - FALCONARA	6.6	131	8	139	-	1	-	1.0
FALCONARA - FABRIANO	3.0	91	71	162	.8	9	.1	1.0
FABRIANO - FALCONARA	5.9	173	2	175	.7	8	.1	1.0
FABRIANO - FOLIGNO	5.8	99	74	173	.8	9	.1	-
FOLIGNO - FABRIANO	5.7	137	2	160	.7	8	.1	-
FOLIGNO - ASSISI	1.0	3	4	7	-	-	.2	-
ASSISI - FOLIGNO	.9	5	1	6	-	-	.2	-
TERNI - FOLIGNO	5.0	173	9	182	.7	9	.3	-
FOLIGNO - TERNI	5.5	107	83	190	.8	8	.3	-
ORTE - TERNI	4.4	171	5	176	.7	9	.3	-
TERNI - ORTE	4.3	112	65	177	.8	11	.3	-
ORTE - AREZZO	2.9	90	9	99	1.0	14	.2	-
AREZZO - ORTE	2.6	69	42	111	1.2	23	.2	-
ROME - ORTE	6.9	272	5	277	1.7	24	.3	-
ORTE - ROME	5.7	157	100	257	2.0	33	.3	-
TOTALS	93.5	2266	834	3100	13.1	185	3.0	4

Total trains all classes run 113.6
Average train miles per day 4276.3

MILITARY FREIGHT.

Average No. loaded wagons per train 24.2
Average No. empty wagons per train 8.9

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	Trains	Wagons Lds.	Mties.	Total	Trains Wagons	Reinforcement Trains	Pass.
RIMINI - CESENA	2.8	83	6	89	- -	-	-
CESENA - RIMINI	2.3	15	63	78	- -	-	-
RIMINI - FALCONARA	6.4	51	197	248	.5 11	-	-
FALCONARA - RIMINI	5.9	198	2	200	.6 8	-	-
ROVIGO - TRIESTE	1.0	35	-	35	- -	-	-
FALCONARA - ANCONA	5.7	64	86	150	- -	-	1.0
ANCONA - FALCONARA	6.8	131	8	139	- 1	-	1.0
FALCONARA - FABRIANO	6.0	91	71	162	.6 9	.1	1.0
FABRIANO - FALCONARA	5.9	103	3	106	.7 8	.1	1.0
FABRIANO - FOLIGNO	5.3	99	74	173	.8 9	.1	-
FOLIGNO - FABRIANO	5.7	157	2	159	.7 8	.1	-
FOLIGNO - ASSISI	1.0	3	4	7	- -	.2	-
ASSISI - FOLIGNO	.9	5	1	6	- -	.2	-
TERNI - FOLIGNO	5.0	173	9	182	.7 9	.3	-
FOLIGNO - TERNI	5.5	107	83	190	.8 8	.3	-
ORTE - TERNI	4.4	171	5	176	.7 9	.3	-
TERNI - ORTE	4.3	112	65	177	.8 11	.3	-
ORTE - AREZZO	2.9	90	9	99	1.0 14	.2	-
AREZZO - ORTE	2.6	69	42	111	1.2 33	.3	-
ROME - ORTE	6.9	272	5	277	1.7 24	.3	-
ORTE - ROME	5.7	157	100	257	2.0 33	.3	-
TOTALS	93.5	2366	684	3100	13.1 185	3.0	4

Total trains all classes run 113.6
Average train miles per day 4276.3

MILITARY FREIGHT.

Average No. loaded wagons per train 24.2
Average No. empty wagons per train 8.9
Average total No. of wagons per train 33.1
Average net tons per train 368
Average gross tons per train 660

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Appendix 9

I.S.R. LOCO POSITION - 31 JANUARY 1945.

COMPARATIVE POSITION THROUGHOUT ITALY.

Type			Available.	Waiting Shops.	In Shops	Laid Aside. U.S.	Serviceable
WEST ITALY (NAPLES AND ROME COMPARTIMENTI).							
Steam Main Line	ISR	Coalburning	154	55	23	57	–
" " "	"	Oil "	14	–	–	–	–
" " "	USA	" "	85	2	4	1	–
" Switch	ISR	Coal "	101	53	13	28	2
" "	USA	" "	5	–	–	–	–
Diesel 650 HP.	"		54	45	8	–	–
Electric	ISR		51	35	7	50	4
			464	190	55	136	6
CENTRAL ITALY (ANCONA COMPARTIMENTO)							
Steam Main Line	ISR	Coalburning	72	31	10	50	–
" " "	"	Oil "	7	–	–	–	–
" " "	WD	" "	25	–	10	–	–
" " "	"	Coal "	2	–	–	–	–
" Switch	ISR	" "	7	–	1	8	–
" "	WD	" "	2	2	2	–	–
Diesel 350 HP.	"		2	–	–	–	–
Electric	ISR		17	22	8	22	4
			134	55	22	80	4
EAST ITALY (BARI COMPARTIMENTO).							
Steam Main Line	ISR	Coalburning	183	19	21	26	–
" Switch	"	" "	65	13	6	6	–
Electric	"		5	–	1	5	–
			253	32	28	37	–
FLORENCE COMPARTIMENTO (INCL. LEGHORN).							
+Steam Main Line	ISR	Coalburning	8	21	6	11	–
" " "	"	Oil "	1	–	–	–	–
" " "	USA	" "	24	–	–	–	–
+ " Switch	ISR	Coal "	3	1	1	3	–
Diesel 650 HP.	USA		9	–	–	–	–
+Electric	ISR		–	–	–	10	–
			45	22	7	24	–
SUM TOTAL M.R.S.			896	299	112	277	10
TOTAL ALL TYPES M.R.S.				1594			
CALABRIA (A.C.).							
Steam Main Line	ISR	Coalburning	44	54	15	–	–
" Switch	"	" "	13	10	8	–	–
Electric	"		27	13	2	–	–
			84	77	25	–	–

INACCESSIBLE LINES.

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CENTRAL ITALY (ANCONA COMPARTIMENTO)									
Steam Main Line	ISR	Coalburning		72	:	31	: 10 :	50	: —
" " "	"	Oil	"	7	:	—	: — :	—	: —
" " "	WD	"	"	25	:	—	: 1 ø:	—	: —
" " "	"	Coal	"	2	:	—	: — :	—	: —
" Switch	ISR	"	"	7	:	—	: 1 :	8	: —
" "	WD	"	"	2	:	2	: 2 :	—	: —
Diesel 350 HP.	"			2	:	—	: — :	—	: —
Electric ISR				17	:	22	: 8 :	22	: 4
				134	:	55	: 22 :	80	: 4
EAST ITALY (BARI COMPARTIMENTO).									
Steam Main Line	ISR	Coalburning		183	:	19	: 21 :	26	: —
" Switch	"	"	"	65	:	13	: 6 :	6	: —
Electric	"			5	:	—	: 1 :	5	: —
				253	:	32	: 28 :	37	: —
FIORENCE COMPARTIMENTO (INCL. LEGHORN).									
+Steam Main Line	ISR	Coalburning		8	:	21	: 6 :	11	: —
" " "	"	Oil	"	1	:	—	: — :	—	: —
" " "	USA	"	"	24	:	—	: — :	—	: —
+ " Switch	ISR	Coal	"	3	:	1	: 1 :	3	: —
Diesel 650 HP.	USA			9	:	—	: — :	—	: —
+Electric	ISR			—	:	—	: — :	10	: —
				45	:	22	: 7 :	24	: —
SUM TOTAL M.R.S.				896	:	299	: 112 :	277	: 10
TOTAL ALL TYPES M.R.S.				1594					
CALABRIA (A.C.).									
Steam Main Line	ISR	Coalburning		44	:	54	: 15 :	—	: —
" Switch	"	"	"	13	:	10	: 8 :	—	: —
Electric	"			27	:	13	: 2 :	—	: —
				84	:	77	: 25 :	—	: —
INACCESSIBLE LINES.									
Steam Main Line	ISR	Coalburning		4	:	1	: 1 :	65	: —
" Switch	"	"	"	4	:	1	: — :	25	: —
Electric	"			—	:	—	: — :	6	: —
				8	:	2	: 1 :	96	: —
GRAND TOTAL				988	:	378	: 138 :	373	: 10
GRAND TOTAL ALL TYPES				1887				477	

NOTES :- ø In shops for oil conversion.

\+ At FIORENCE.

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Appendix 10.

LOCO RUNNING STATISTICS 23 DEC 44 TO 27 JAN 45.

(i) Coal Burners.

Kilometrage, train engines	111,114
" Shunting, Banking, Light	126,714
Total kilometrage	237,928
Coal consumption, tons	9,051
Average coal consumption (kg/km)	25.2
+ Km per day per engine allocated	76.8

(ii) Oil Burners.

Kilometrage, train engines	63,286
" Shunting, Banking, Light	--
Total Kilometrage	63,286
Fuel Oil Consumption, tons	1,394
Average Fuel oil consumption (L/km)	38.3(all oil burner
	44.1(ISR engines converted).
	56.3(all oil converted)
	38.7(ISR engines converted)
+ Km per day per engine allocated	

(iii) All steam Engines.

Lubricating oil consumption (Litres)	15,352
Average lub. oil consumption (L/100 km)	4.9
Cylinder oil consumption (Litres)	6,335
Average cyl. oil consumption (L/100 km)	2.2

(iv) Diesel.

Kilometrage, train engines	144
" Shunting, Banking, Light	2,883
Total kilometrage	3,027
Fuel oil consumption (galls)	2,800
Average fuel oil consumption (L/km)	4.2
+ Km per day per engine allocated	43.2

+ Excludes engines in ad waiting shops.

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Kilometrage, train engines	111,114	
" Shunting, Banking, Light	126,714	
Total Kilometrage	237,928	
Coal consumption, tons	9,061	
Average coal consumption (kg/km)		25.2
+ Km per day per engine allocated		70.6

(ii) Oil Burners.

Kilometrage, train engines	93,226	
" Shunting, Banking, Light	--	
Total Kilometrage	93,226	
Fuel Oil Consumption, tons	1,304	
Average Fuel oil consumption (L/km)		38.3(All oil burner
		44.1(ISR engines converted).
+ Km per day per engine allocated		56.3(All oil converted)
		38.7(ISR engines converted)

(iii) All steam Engines.

Lubricating oil consumption (Litres)	15,362	
Average lub. oil consumption (L/100 km)		4.9
Cylinder oil consumption (Litres)	6,885	
Average cyl. oil consumption (L/100 km)		2.2

(iv) Diesel.

Kilometrage, train engines	144	
" , Shunting, Banking, Light	2,883	
Total kilometrage	3,027	
Fuel oil consumption (Gallons)	2,800	
Average fuel oil consumption (L/km)		4.2
+ Km per day per engine allocated		43.2

+ Includes engines in and waiting shops.

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

Convoy	Port	No. of ships containing Tn. Stores	Approx. total tonnage Tn. Stores	Principal Items.
UGS 63	ANCONA	1	60	2 - sets K for extension of 120' Lattice Girder Bridge to 153'9"
KMS 72	TARANTO	1	60	1 - Sturdy Tug
	NAPLES	6	1000	1030 - No.2 piling Bars, 45' lengths 12 Tanks for Loco Oil Conversion 20 - 40' Welded Span Bridges 2 - 5 ton Coles Cranes Nos. 4626-7 1 - 3½/5 ton R.R. Crane No. 1890 5 - 6 ton R.R. Cranes Nos. 3452, 3477-8-9-80 1 - 8½ " " " No. 2150
	ANCONA			
	BARI			
	TARANTO			
KMS 74	NAPLES	6	500	3 - 5 ton Coles Cranes Nos. 4626, 5890-1 3 - 6 ton R.R. Cranes Nos. 3414, 3453, 3481 10 - 40' Welded Span Bridges 4 Jib Extensions for R.R. Cranes 1 - 7 ton Steam Derrick 1 - Marion Wharf Crane 1 - Minca Barge
	ANCONA			
	BARI			
UGS 64	BARI	5	370	17 tons R.C.L. Base Spares 1 - Sturdy Tug 5 - 8-12 ton P. & H. Lorry Mounted Cranes 1 - Kochring Crane 65 tons Locomotive Spares
	TARANTO			
	NAPLES			
	ANCONA			
			600	12 - Minca Barges
UGS 65	NAPLES	3		
			50	qty. Crane Spares
KMS 76	NAPLES	2		50 No.2 Piling Bars, 45' lengths

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APPENDIX NO. 11

CF TN. STORES DISCHARGED OR DISCHARGING FROM CONVOYS EX U.K., U.S.A., N.A. AND M.E. - JANUARY 1945.

ships ning ores	Approx. total tonnage Tn. Stores	Principal Items.	Demand No.	Remarks
	60	2 - sets K for extension of 120' Lattice Girder Bridge to 153'9"	MED/TN2/UK. 147	U.S.A.
			-	M.E.
	60	1 - Sturdy Tug	MED/TN2/UK. 191	U.K.
1		1030 - No.2 Piling Bars, 45' lengths	MED/TN2/UK. 151	"
6	1000	12 Tanks for Loco Oil Conversion	MED/TN2/UK. 147	"
		20 - 40' Welded Span Bridges	MED/TN2/UK. 189	"
		2 - 5 ton Coles Cranes Nos. 4626-7	MED/TN2/UK. 155	"
		1 - 3½/5 ton R.R. Crane No. 1890	MED/TN2/UK. 189	"
		5 - 6 ton R.R. Cranes Nos. 3452, 3477-8-9-80	MED/TN2/UK. 173	"
		1 - 8½ " " " No. 2150		
			MED/TN2/UK. 189	"
6	500	3 - 5 ton Coles Cranes Nos. 4628, 5890-1	"	"
		3 - 6 ton R.R. Cranes Nos. 3444, 3453, 3481	MED/TN2/UK. 147	"
		10 - 40' Welded Span Bridges	MED/TN2/UK. 188	"
		4 Jib Extensions for R.R. Cranes	MED/TN2/UK. 160	"
		1 - 7 ton Steam Derrick	-	N.A.
		1 - Marion Wharf Crane	-	N.A.
		1 - Minca Barge	-	U.S.A.
		17 tons R.C.L. Base Spares	-	M.E.
5	370	1 - Sturdy Tug	TN2/ORD. 100	ex Ord.
		5 - 8-12 ton P. & H. Lorry Mounted Cranes	"	" "
		1 - Kochring Crane	-	M.E.
		65 tons Locomotive Spares	-	U.S.A.
3	600	12 - Minca Barges	MED/TN2/UK. 141	U.K.
2	50	qty. Crane Spares	MED/TN2/UK. 191	"
		50 No.2 Piling Bars, 45' lengths		

APPENDIX NO. 12

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

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

B.

	CYL. SAT. STEAM	CYL. SUP. STEAM	LUB. ENGINE	WAGON AXLE
OPENING STOCK	2429	393	1543	175
RECEIPTS DURING MONTH	557	121	464	157
ISSUES DURING MONTH	58	176	337	40
CLOSING STOCK	2928	338	1670	292

All receipts include quantities taken over ex U.S. Depots.

A.

COAL - JANUARY 1945.

	EAST ITALY TONS	WEST ITALY TONS	TOTAL TONS
OPENING STOCK	21,787	35,766	57,553
RECEIPTS	30,770	13,498	44,268
ISSUES	29,648	13,484	43,132
TRANSFERS	939	5,172	6,111
[illegible]	[illegible]	[illegible]	[illegible]

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OPENING STOCK	2429	393	1543	175
RECEIPTS DURING MONTH	557	121	464	157
ISSUES DURING MONTH	58	176	337	40
CLOSING STOCK	2928	338	1670	292

All receipts include quantities taken over ex U.S. Depots.

A.

COAL - JANUARY 1945.

	EAST ITALY TONS	WEST ITALY TONS	TOTAL TONS
OPENING STOCK	21,787	35,766	57,553
RECEIPTS	30,770	13,498	44,268
ISSUES	29,648	13,484	43,132
TRANSFERS	939	5,172	6,111
CLOSING STOCK	21,970	30,608	52,578
STOCK IN DAYS CONSUMPTION BASED ON MONTH'S ISSUES	23	75	38
AVERAGE WEEKLY RECEIPTS	7,692	3,374	11,067
AVERAGE WEEKLY ISSUES	7,412	3,371	10,783

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Appendix No. 13.

EVALUATION OF ASSISTANCE RENDERED BY MILITARY RAILWAY SERVICE TO ITALIAN CO-OPERATORS, REPORTED DURING THE MONTH OF JANUARY 1945.

A. Rehabilitation of Italian State Railways.

Line Rehabilitated	F.O.R.(England) Value of Allied W.D.Materials incorporated.	Hire Charge for use of Mechanical Equipment.		Military Man-hours.	
		British	American	British	American
ITALY.	Lire	Lire	Lire	Man-hours	Man-hours
Line No.					
Naples Area	206,911	-	548,080	-	26,174
Line 85.					
Rome - Orte - Florence	21,758,613	3,324,040	-	584,946	-
Line 87.					
Orte - Terni - Foligno - Ancona	232,756	185,500	-	99,155	-
Line 90.					
Naples - Cancello - Caserta - Rome	17,545,009	187,000	315,640	211,200	9,216
Line 91.					
Foggia - Benevento - Naples	560,830	500	-	4,817	-
Line 94.					
Brindisi - Taranto - Potenza - Naples	512,135	50,000	-	31,846	-
Line 225.					
Colle Salvetti - Pisa	2,841,739	-	204,840	-	22,977
Line 244.					
Perugia - Terontola	2,600	55,500	-	4,163	-
Line 283.					
Naples - Cancello - Avellino - Benevento	-	-	-	15,014	-
Line 287.					
Naples - Pagguali - Villa Literno	978,747	10,000	-	14,456	1,200
Line 290.					
Sparanise - Gaeta	5,915,827	222,600	5,179,600	-	91,368
Line 302.					
Foggia - Potenza	1,641,547	34,000	-	31,475	-
TOTAL.	50,296,764	4,069,140	6,248,160	997,052	150,935

B. W.D. Materials Supplied to I.S.R. and other Railway Undertakings for Domestic Use.

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Line 65.	206,911	-	548,080	-	26,174
Rome - Orte - Florence Line 87.	21,758,613	3,324,040	-	584,946	-
Orte - Terni - Foligno - Ancona Line 90.	232,756	185,500	-	99,155	-
Naples - Cancello - Caserta - Rome Line 91.	17,545,009	187,000	315,640	211,200	9,216
Foggia - Benevento - Naples Line 94.	560,830	500	-	4,817	-
Brindisi - Taranto - Potenza - Naples Line 225.	812,135	50,000	-	31,846	-
Colle Salvetti - Pisa Line 244.	2,841,739	-	204,840	-	22,977
Perugia - Terentola Line 283.	2,600	55,500	-	4,163	-
Naples - Cancello - Avellino - Benevento Line 287.	-	-	-	15,014	-
Naples - Pagguali - Villa Literno Line 290.	978,747	10,000	-	14,436	1,200
Sparanise - Gaeta Line 302.	3,915,827	222,600	5,179,600	-	91,368
Foggia - Potenza	1,641,547	34,000	-	31,475	-
TOTAL.	50,296,764	4,069,140	6,248,160	997,052	150,935

B. W.D. Materials Supplied to I.S.R. and other Railway Undertakings for Domestic Use.

SUPPLIES.	I.S.R.	SUD-EST	FERROTRAMVIARIA S.A.I.T.	FERROVIA CALABRO LUCANE.
Ex T.S.Ds	538,972	39,336	-	-
W.D. Food Rations	72,540	-	-	-
TOTAL.	611,512	39,336	-	-

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RAILWAY PASSENGER AND FREIGHT STATISTICS - ITALY

WARRANTED BY BRITISH R.T.O's — DEC. 13th. 1944 to JAN. 12th

Passenger

Traffic	Total Warrants	Personnel Entrained	Pass Kiloms	Baggage Stores Guns etc. Wgns	Tons	Wgn Kiloms	Ton Kilo
British		77,035	22,843,718	517	2,256	231,646	947,77
U.S.A.		1,973	614,542				
+ A.M.G/A.C.C.		830	83,339				
E.F.I.		12	3,863				
Italian Military		3,542	1,408,555	18	78	4,356	20,09
ø " Civilian		11	1,223				
Y.M.C.A.		1	316				
Total	3,506	83,404	24,955,556	535	2,334	236,002	967,86

Freight

Traffic	Total Warrants	Total Wagons	Total Tons	Wagon Kiloms	Ton Kiloms
British		25,144	284,892	5,112,358	54,050,865
U.S.A.		3,698	46,004	533,224	6,787,924
+ A.M.G/A.C.C.		1,106	18,126	179,009	2,861,509
E.F.I.		657	7,818	181,111	2,143,112
Italian Military		218	3,073	55,394	901,446
Coal, etc., to I.S.R. & Sud Est		918	13,964	85,591	1,302,241
Canadian Y.M.C.A.		3	35	306	3,570
Red Cross		8	58	952	4,660
Total	7,602	31,752	373,970	6,147,645	68,055,327

Notes:- + Excludes traffic warranted by A.C.C. representatives.
ø For employment on railways.

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RAILWAY PASSENGER AND FREIGHT STATISTICS - ITALY

Appendix No. 14

ITED BY BRITISH R.T.O's DEC. 13th. 1944 to JAN. 12th. 1945

ts	Personnel Entrained	Pass Kiloms	Baggage Stores Guns etc. Wgns	Tons	Wgn Kiloms	Ton Kiloms	Average Length of Journey (Kiloms)
	77,035	22,843,718	517	2,256	231,646	947,777	
	1,973	614,542					
	830	83,339					
	12	3,863					
	3,542	1,408,555	18	78	4,356	20,092	
	11	1,223					
	1	316					
06	83,404	24,955,556	535	2,334	236,002	967,869	299

nts	Total Wagons	Tons	Wagon Kiloms	Ton Kiloms	Average Wagon Load (Tons)	Average Wagon Haul (Kiloms)
	25,144	284,892	5,112,358	54,050,865		
	3,698	46,004	533,224	6,787,924		
	1,106	18,126	179,009	2,861,509		
	657	7,818	181,111	2,143,112		
	218	3,073	55,394	901,446		
	918	13,964	85,591	1,302,241		
	3	35	306	3,570		
	8	58	652	4,660		
602	31,752	373,970	6,147,645	68,055,327	11.1	194

otes:- + Excludes traffic warranted by A.C.C. representatives.
ø For employment on railways.

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PORT WORKING STATISTICS -- EAST ITALY

SUMMARY FOR EASTERN PORTS OF TONNAGE DISCHARGED DURING MONTH ENDING 31 JANUARY 1945.

Port	No. of Ships	No. of days Discharging	Cargo	No. of M.T.	Tons Discharged QUAY	Tons Discharged LIGHTER	Total Tonnage	Average Daily Tonnage Discharged
TARANTO	28	77	M.T.	1323	4144	768	18568	43 = 144
			Stores		6285			203
			Coal		7839			253
BRINDISI	31	150	M.T.	319	1649	7921	19314	10 = 53
			Stores		47665			1537
BARI	50	283	M.T.	1045	5322	31349	134082	34 = 172
			Stores		113953			3580
			Coal		18067			583
MANFREDONIA	10	22	Stores		4055	-	4055	131
GALLIPOLI	2	17	Coal		5565	-	5565	180
MONOPOLI	15	22	Stores		837	-	857	27
			Coal		20			1
ANCONA	79	298	M.T.	1205	5090	53903	111456	39 = 164
			Stores		100019			3226
			Coal		6347			205

Notes:- Lighter tonnage is also included in quay commodity tonnage.
The Stores figure does not include P.O.L. discharged by pipe line.
1377 Animals discharged at Bari during month.

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Appendix No. 15

PORT WORKING STATISTICS -- EAST IRAN

PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 31 JANUARY 1945.

Cargo	No. of M.T. Quay	Wagons Discharged M.T.	Tons LIGHTER	Total Tonnage	Average Daily Tonnages Discharged	Ship Tons per Ship Day	Total Discharged ALL PORTS
M.T.	1323	4444			43 = 144		
Stores		6285	768	18568	203	241	
Coal		7839			253		
M.T.	319	1649			10 = 53		
Stores		47665	7921	49314	1537	329	
M.T.	1045	5322			34 = 172		
Stores		110953	31349	154282	3580	475	
Coal		18067			583		
Stores		4055	-	4055	131	184	
Coal		2565	-	2565	180	227	
Stores		837			27		
Coal		23	-	857	1	38	
M.T.	1205	5090			39 = 164		
Stores		100019	53903	111456	3226	374	
Coal		6347			205		

324197 tons

nage is also included in quay commodity tonnage.

figure does not include P.O.L. discharged by pipe line.

ls discharged at Bari during month.

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Appendix M

PORT WORKING STATISTICS - EAST ITALY.

SUMMARY FOR EASTERN PORTS OF TONNAGES LOADED DURING MONTH ENDING 31 JANUARY 1945.

Port	No.of Ships	No.of days Loading	Cargo	No.of MT & Tons loaded QUAY M.T.	QUAY Tons	LIGHTER M.T.	LIGHTER Tons	Total Tonnage	Average Daily Tonnages Loaded
TARANTO	40	88	M.T.	1958	9170				63 = 296
			Stores		9525	-		18695	307
BRINDISI	37	99	Stores		16518			16518	533
BARI	68	175	M.T.	54	1042				2 = 34
			Stores		41402	-		42444	1336
BARLETTA	17	43	Stores		7134			7134	230
MONOPOLI	15	28	M.T.	12	9				
			Stores		3982	-		4017	128
			Coal/Min		26				1
ANCONA	16	28	Stores		880	-		880	28

Note :- The Stores figure does not include P.O.L. loaded by Pipe Line.

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Appendix No.16.

PORT WORKING STATISTICS - EAST ITALY.

PORTS OF TONNAGES LOADED DURING MONTH ENDING 31 JANUARY 1945.

Cargo	No.of MT & Tons loaded M.T. QUAY	Tons QUAY	M.T. LIGHTER	Tons LIGHTER	Total Tonnage	Average Daily Tonnages Loaded	Ship tons per Ship Day	Total Loaded ALL PORTS
M.T.	1958	9170				63 = 296		
Stores		9525	-		18695	307	212	
Stores		16518			16518	533	167	
M.T.	54	1042				2 = 34		
Stores		41402	-		42444	1336	243	
Stores		7134			7134	230	166	
M.T.	12	9						
Stores		3982	-		4017	128	143	
Coal/Min		26				1		
Stores	880		-		880	28	31	89688 tons

re does not include P.O.L. loaded by Pipe Line.

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

Appendix No

PORT WORKING STATISTICS - EAST ITALY.

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

DISCHARGED	M.T. (No.)	COAL TONNAGE	OTHER TONNAGE	TOTAL T
Accumulative total Brought Forward	98,697	442,845	4,062,549	4,505,
Jenuery 1945	3,892	37,838	286,359	324,
Totals to Date	102,589	480,683	4,348,908	4,829,

LOADED				
Accumulative Total Drought Forward	13,322	330	645,325	645
Jenuery 1945	2,024	26	89,662	89
Totals to Date	15,346	356	734,987	735
Total DISCHARGED & LOADED to Date	117,935	481,039	5,083,895	5,56

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Appendix No.17.

ORT WORKING STATISTICS - EAST ITALY.

LS - DISCHARGED AND LOADED (From 1 December 1943).

M.T. (No.)	COAL TONNAGE	OTHER TONNAGE	TOTAL TONNAGE
98,697	442,845	4,062,549	4,505,394
3,892	37,838	286,359	324,197
102,589	480,683	4,348,908	4,829,591
13,322	330	645,325	645,655
2,024	26	89,662	89,688
15,346	356	734,987	735,343
117,935	481,039	5,083,895	5,564,934

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PORT WORKING STATISTICS - EAST ITALY

TONNAGES CLEARED FROM ALL EASTERN PORTS DURING MONTH ENDING 31 JANUARY 1945

	TARANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI
Road	1010	20195	71623	3171	-	843
Rail	13608	25985	54159	554	5475	-
I.W.T.	124	2775	2128	313	-	48
	14742	48955	127910	4038	5475	891

	TARANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI
Discharged to Lighter	768	7921	31349	-	-	-
No. of Lighters in use per port	34	53	89	-	-	-
Average tons per Lighter	23	149	352	-	-	-

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Appendix No. 18

PORT WORKING STATISTICS - EAST ITALY

CLEARED FROM ALL EASTERN PORTS DURING MONTH ENDING 31 JANUARY 1945.

BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCONA	TOTAL
20195	71623	3171	-	843	66592	163434
25985	54159	554	5475	-	32782	132563
2775	2128	313	-	48	50	5438
48955	127910	4038	5475	891	99424	301435

BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCONA	TOTAL
7921	31349	-	-	-	53903	93941
53	89	-	-	-	111	287
149	352	-	-	-	486	327

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Appendix

WEST COAST TONNAGES.

PORT	TOTAL DISCHARGED M.T. NO.	TOTAL DISCHARGED M.T. TONS	TOTAL DISCHARGED STORES TONS	DAILY AVERAGE DISCHARGE M.T. NO.	DAILY AVERAGE DISCHARGE M.T. TONS	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
LEGHORN	264	968	21815	9	31	704	14	123	4649	-	-	
NAPLES	197	586	7962	6	19	257	-	-	1297	-	-	
	461	1554	29777	15	50	961	14	123	5946	-	-	

PORT	NO.OF LIGHTERS DISCHARGED	TONS DISCHARGED FROM LIGHTER	NO.OF LIGHTERS LOADED	TONS LOADED TO LIGHTER	NO.OF SH DISCHAR
LEGHORN	320	14180	--	-	13
NAPLES	224	6045	14	335	10
	544	20225	14	335	23

Units Employed.

LEGHORN. 1021 Port Operating Company.
" 208 Indian 'Z' Craft Operating Company.
NAPLES. No.3 Docks Operating Company, S.A.E.C., U.D.F.

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Appendix No.19.

WEST COAST TONNAGES.

DISCHARGED		DAILY AVERAGE DISCHARGE			TOTAL LOADED			DAILY AVERAGE LOADED		
S	STORES TONS	M.T. NO.	TONS	STORES TONS	M.T. NO.	TONS	STORES TONS	M.T. NO.	TONS	STORES TONS
	21815	9	31	704	14	123	4649	-	-	150
	7962	6	19	257	-	-	1297	-	-	42
	29777	15	50	961	14	123	5946	-	-	192

IGHTERS RGED	TONS DISCHARGED FROM LIGHTER	NO.OF LIGHTERS LOADED	TONS LOADED TO LIGHTER	NO.OF SHIPS DISCHARGED	NO.OF SHIPS LOADED
	14180	-	-	13	1
	6045	14	335	10	3
	20225	14	335	23	4

Units Employed.

Port Operating Company.
ndian 'Z' Craft Operating Company.
Docks Operating Company, S.A.E.C., U.D.F.

SECRET

Subject: Progress Report - C.M.F.

Transportation (Br) Mar.
C.M.F.

TN.A/1/43.

7/ October, 1945.

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

Herewith my Progress Report No. 25 for the month of September, 1945.

H.G. Pottle
Colonel,
for Brigadier,
Director of Transportation.
(H.G.Pottle)

Distribution:

Director of Transportation (Air Mail)	(1)
Q (Mov), G.H.Q., C.M.F.	(1)
D.Tn., G.H.Q., M.E.F.	(1)
D.D.Tn., U.S.A., Washington.	(1)
D.D.M.R.S.	(1)
D.D.Tn., Trieste.	(1)
Chief, Transport Divn, A.C.Austria (BE)	(1)
Controller of Railways, Transport Divn, A.C.Austria (BE)	(1)
H.Q., Movements, XIII Corps	(1)
H.Q., Movements, North Italy.	(1)
Transportation Sub-Commission, A.C.	(1)
Transportation Sub-Commission, A.C. (Rail Secn)	(1)
1 Port Operating Group R.E.	(1)
5 Port Operating Group, R.E.	(1)
1 Railway Construction & Maintenance Gp R.E.	(1)
1212 Rly Construction & Maintenance Gp R.E.	(1)
1 Railway Operating Group, R.E.	(1)
3 Transportation Stores Group R.E.	(1)

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

Northumberland Avenue,
London, W.C.2.

Herewith my Progress Report No. 25 for the month of September, 1945.

H. G. Pottle

Colonel,
for Brigadier,
Director of Transportation.
(H.G.Pottle)

Distribution:

Director of Transportation (Air Mail)	(4)
Q (Mov), G.H.Q., C.M.F.	(1)
D. Tn., G.H.Q., M.E.F.	(1)
D.D.Tn., B.A.S., Washington.	(1)
D.D.M.R.S.	(1)
D.D.Tn., Trieste.	(1)
Chief, Transport Divn, A.C.Austria (RE)	(1)
Controller of Railways, Transport Divn, A.C.Austria (RE)	(1)
H.Q., Movements, XIII Corps	(1)
H.Q., Movements, North Italy.	(1)
Transportation Sub-Commission, A.C.	(1)
Transportation Sub-Commission, A.C. (Rail Secn)	(1)
1 Port Operating Group R.E.	(1)
5 Port Operating Group, R.E.	(1)
1 Railway Construction & Maintenance Gp R.E.	(1)
1212 Rly Construction & Maintenance Gp R.E.	(1)
1 Railway Operating Group, R.E.	(1)
3 Transportation Stores Group R.E.	(1)
War Diary	(2)
File.	(1)
Director of Transportation, Allied Land Forces, S.E.A.C.	(1)

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SECRET.

TRANSPORTATION (ER) MAIN, C.M.F.

PROGRESS REPORT No. 25.

September, 1945.

CONTENTS:

I. General.
II. Port Operating.
III. Port Maintenance.
IV Inland Water Transport.
V. Railway Construction.
VI. Electrification.
VII. Railway Operating.
VIII. Mechanical Engineering.
IX. Transportation Stores.
X. Finance.

APPENDICES:

A. Location of Tn Units.
B. Administration.
C. Tonnages Discharged & Loaded - Sept '45.
D. Summary of Works completed during Sept '45 and in hand at 1 Oct '45.
E. Details of Tn Stores discharged from Convoys.
F. Tn Stores Statistics.
G. Locos and Rolling Stock.
H. Coal - Sept '45.
I. Re-transfers of Tn Equipment of U.S. Origin.
J. Evaluation of Assistance rendered by M.R.S. to Italian Co-operators, Sept '45.
K. Railway Passenger & Freight Statistics, Italy.

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Transportation (Br) Main.

C.M.F.

Progress Report No 25.

September 1945.

I. GENERAL.

1. The following Tn. units were disbanded during September :-

1006 Docks Operating Coy.
Brit. Cadre of 1061 Italian Docks Operating Coy.
Brit. Cadre of 1063 Italian Docks Operating Coy.
10 I.W.T. Floating Crane Sec. (Type 'A').
HQ No. 2 Rly. Operating Group.
190 Rly. Operating Coy.
1 Rly. Bridging Sec.
13 Rly. Mobile Workshops.
102 Construction Sec., R.Sigs.

The Indian Rly. Construction units and the remaining S.A.E.C. units are now due to leave C.M.F. during October.

2. 208 Indian 'B' Craft Coy. and 1222/3/4/5 Syrian and Lebanese Ship Working Sections embarked for Mideast on 6 Sep 45.

3. Recategorization of Italian ports was approved by the Mediterranean Shipping Board on 7 Sep., which means in effect that the majority of the ports will now come under civil control. The main exceptions will be Naples, Bari and Trieste which are likely to continue under military control for some time yet.

4. An outbreak of Plague at Taranto caused some interference with port working until precautionary measures had been completed, and troops have been confined to billets for a lengthy period.

5. No Port Construction work under British control was carried out during the month, nor is it likely to be in the future. 932 P.C.& R. Coy. are employed under C.E., XIII Corps on general R.E. work at Trieste.

6. Work on the important Po Bridge at Piacenza proceeds well and the probable completion of this bridge in October will open the direct link from Bologna to Milan.

7. Re-electrification is on the whole proceeding rather slowly due mainly to shortage of materials.

[illegible] assumption of more and more responsibility by the

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40 No. 2 Rly. Operating Group.
190 Rly. Operating Coy.
1 Rly. Bridging Sec.
13 Rly. Mobile Workshops.
102 Construction Sec., R.Sigs.

The Indian Rly. Construction units and the remaining S.A.E.C. units are now due to leave C.M.F. during October.

2. 208 Indian 'G' Craft Coy. and 1222/3/4/5 Syrian and Lebanese Ship Working Sections embarked for Mideast on 6 Sep 45.

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6. Work on the important Po Bridge at Piacenza proceeds well and the probable completion of this bridge in October will open the direct link from Bologne to Milan.

7. Re-electrification is on the whole proceeding rather slowly due mainly to shortage of materials.

8. The assumption of more and more responsibility by the I.S.R. for railway operation is proving successful and relations continue to be harmonious.

9. The lighting of Medloc trains is proving troublesome owing to shortage of batteries and dynamo fitted stock. A number of loose tyres are also being found.

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10. The supply of railway stores for the Jugo Slav zone of Venezia Giulia is proving difficult. While demands are increasing, particularly for specialist type of equipment, resources are lacking and in view of the political situation the I.S.R. are reluctant to assist.

11. The Coal Situation remains satisfactory but pressure is being brought to bear on M.R.S. to reduce its reserve holdings from 8 to 4 weeks.

12. Railway accounting in the Venezia Giulia region is proving an intricate matter as is only to be expected in view of the artificial conditions existing in that area.

II. PORT OPERATING.

13. Employment of Port Operating Groups.

The responsibilities of the three Port Operating Groups in Italy remain unchanged but in view of the diminishing Military commitments at the Ports of Ancona and Genoa the disbandment of No 7 Group has been approved, and the responsibilities in those Ports will be taken over by No 1 Group w.e.f. 1 Oct 45.

14. General Remarks.

(a) Although the strength of Units continues to be depleted by the Release Scheme, Python and Liap our present resources are still adequate and are likely to remain so for some time yet.

(b) It was agreed by the Mediterranean Shipping Board on 7 Sep 45 that the Italian Ports would be recategorised as follows :

BRINDISI	'C' until 1 Oct 45 then 'A'
TARANTO (Mercantile)	'C' " " " " 'A'
" (Arsenale)	'D'
BARI	'D' " " " " 'C'
ANCONA	'C' " " " " 'A'
VENICE	'C' " " " " 'A'
TRIESTE	In view of special circumstances the existing arrangement to remain in force. (In effect a 'C' Port)
GENOA	'A' forthwith.

Work in connection with handing over t[illegible]

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TARANTO	(Mercantile)	'C'	"	"	"	'A'
"	(Arsenale)	'D'				
BARI		'D'	"	"	"	'C'
ANCONA		'C'	"	"	"	'A'
VENICE		'C'	"	"	"	'A'
TRIESTE		In view of special circumstances the existing arrangement to remain in force. (In effect a 'C' Port)				
GENOA		'A' forthwith.				

Work in connection with handing over to civil control has continued smoothly and no serious problems have been encountered.

(c) Port projects have been prepared and sufficient In. equipment for efficient working has been handed over on loan to the Italian Port Authorities.

(d) A break in the weather occurred during the month resulting in high winds and periods of heavy rain but did not affect ship working unduly.

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(e) Average daily tonnages for the month are given below. These figures are in respect of Military cargoes, and Civilian cargoes handled under Military supervision.

Port	DAILY AVERAGE								
	EXPORT			IMPORT			TOTAL		
	M.T.			M.T.			M.T.		
	No.	Tons	Stores	No.	Tons	Stores	No.	Tons	Stores
Taranto	22	101	74	-	-	46	22	101	120
Brindisi	-	-	26	-	-	-	-	-	26
Bari	9	32	2327	-	-	2412	9	32	4739
Ancona	8	31	968	-	-	146	8	31	1114
Venice	-	-	27	-	1x	849	-	1	876
Trieste	22	104	35	-	-	1679	22	104	1714
Genoa	-	-	-	-	-	3	-	-	3
Totals	61	268	3457	-	1	5135	61	269	8592

x Venice discharged 6 M.T.) = 21 tons.

Brindisi loaded 794 tons during the first two days of September.

Genoa only discharged 100 tons of Military cargo throughout the month.

15. Labour.

(a) The general position has been satisfactory.

(b) At Trieste on 24 Sep 45 all civilian labour went on strike. Additional Military stevedores were moved from Venice to work essential vessels, German P.O.W. labour being made available for quay work. The strikers returned to work on 26 Sep 45.

(c) The Ministry of Marine, Rome, are preparing a unified wage scale and tariffs for all civilian labour employed by the Italian Port Authorities, but until such time as this is approved authority has been given for each port to work on rates agreed locally. The present system is working satisfactorily.

16. East Italian Port Working.

(a) TARANTO. The Arsenale Port is to remain a 'C' Type Port to cope with the small remaining Military commitment whereas the Mercantile Port, although converted to an 'A' Type Port on 1 Oct 45, will continue to deal with, and give priority to, personnel ships. An outbreak of bubonic plague was reported on 7 Sep but apart from minor delays due to precautionary measures and the diversion of a

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Ancona	8	31	968	-	-	146	8	31	1114
Venice	-	-	27	-	1x	849	-	1	876
Trieste	22	104	35	-	-	1679	22	104	1714
Genoa	-	-	-	-	-	3	-	-	3
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(a) TARANTO. The Arsenale Port is to remain a 'C' Type Port to cope with the small remaining Military commitment whereas the Mercantile Port, although converted to an 'A' Type Port on 1 Oct 45, will continue to deal with, and give priority to, personnel ships. An outbreak of bubonic plague was reported on 7 Sep but apart from minor delays due to precautionary measures and the diversion of a few personnel ships, the port working has not been affected to any extent. The disease was still in existence at the month end.

(b) BRINDISI. No Military cargo was handled after 2 Sep 45 when our responsibilities in the port, except for the handing over of plant, etc., ceased.

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(c) BARI. The tonnages handled show only a slight decrease from August. Bari is scheduled for conversion to a 'C' Type Port on 1 Oct. Although it is not planned to import further Military cargoes, Bari continues to be the Base Port for exports to Greece and Austria, and a programme of 1500/2000 tons/day will have to be maintained. For this reason, the arrangements for the partition of the port have been particularly detailed. Our fears of a bomb dumping programme have meterialised. An unspecified but large tonnage has to be dealt with and a proposal to use Dn. craft in the weather conditions to be expected at this time of year has been strongly opposed. It is hoped that ships will eventually be allotted.

(d) ANCONA. Ancona handled a total of 34,347 tons during September of which 10,339 tons were P.S.P. The port has been worked as a 'C' Type Port during the month. Negotiations with the Civilian Port Authorities prior to the changeover were satisfactory and it is expected they will be able to handle any small military commitment.

(e) VENICE. During the month Venice commitments became much less due to the switch over whereby imports for Austria and Venezia Giulia are now being routed through Trieste. The Military programme for Venice is limited to approximately 500 tons/day.

(f) TRIESTE. This port continued to function satisfactorily and handled an average of 1714 tons per day compared with 1029 tons per day during September. The Military commitment for the remainder of the year will amount to some 3000 tons/day and there is an UNRRA import programme of about 2000 tons/day. In order to ease the working of Trieste, coaster berths have been made available in the Porto Vittorio Emmanuele III and considerable rehabilitation has been undertaken. The rail layout in the Porto Vittorio Emmanuele III is somewhat old fashioned, all shunting having to be performed over turntables. This has brought to light a shortage of suitable tractors with a resulting adverse effect on discharge and clearance. Steps are being taken to provide more tractors. Although, at present, adequate civil labour, both inboard and outboard, is available at Venice and Trieste it has been decided to retain three Port Operating Companies between the two Ports as a safeguard against possible trouble. Arrangements have been made also for all Military stores to be imported through Venice should this prove necessary.

17. West Italian Port Working.

(a) GENOA. Genoa was reclassified

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

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17. West Italian Port Working.

(a) GENOA. Genoa was reclassified from a 'B' to an 'A' Type Port early in the month, the military commitment being confined to two sheep ships per month. The contingent commitment of the 6 S.A. Armd. Div. is, it is understood, not likely to materialise. No difficulties have arisen with regard to the handover of the control to Italian Port Authorities who have proved themselves well able to handle civilian supplies including Swiss cargoes which are now being accepted through the Port.

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(b) NAPLES. On 29 Sep a meeting was held at Naples between British and American Movements and Transportation representatives to discuss a proposal put forward by the U.S. Army for the British to assume responsibility for handling all British military cargoes through Naples. The portion of the port to be handed over for our use has been agreed, and the target date is 20 Oct, though this may well be delayed in view of the difficulties being experienced in finding suitable billets. It is planned to move three Port Operating Companies and half a Port Maintenance Company to the port and arrangements are well in hand for the provision of Plant and Cargo Handling Gear. For the time being the U.S. Authorities will continue to control all lighterage. The commitment is not likely to exceed 3000 tons/day export and import. Ships will be dealt with on a commercial basis and Tn. responsibility will commence "at the hook". Checking by detailed marks is likely to prove difficult as few military checkers have the necessary experience.

III. PORT MAINTENANCE.

18. Commitments at Genoa were reduced to maintaining plant that was tentatively reserved for Naples.

19. A fire in the workshops at Ancona resulted in severe damage to the stocks of Spare Parts and Expendable Stores but only slight damage to G.1098 tools.

20. The 75 ton Floating Crane left Ancona on 22 Sep for return to Naples.

21. Preparatory to the reclassification of Ports, Units had commenced the disposal and reallocation of plant.

22. Routine maintenance and plant overhauls constituted the main work and there is nothing exceptional to report.

IV. INLAND WATER TRANSPORT.

23. H.Q. No.6 I.W.T. (Port) Operating Group, 1065 I.W.T. Workshop Coy and 945 I.W.T. (Port) Operating Company came under the command of No.1 Port Operating Group and 947 I.W.T. (Port) Operating Company under No.5 Port Operating Group, w.e.f. 16 Sep 45.

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24. During the month the following tonnages were handled :

	Tons.
Taranto	744
Bari	31,038
Ancona	401
Venice	1,828

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25. By the end of the month the following craft had been declared surplus to requirements and disposal instructions are now awaited :

Tanac Tugs	11
Tusa Tugs	4
'Z' Craft	3
R.C.L.	40
Minca Barges	53
Minus Barges	1

26. The convoy of three 'B' type and three 'A' type 'Z' Craft en route from Genoa to Bari had reached Messina by the end of the month. It has been agreed that the three 'B' type craft which were to have sailed for the Middle East be retained for bomb dumping operations subject to weather conditions. Six 'B' Type 'Z' Craft left Bari on 14 Sep and arrived Middle East 21 Sep.

27. Existing civilian water transport facilities at Trieste are considered adequate to cope with any lighterage work that is likely to arise.

V. RAILWAY CONSTRUCTION.

28. Lines were opened to traffic as follows :-

Line.	Section.	Agency.	Date.
61	Imperia - Ventimiglia	R.C.E. 1212	15 Sep 45.

29. It is estimated that lines will be opened to traffic as follows :-

Line.	Section.	Agency.	Date.
50	Buseolene - Modane	R.C.E.,S.A.E.C.	30 Jan 46.
61	Ventimiglia - Ventone	R.C.E. 1212.	15 Nov 45.
65	Piacenza - Codogno	A.C./I.S.R.	15 Oct 45.

30. Redeployment of Units.

(a) 61 and 62 Tunnelling Coys., S.A.E.C. have not yet been called forward for return to South Africa and it is now understood that these units will be available for work until the end of October 1945.

(b) The detachment of the American Section which was supervising the German units on the Brenner Line was withdrawn for repatriation on 10 Sep 45. American supervision of maintenance

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26. The convoy of three 'B' type and three 'A' type 'Z' Craft en route from Genoa to Bari had reached Messina by the end of the month. It has been agreed that the three 'B' type craft which were to have sailed for the Middle East be retained for bomb dumping operations subject to weather conditions. Six 'B' Type 'Z' Craft left Bari on 14 Sep and arrived Middle East 21 Sep.

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28. Lines were opened to traffic as follows :-

Line.	Section.	Agency.	Date.
61	Imperia - Ventimiglia	R.C.E. 1212	15 Sep 45.

29. It is estimated that lines will be opened to traffic as follows :-

Line.	Section.	Agency.	Date.
50	Busseleno - Modane	R.C.E.,S.A.E.C.	30 Jan 46.
61	Ventimiglia - Mentone	R.C.E. 1212.	15 Nov 45.
65	Piacenza - Codogno	A.C./I.S.R.	15 Oct 45.

30. Redeployment of Units.

(a) 61 and 62 Tunnelling Coys., S.A.E.C. have not yet been called forward for return to South Africa and it is now understood that these units will be available for work until the end of October 1945.

(b) The detachment of the American Section which was supervising the German units on the Brenner Line was withdrawn for repatriation on 10 Sep 45. American supervision of maintenance of Line 65, Prato - Bologna, and Line 69, Bologna - Verona, was also withdrawn on the same date for the same reason. These commitments were taken over by R.C.E.s 1 and 1212 and I.R.C.E. 4.

31. The present responsibilities for maintenance and construction are divided between the R.C.E.s as follows :-

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R.C.E.	Line.	Section.	Nature of Responsibility.
R.C.E. 1.	53	Verona - Mestre.	Maintenance.
	71	Mestre - Udine - Tarvisio.	Maintenance and permanent repair of bridges.
	72	Udine - Goricia - Monfalcone.	Permanent repair of bridges.
	84	Trieste - Cervignano.	Maintenance and permanent repair of bridges.
	188	Cervignano - Udine	Maintenance.
	69	Verona - Brennero.	Maintenance and reconstruction using German units, sufficient to maintain traffic through this winter. Taken over from American Section 10 Sep 45.
I.R.C.E. 4.	86	Ortona - Ancona - Bologna.	Maintenance.
	87	Orte - Falconara.	Maintenance.
	65	Prato - Bologna.	Maintenance. Taken over from American Section 10 Sep 45.
		Bologna - Piacenza	Maintenance and permanent reconstruction of bridges.
	69	Bologna - Verona (inc).	Maintenance. Taken over from American Section 10 Sep 45.
R.C.E. 1212.	53	Verona - Milan.	Maintenance.
	53	Milan - Turin.	Maintenance.
	57	Novara - Sesto.	Maintenance.
	54	Sesto - Domodossola	Maintenance.
	50	Modane - Turin.	Maintenance and permanent reconstruction of bridges, Mont Cenis Tunnel excluded.
	50	Turin - Genoa.	Maintenance.
	59	Piacenza - Alessandria.	Maintenance and permanent reconstruction of structures.
	61	Milan - Genoa.	" " "
		Genoa - Mentone.	" " "
	65	Piacenza - Milan.	" " "

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			Maintenance and reconstruction using German units, sufficient to maintain traffic through this winter. Taken over from American Section 10 Sep 45.
I.R.C.E. 4.	86	Ortona - Ancona - Bologna.	Maintenance.
	87	Orte - Falconara.	Maintenance.
	65	Prato - Bologna.	Maintenance. Taken over from American Section 10 Sep 45.
		Bologna - Piacenza	Maintenance and permanent reconstruction of bridges.
	69	Bologna - Verona (inc).	Maintenance. Taken over from American Section 10 Sep 45.
R.C.E. 1212.	53	Verona - Milan.	Maintenance.
	53	Milan - Turin.	Maintenance.
	57	Novara - Sesto.	Maintenance.
	54	Sesto - Domodossola	Maintenance.
	50	Modane - Turin.	Maintenance and permanent reconstruction of bridges, Mont Cenis Tunnel excluded.
	50	Turin - Genoa.	Maintenance.
	59	Piacenza - Alessandria.	Maintenance and permanent reconstruction of structures.
	61	Milan - Genoa.	" " "
		Genoa - Mentone.	" " "
	65	Piacenza - Milan.	" " "
R.C.E., S.A.E.C.	50	Modane	Reconstruction of Mont Cenis Tunnel. On departure of R.C.E., S.A.E.C. this responsibility will pass to R.C.E. 1212.

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32. Line Construction and Maintenance.

Notes on the present situation on lines of Military importance are given below :-

(a) Line 65. Bologna - Milan.
Line 59. Piacenza - Alessandria.

(i) The permanent reconstruction of the four viaducts where there are at present fair weather diversions continues well and the single track steel bridges will be completed early in October 1945.

(ii) Work on the Po Bridge continues satisfactorily. It is expected that this difficult and tricky work will be completed by 15 October 1945, thus opening the direct line from Bologna to Milan.

(b) Line 61. Genoa - Ventimiglia - Mentone.

(i) The section Imperia - Ventimiglia was opened to civilian traffic on 15 September 1945.

(ii) Work on the Demari Tunnel continues satisfactorily against the E.D.C. of 15 November 1945.

(iii) To complete the works outstanding on the Ventimiglia - Mentone Section, in addition to the Demari Tunnel, a Railway Construction Coy. is required for three weeks. 160 Coy., which has been working on this section, was withdrawn for work on the permanent bridges on Line 59. This unit will return to Line 61 to complete the outstanding work.

(c) Line 50. Turin - Modena.

(i) The Mont Cenis Tunnel. A recce party of S.A.E.C. and Germens was passed over the mined water at the Italian end and the damage at the French end has been determined. Both the old and the new entrances have been blocked for 300 feet. The original plan will be carried out and a single line should be completed by mid January 1946.

The damage at the Italian end thus remains the tie point giving completion of through traffic working, if all goes well, by the end of January 1946.

(ii) Line 69. Bologna - Verona - Brennero.

Supervision of the German effort between Verona and

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and the single track steel bridges will be completed early in October 1945.

(ii) Work on the Po Bridge continues satisfactorily. It is expected that this difficult and tricky work will be completed by 15 October 1945, thus opening the direct line from Bologna to Milan.

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The damage at the Italian end thus remains the tie point giving completion of through traffic working, if all goes well, by the end of January 1946.

(d) Line 69. Bologna - Verona - Brennero.

Supervision of the German effort between Verona and Brennero was handed over to R.C.E. 1 on 10 Sep 45. It has been found that work additional to the original plan is necessary and this has been put in hand.

33. Statistics.

At Appendix (D) are summaries of the works completed during September and in hand on 1 October 1945.

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VI. ELECTRIFICATION.

34. Reconstruction of electrified lines under direct military supervision has again shown an outstanding increase compared with other sections. 2611 Power Transmission Co. (U.S.) engaged on supervision of Vernio - Bologna - Verona ceased to be employed on this work as from the end of September.

The speed of re-electrification will shortly be governed by the availability of mobile substations, repairs to which are slow due to lack of small motors, relays, transformers etc., needed for replacing those damaged.

The I.S.R. have now undertaken the manufacture of air cored reactors needed for equipping telephonic filter cars.

35. SOUTHERN ITALY. Re-electrification of lines in the Naples area are practically completed. The sections Villa Literno - Aversa and Naples - Torre Annunziata are complete except for installation of 60 K.V. mobile substation at Villa Literno. It is hoped to have this substation installed, and tested by the end of October.

The only remaining main line in Southern Italy then to be re-electrified will be the Villa Literno - Rome section.

36. CENTRAL ITALY. Reconstruction of the lines in this area proceeded slowly due to shortage of materials such as copper contact wire and catenary cable.

ORTE - FALCONARA Line (Line 87).	- Operation satisfactory. Mobile substation A.A.M. 12 and telephonic filter car installed and placed in service at Fossato. Electrification of Falconara triangle completed.
ROME - ORTE Section (Line 65).	- Repairs proceeding slowly due to lack of materials, main rectifier transformer for Farra Sabina substation should be ready towards the end of October.

37. NORTHERN ITALY. Erection of contact wire on the Vernio - Bologna and Bologna - Verona sections proceeded smoothly but repair of two mobile substations and telephonic filter cars for Bologna and Verona will delay completion date.

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37. NORTHERN ITALY. Erection of contact wire on the Vernic - Bologna and Bologna - Verona sections proceeded smoothly but repair of two mobile substations and telephonic filter cars for Bologna and Verona will delay completion date.

Erection of contact line and preparation of two new mobile substation sites at Serravalle and Ceraino on the Verona - Trento section is well under way. Progress on the Piacenza - Bologna line has been good and electric working over the Po Bridge and with Piacenza station should be possible by 15 Oct. which is completion date for the bridge.

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Completion date for above sections are as follows:-

VERNIO - BOLOGNA	(Line 65)	20 Oct. 1945.
BOLOGNA - VERONA	(Line 69)	20 Oct. 1945.
VERONA - TRENTO	(Line 69)	30 Nov. 1945.
PIACENZA Bridge and Station	(Line 65)	15 Oct. 1945.
PIACENZA Stn. - BOLOGNA	(Line 65)	30 Nov. 1945.

38. Reconstruction of 130 K.V. H.T. Transmission Lines.

ROME - NAPLES Line.

Progress slow due to lack of carbide.

BOLOGNA - GRIZZANA Line.

Extensive delay due to minefields. Italian mine clearing squads suffered many casualties during the month while trying to clear the mines on this H.T. route. The squad finally ceased work demanding more pay and increased insurance benefits. Fresh squads were at once transferred from the TRENTO area and the route is now clear of mines.

BOLOGNA - VERONA Line.

The two towers carrying the H.T. lines across the river Po have now been declared clear of mines. Progress on all other sections is progressing according to plan.

POWER SUPPLY.

Southern Italy. Electric power system is still dangerously overloaded and the S.M.E. supply company at NAPLES has been forced to make "feeder cuts" on other sections of its network during peak periods in order to maintain the electric traction supply.

Central and Northern Italy. Satisfactory.

LABOUR.

No labour troubles to report.

VII. RAILWAY OPERATING.

39. The policy of encouraging the Italian Staff of the Italian State Railways to undertake more and more responsibility in the working of the Railway system has been pursued, and there is no doubt that this policy is producing dividends in the form of keen-ness amongst the whole of the I.S.R. staff, with resultant improvements in railway operating.

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Military traffic and personnel trains have been handled satisfactorily throughout the system.

On 23 September the Dockworkers at TRIESTE went on strike and called upon the railwaymen to support them: the response from the latter was only lukewarm, but personnel of a Railway Operating Company were standing by ready to move any military traffic necessary. In fact they worked only one train of P's.O.W. into the Dock area. The strike terminated at midnight 25/26 September and conditions were normal from that time.

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40. Railway Operating (C.ITALY i.e. SOUTH OF BOLOGNA).

(a) Traffic continued to be fairly heavy throughout, but there is nothing exceptional to report.

All military demands have been met and the Medloc Feeder services showed some improvement on previous months.

(b) Rapid strides have been made in the provision of colour light signalling on lines 65 and 86 North and 86 Central.

(c) Telephone and telegraph communications are, in the main, very satisfactory.

(d) Relations with the ISR have been good throughout and the co-operation given by the I.S.R. staff has been good.

(e) The following lines have been opened to traffic:-

(i) FIRENZA to SALSAMAGGIORE (Line 159)
(ii) SASTIA to PISERA (Line 244)
(iii) PESCARA to CANCELLO (Line 86)

41. Railway Operating in N.E. Italy.

(a) Traffic has remained fairly constant with a slight increase over the previous month. Military traffic and personnel trains have been moved satisfactorily with slight delays caused by electric power failures and bridge occupations on Line 71.

(b) Towards the end of the month telephone and telegraph communications were badly interrupted because of cable breaks, otherwise the facilities are satisfactory.

(c) Relations with the I.S.R. have continued to be good, and, as stated in para 1 above, an appeal from dock workers at TRIESTE on 23 September, to railwaymen for their support to a strike, produced a very lukewarm response from the railwaymen.

(d) No new lines or extensions of existing lines were reported open to traffic.

42. Railway Operating N.W. ITALY.

(a) Traffic generally has been moved throughout this area without any trouble.

The four Medloc trains continued to run well although considerable trouble has been experienced with loose tyres on the coaching stock : this is being investigated.

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(c) Telephone and telegraph communications are, in the main, very satisfactory.

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(i) FIDENZA to SALSOMAGGIORE (Line 159)
(ii) GASTIA to LILLEA (Line 244)
(iii) PEDSAÑA to MANOPELLO (Line 68)

41. Railway Operating in N.E. Italy.

(a) Traffic has remained fairly constant with a slight increase over the previous month. Military traffic and personnel trains have been moved satisfactorily with slight delays caused by electric power failures and bridge occupations on Line 71.

(b) Towards the end of the month telephone and telegraph communications were badly interrupted because of cable breaks, otherwise the facilities are satisfactory.

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The four Mediec trains continued to run well although considerable trouble has been experienced with loose tyres on the coaching stock ; this is being investigated.

(b) Communications between N.W. ITALY and ROME are now fairly satisfactory and I.S.R. HQ have no difficulty in keeping in touch with their Compartimenti in this area.

43. In general it can be said that, throughout the whole railway system, all military traffic is being satisfactorily moved, together with A.C. and civilian traffic.

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VIII. MECHANICAL ENGINEERING

44. Locomotive Repairs - Steam.

(a) Eight steam locomotives have been turned out of FOLIGNO Shops during the month, three of these steam locomotives were W.D. type.

(b) Work proceeds steadily at the other shops.

(c) As separately reported, Mikado W.D. 71189, which had a partial collapse of the crownsheet, has been examined and it would seem that temporary low water, combined with very weak stay-heads, was responsible. To avoid a reccurance the fireboxes of all other W.D. Mikados are being specially examined.

45. Locomotive Repair - Electric.

(a) Ten electric locomotives have been turned out of FOLIGNO Shops during the month.

(b) It is proposed that a number of damaged locomotives of Classes E.626 and E.636, from the Trieste Area, shall be sent to FOLIGNO for repairs. This is getting back to the pre-war idea, where FOLIGNO Shops dealt only with locomotives of these two classes, being responsible for practically the whole of Italy. It is interesting to note that FOLIGNO Shops was designed for these locos, the erecting shop traverser being just sufficiently long to carry them.

46. Oilburning.

(a) Nos. 2 & 5 Rly. Mobile Wksps. are about to move to PESCARA and FOGGIA respectively, to complete the oil fuel installations at these points.

(b) Tests were carried out on the converted German Series 52 locomotive, which were extremely successful. It has now been returned to Austria for use as a prototype in the event of a programme of oil conversion being carried out there.

47. C & W Repairs.

(a) There are now 17 Medloc 'B' trains in service. Lighting continues to be troublesome, and under present conditions, using dynamo-less Italian stock, it is rather doubtful if this can be much improved. Even if charging plants were installed at CALAIS and DIEPPE, we might not have sufficient batteries to set up a pool at these two points.

(b) Ambulance trains B.1 and B.2 are being broken up.

(c) A number of loose tyres are still being found on the MEDLOC trains at MILAN. This is thought to be due to high speed

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boxes and wedges, was responsible. To avoid a recurrence the fireboxes of all other W.D. Mikados are being specially examined.

45. Locomotive Repair - Electric.

(a) Ten electric locomotives have been turned out of FOLIGNO Shops during the month.

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47. C & W Repairs.

(a) There are now 17 Medloc '3' trains in service. Lighting continues to be troublesome, and under present conditions, using dynamo-less Italian stock, it is rather doubtful if this can be much improved. Even if charging plants were installed at CALAIS and DIEPPE, we might not have sufficient batteries to set up a pool at these two points.

(b) Ambulance trains B.1 and B.2 are being broken up.

(c) A number of loose tyres are still being found on the MEDLOC trains at MILAN. This is thought to be due to high speed running followed by heavy breaking on the hilly section in Switzerland.

(d) Wagon repairs are at roughly the same level, although the timber continuse to be a big bottleneck.

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46. Miscellaneous.

(a) Extensive tests have been carried out on two of the Stanier 2-8-0's in the use of D.F. boiler enamel. Although only very small quantities have been available, necessitating the tests being confined to two locomotives, it has proved highly successful, and completely eliminated the injector trouble which brought these engines into so much disrepute, besides most effectively eliminating scale formation inside the boiler.

(b) These tests have now used up what little stocks there were in this country, and we are now waiting on further stocks ordered on UK, so that this treatment can be extended to cover all 15 engines of this class.

(c) Trouble due to the very thin engine oil supplied has considerably decreased as a result of the colder weather.

IX TRANSPORTATION STORES.

49. Tn. Stores Depots.

(a) 334 T.S.D., Mestre, Venice closed w.e.f. 1 Sep 45, all holdings having been transferred to other T.S.Ds.

(b) The transfer of stores, other than track materials which are to remain on site, ex 331 T.S.D., Calambrone, Leghorn, was completed in mid-Sep., and the depot will be closed on 1 Oct 45. It will be necessary however to retain a very small detachment of Tn. Stores personnel at Leghorn to deal with N.R.S. stores arriving ex U.S.A. and to safeguard stocks of P. Way materials until these have been turned over to disposal authorities.

(c) Tonnages of stores issued to Tn. units showed an increase over those for the two previous months. New commitments in connection with the repair of the Modloc costal route to Montone and the Brenner route to Austria, plus continuation of consolidation works, resulted in tonnages of stores issued rising from approx. 10,000 tons in Aug to 12,000 tons in Sep.

(d) Demands for stores for the Zones 'A' and 'B', (i.e. A.M.G. and Jugo Slav controlled Rlys) of Venezia Giulia are increasing. We are endeavouring to arrange supply, particularly in specialist types of equipment, from the Italian State Railways, but they are becoming increasingly reluctant to assist, in view of the political situation. The fact that a considerable portion of the railway system is electrified is making our task more difficult, as we are

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(b) These trets have now used up what little stocks there were in this country, and we are now waiting on further stocks ordered on UK, so that this treatment can be extended to cover all 15 engines of this class.

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(c) Tonnages of stores issued to Tn. units showed an increase over those for the two previous months. New commitments in connection with the repair of the Modane coastal route to Mentone and the Brenner route to Austria, plus continuation of consolidation works, resulted in tonnages of stores issued rising from approx. 10,000 tons in Aug to 12,000 tons in Sep.

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(e) The Jugo Slav Military Railway Commission representatives have stated that Zone 'B' is now devoid of stocks of Rly. stores and that local resources are negligible. As an undertaking to assist wherever possible, has been given, we have been compelled to call for forecasts of requirements during the ensuing 6 months, to ensure that our disposal programme does not effect the provision of essential items for both Zones 'A' and 'B'.

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(f) Convoys reaching Italian ports contained 108 tons Tn. stores, details appear at App. E.

(g) Statistical information on the following appears at App. F.

(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.

(h) Despite the increased tonnage of stores issued to units, actual tonnages handled in T.S.Ds have declined by 13,000 tons. This is due to the reduction in transfers between depots upon completion of concentration resulting in closing of T.S.Ds at Leghorn and Venice.

50. Locos and Rolling Stock.

(a) Changes in the locomotive position are shown in the statement at App. G.

(b) Consequent upon my recent visit to War Office am declaring all BR. imported BR. and U.S. Locos and rolling stock in Italy as surplus to military requirements in this theatre. This will enable you to deal with these surpluses in accordance with the approved recommendations contained in our TN...2/38.

(c) Confirmation of previous instructions for the return to U.S.A. of 67 650 H/P. Diesel Locomotives has now reached U.S. M.R.S., 8 Locomotives have already been shipped.

(d) The 19 U.S. (BR. Lease-Lend) Diesel Locos are for disposal in Italy through U.S. A.M.L.C. Our Tn.A.2/126 dated 25 Sep. 45 has requested your approval to our handling the American documentation necessary to complete this transaction with A.M.L.C.

51. Coal and Oil.

(a) The overall coal supply position remains satisfactory, although, due to a shortage in the supplies arranged by U.K. for Oct., we have been compelled temporarily to reduce the Railway stockpile target from 8 to 6 weeks. See App. H.

(b) Coal Sec. A.F.H.Q. has also asked us to agree permanently to reduce our estimated overall reserve to 4 weeks supply only. In our view this margin is insufficient to overcome [illegible] distribution or adequately to cover the increased

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units, actual tonnages handled in T.S.Ds have declined by 13,000 tons. This is due to the reduction in transfers between depots upon completion of concentration resulting in closing of T.S.Ds at Leghorn and Venice.

50. Locos and Rolling Stock.

(a) Changes in the locomotive position are shown in the statement at App. G.

(b) Consequent upon my recent visit to War Office re declaring all U.K. imported BR. and U.S. Locos and rolling stock in Italy as surplus to military requirements in this theatre. This will enable you to deal with these surpluses in accordance with the approved recommendations contained in our TN.A.2/38.

(c) Confirmation of previous instructions for the return to U.S.A. of 67 650 H.P. Diesel Locomotives has now reached U.S. N.R.S., 8 Locomotives have already been shipped.

(d) The 43 U.S. (BR. Lease-Lend) Diesel Locos are for disposal in Italy through U.S. A.N.L.C. Our TN.A.2/126 dated 25 Sep. 45 has requested your approval to our handling the American documentation necessary to complete this transaction with A.N.L.C.

51. Coal and Oil.

(a) The overall coal supply position remains satisfactory, although, due to a shortage in the supplies arranged by U.K. for Oct., we have been compelled temporarily to reduce the Railway stockpile target from 8 to 6 weeks. See App. H.

(b) Coal Sec. A.F.H.Q. has also asked us to agree permanently to reduce our estimated overall reserve to 4 weeks supply only. In our view this margin is insufficient to overcome difficulties in distribution, or adequately to cover the increased consumption resulting from a high rate of military traffic and the steady increase in movement on civil account and we have made representations to AFHQ accordingly.

(c) Austrian Railway (BR. Zone) requirements are now co-ordinated by a Solid Fuels Allocation Committee for Austria before submission to Coal Sec. A.F.H.Q. and responsibility for submission of stock details and forecasts has now been assumed by TT. R.T.A.

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(d) The general P.O.L. situation, excepting fuel oil, continues satisfactory.

(e) Fuel oil allocations to the I.S.R. for the remainder of 1945 have been fixed at 140,000 barrels, subject to increase in event of improved availability to enable us to undertake operation of the East Coast route (Taranto/Ancona) with oil burning power.

(f) With the discontinuation, at 1 Oct. 45, of military sponsorship for P.O.L. supplies for Italy, the Italian Railways have been instructed to state their requirements through Italian Ministry channels for inclusion in the Foreign Office state which is to be compiled in London commencing Oct. 45.

(g) A 6 months reserve of Rly. P.O.L. has been set up in U.S.Ds Italy for Austria (BR. Zone) and Venezia Giulia. The balance of our stocks are being handed over to C.I.P. (Italian civil distributors) under Pet. Sec. arrangements. Both BR. Zone, Austria and Venezia Giulia are now stating their P.O.L. requirements locally through A...G. channels and the reserve is being held against emergency.

52. Railway Bridging.

(a) The final deliveries of U.C.R.B. and Trestling supplied to our MED/TN2/UK. 147 (amended) were received during the month.

(b) Issues increased to 1910 feet run during the month, all but 40 feet being in U.C.R.B. type. With the assumption of responsibility for repair of the Brenner route by British Rly. Construction troops, new bridging requirements (estimated at 2400 feet U.C.R.B.) have been established and our declaration of theatre surplus (Th...2/Declaration No.1) is therefore out of date. The new situation is being examined and a revised declaration of theatre surpluses prepared. Stocks of captured Roth Wagner bridging have been almost exhausted by demands for construction work in N.E. Italy.

53. Supplies to Civil Railways.

(a) With the cessation of military responsibility for prevention of disease and unrest, we are taking immediate action to limit our assistance to the civil railways to that essential for military reasons or for maintenance of W.D. equipment in use on the Italian Railways.

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Ministry channels for inclusion in the [illegible]
is to be compiled in London commencing Oct. 45.

(g) A 6 months reserve of Rly. P.O.L. has been set up in T.S.Ds Italy for Austria (BR. Zone) and Venezia Giulia. The balance of our stocks are being handed over to C.I.P. (Italian civil distributors) under Fet. Sec. arrangements. Both BR. Zone, Austria and Venezia Giulia are now clearing their P.O.L. requirements locally through A.M.G. channels and the reserve is being held against emergency.

52. Railway Bridging.

(a) The final deliveries of U.C.R.B. and Trestling supplied to our MED/TM2/UK. 147 (amended) were received during the month.

(b) Issues increased to 1910 feet run during the month, all but 40 feet being in U.C.R.B. type. With the assumption of responsibility for repair of the Brenner route by British Rly. Construction troops, new bridging requirements (estimated at 2400 feet U.C.R.B.) have been established and our declaration of theatre surplus (Th./.2/Declaration No.1) is therefore out of date. The new situation is being examined and a revised declaration of theatre surpluses prepared. Stocks of captured Roth Wagner bridging have been almost exhausted by demands for construction work in N.E. Italy.

53. Supplies to Civil Railways.

(a) With the cessation of military responsibility for prevention of disease and unrest, we are taking immediate action to limit our assistance to the civil railways so that essential for military reasons or for maintenance of W.D. equipment in use on the Italian Railways.

(b) It will be appreciated that for almost 2 years the Italian Railways have been dependent on U.S. and BR. military sources for items of stores not obtainable from local resources and as to date few supplies have been provided against A.C. sponsored demands it may be necessary to continue assistance where military interests are involved and we are reasonably confident supplies cannot be procured locally.

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(c) Emergency issues to I.S.R. have been suspended w.e.f. 1 Oct: 45.

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54. Disposal.

(a) Reference to our declaration of surplus U.C.R.B. has been made under the heading of 'Railway Bridging'.

(b) Track meterials. Declaration of stocks, military requirements etc. will be sent you in a few days. In the meantime A.C. Italy have pressed for urgent action to enable them obtain materials for essential reconstruction work at Genoa. Details are shown in our cable 16 TW2 of 27 Sep. 43. No action is being taken pending further advice.

(c) Sheet Steel Piling, Diving Equipment. Declaration of theatre surpluses is in suspense pending receipt of advice of military requirements of other Services and bids from civil organisations.

(d) Redundant stocks (6 months non-user). Lists of ORD., R.E. and R.A.S.C. stores under examination before declaring surpluses to the Services concerned.

(e) A revision of previous estimates of harbour craft surplus to military needs, and port disposal projects, has been necessary due to a decision to increase the scale of craft for certain civilian operated ports.

55. Statement of retransfers of TW. Equipment of U.S. origin for the month is at App. I.

X FINANCE

56. ITALY.

(a) Railway Finance.

(1) Costing of Railway Rehabilitation Works.

During the month 112 Field Completion Reports were received and costed. The estimated F.O.R. (U.K.) value of Allied War Department materials incorporated into works evaluated during the month amounted to lire 89,449,677 and mechanical equipment costs lire 74,664,000, bringing the gross estimated cost of railway rehabilitation projects, so far recorded, inclusive of a charge for military labour employed to a sum of 931 million lire.

Appearing as Appendix J 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.

Arrangements have now been completed for the costing of telegraph and signal stores, utilised by the British

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(c) Sheet Steel Piling, Diving Equipment. Declaration of theatre surpluses is in suspense pending receipt of advice of military requirements of other Services and bids from civil organisations.

(d) Redundant stocks (6 months non-user). Lists of ORD., R.E. and R.A.S.C. stores under examination before declaring surpluses to the Services concerned.

(e) A revision of previous estimates of harbour craft surplus to military needs, and port disposal projects, has been necessary due to a decision to increase the scale of craft for certain civilian operated ports.

55. Statement of recognisers of TN. Equipment of U.S. origin for the month is at App. I.

X FRANCE

56. ITALY.

(a) Railway Finance.

(1) Costing of Railway Rehabilitation Works.

During the month 112 Field Completion Reports were received and costed. The estimated F.O.R. (U.K.) value of Allied War Department materials incorporated into works evaluated during the month amounted to lire 89,449,677 and mechanical equipment costs lire 74,654,000, bringing the gross estimated cost of railway rehabilitation projects, so far recorded, inclusive of a charge for military labour employed to a sum of 931 million lire.

Appearing as Appendix J 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.

Arrangements have now been completed for the costing of telegraph and signal stores, utilised by the British and American telegraph sections of the combined Military Railway Service, these items not having already been reported for inclusion in the Allied Commission account against the Italian Government through any other agency.

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(2) Medloc Trains.

First accounts for the passage of troops by Medloc Trains, covering the period 23/7 to 31/8/45, have been received from the Swiss Federal Railways through the Military Attache at Berne and G-4 Section AFHQ. The rates charged in these accounts are quoted in a letter of September 20th 1945, addressed to the Military Attache at Berne, but as this Directorate has received no confirmation that the rates quoted are acceptable or that they have been embodied in a Contract, the matter has been referred AFHQ for decision. A preliminary check of the accounts with personnel warrants reveals numerous discrepancies as to numbers of personnel shown therin, which will require settlement before payment can be effected.

(3) Percentage of Rail Transportation performed exclusively for Italian Civilian traffic.

To comply with requests of the Petrol and Coal Section AFHQ as to percentage of civilian traffic to total, statistics of freight and passenger traffic were obtained from Military Warrants in the case of British Military traffic, from the American Fiscal Office MRS in the case of American traffic and from the Italian Railways for civilian traffic, on a ton and passenger kilometre basis. This was required for the purpose of assessing values of coal, petrol and oils used in the conveyance of civilian traffic. After discussion with the AFHQ Sections concerned it was agreed to arrive at one common figure by conversion of passenger kilometres to ton kilometres. The rate of conversion agreed upon was on the basis of two military personnel equalling one ton and four civilian passengers to one ton, thus allowing for the greater capacity utilised by military personnel with kit as compared with the general over-crowding of civilian trains.

(b) Recoveries on Tn. Account.

The present position with regard to cash recoveries from non-military bodies, the Italian State Railways and other Contractors is as follows:-

	Billed	Recovered	O/s as at 30 Sep. 45.
	Lire.	Lire.	Lire.
E.E.E. (Rail)	39,951,007.00	4,793,430.00	35,157,577.00
(Port)	16,375,145.00	13,170,885.00	3,204,260.00
Y.M.C.A.	18,826.00	Nil.	18,826.00
C.W.W.	15,475.00	Nil.	15,475.00
Pac H.	1,786.00	Nil.	1,786.00

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check of the accounts with personnel warrants reveals numerous discrepancies as to numbers of personnel shown therin, which will require settlement before payment can be effected.

(3) Percentage of Rail Transportation performed exclusively for Italian Civilian traffic.

To comply with requests of the Petrol and Coal Section AFHQ as to percentage of civilian traffic to total, statistics of freight and passenger traffic were obtained from Military Warrants in the case of British Military traffic, from the American Fiscal Office MRS in the case of American traffic and from the Italian Railways for civilian traffic, on a ton and passenger kilometre basis. This was required for the purpose of assessing values of coal; petrol and oils used in the conveyance of civilian traffic. After discussion with the AFHQ Sections/it was agreed to arrive at one common figure by conversion of passenger kilometres to ton kilometres. The rate of conversion agreed upon was on the basis of two military personnel equalling one ton and four civilian passengers to one ton, thus allowing for the greater capacity utilised by military personnel with kit as compared with the general over-crowding of civilian trains.

concerned

(b) Recoveries on Tn. Account.

The present position with regard to crsh recoveries from non-military bodies, the Italian State Railways and other Contractors is as follows:-

	Billed	Recovered	O/s as at 30 Sept. 45.
	Lire.	Lire.	Lire.
D.F.I. (Rail)	39,951,007.00	4,793,430.00	35,157,577.00
(Port)	16,373,145.00	13,170,885.00	3,204,260.00
Y.M.C.A.	18,826.00	Nil.	18,826.00
C.W.W.	15,475.00	Nil.	15,475.00
Toc H.	1,786.00	Nil.	1,786.00
I.S.R.			
Bricks	6,275,350.00	6,273,350.00	2,000.00
Wages	212,376.00	212,376.00	Nil.
Lignite	505,745.80	505,745.80	Nil.
Contractors.	357,796.20	352,796.20	5,000.00
Total.	63,913,507.00	25,508,583.00	38,404,924.00

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(c) Local Purchase.

There was a considerable decrease in the value of bills passed to the I.S.R., during the month accounts valued at lire 6,830,140 being disposed of for direct settlement. All materials procured were obtained by British and American units for the reconstruction and operation of the Italian State Railways. The principle items purchased were as follows:-

Commodity.	Quantity.	Value. Lire.
Bricks	130,850	485,850
Oxygen		132,071
Cement		3,515,935
Maintenance & Repairs of Locos & Rolling Stock.		1,216,032
Tools for Railway Workshops.		297,000

(d) Statistics.

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

57. TRIESTE.

Railway Finance in Allied Zone Venezia Giulia.

The central accounting section set up in the Trieste Compartimento has commenced work on the audit of traffic receipts and their apportionment between Italy and Zones A and B. Much is required to be done in bringing up arrears and in dealing with the confusion arising out of the separation from the Italian State Railway system, itself disturbed by events in Italy. The situation will require very close watching. It has not yet been possible to work out complete proposals as to the rates to be charged for the provision of electric power for traction and to cover locomotive and wagon repairs. In the case of the latter one difficulty is in relation to cost of materials utilised such as spares etc., which are held on charge by the I.S.R. at varying rates as at time of purchase, and the replacement cost of which cannot easily be assessed. It is hoped that a formula will be found which will be acceptable to the Yugo Slavs.

58. AUSTRIA.

During the period under review my A.D.Tn.(Finance) visited Villach to arrange and co-ordinate financial procedure of purely Military Transportation interest.

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Commodity.	Quantity.	Value- Lire.
Bricks	130,850	485,850
Oxygen		132,071
Cement		3,515,935
Maintenance & Repairs of Locos & Rolling Stock.		1,916,032
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58. AUSTRIA.

During the period under review my A.D.Tn.(Finance) visited Villach to arrange and co-ordinate financial procedure of purely Military Transportation interest.

59. NORTH AFRICA.

Recoveries on Tn. Account.

The following is the position as at 30 Sep. 45 with regard to recoveries for services provided and supplies made to non-military bodies and civil organisations in North Africa:-

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	Billed. Francs.	Recovered. Francs.	O/s as at 30 Sep. 45. Francs.
E.F.I.	17,626,022.00	17,137,938.00	488,084.00
Other Philanthropic Societies	177,254.00	177,254.00	Nil.
Civilian.	2,810,205.00	1,699,726.00	1,110;477.00
	20,613,481.00	19,064,920.00	1,598,561.00

60. GREECE.

(a) During the course of a visit by my A.D.Tn.(Finance) it was found possible to withdraw the D.A.D.Tn.(Finance) Greece for utilisation in Italy, where his services were urgently required to assist in clearing up the Tn. financial position in Italy and Trieste. The purely routine side of the work in Athens has been taken over by the Docks Superintendent Piraeus, all matters of a financial nature other than routine matters, such as require statement of policy or recovery of charges from non-military bodies will be dealt with in Rome.

(b) A.C.I.463 of April 25th 1945 generally lays down accounting procedure for Greece under Lend-Lease and Reciprocal Aid, and in para 6 excludes assistance in kind not provided by departments or agencies of the Greek Government. Accounts have now been received from Greek private railways for conveyance of stores and personnel, and the question as to British liability for payment has been referred to the Financial Adviser AFHQ for decision.

Colonel,
for Brigadier,
Director of Transportation
(H.G.Pottle.)

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60. GREECE.

(a) During the course of a visit by my A.D.Tn.(Finance) it was found possible to withdraw the D.A.D.Tn.(Finance) Greece for utilisation in Italy, where his services were urgently required to assist in clearing up the Tn. financial position in Italy and Trieste. The purely routine side of the work in Athens has been taken over by the Docks Superintendent Piraeus, all matters of a financial nature other than routine matters, such as require statement of policy or recovery of charges from non-military bodies will be dealt with in Rome.

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Colonel,
for Brigadier,
Director of Transportation
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Appendix 'A'
Sheet 1. Part 1.-

LOCATION STATEMENT
IN UNITS, C.M.F.
30 SEPTEMBER 1945.

Unit	Location	Remarks
D.Tn., Transportation (Br) Main.	Rome	
DADTn., AFHQ.	Caserta	
DD.Tn., (Docks)	Rome	
DD.En., Trieste	Trieste	
HQ No. 1 Port Operating Group R.E.	Trieste	
991 Port Operating Coy. R.E.	Venice	Det. Genoa.
1010 Port Operating Coy. R.E.	Venice	
1015 Port Operating Coy. R.E.	Trieste	
1027 Port Operating Coy. R.E.	Venice	
1037 Port Maintenance Coy R.E.	Trieste	Det. Venice.
HQ No. 5 Port Operating Group R.E.	Bari	Det. Brindisi.
994 Port Operating Coy. R.E.	Bari	
997 Port Operating Coy. R.E.	Brindisi	
1007 Port Operating Coy. R.E.	Bari	
1014 Port Operating Coy. R.E.	Bari	
1017 Port Operating Coy. R.E.	Bari	
1019 Port Maintenance Coy. R.E.	Bari	Det. Brindisi, Taranto.
1021 Port Operating Coy. R.E.	Bari	
1030 Port Operating Coy. R.E.	Taranto	Det. Brindisi.
1031 Port Operating Coy. R.E.	Bari	
No. 4 Docks Workshop Section R.E.	Bari	
921 Italian Docks Operating Coy.	Brindisi	
922 Italian Docks Operating Coy.	Bari	
923 Italian Docks Operating Coy.	Taranto	
Br Cadre to 1062 It. Docks Op. Coy.	Bari	
Attached No. 5 Port Operating Group R.E.		
1222/3 Shipworking Sections R.E.	Taranto	
1224/5 Shipworking Sections	Taranto	
HQ 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	
1023 Port Operating Coy. R.E.	Ancona	
1060 Italian Port Maint Section	Ancona	
No. 3 Docks Operating Coy. S.A.E.C.	Genoa	
10 LVT Floating Crane Sec. (Type A)	Ancona	
HQ No. 3 Port Constr. & Rep. Gp. R.E.	Genoa	
932 Port Constr. & Rep. Coy. R.E.	Genoa	Det. Trieste

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HQ No. 1 Port Operating Group R.E.	Trieste	
991 Port Operating Coy. R.E.	Venice	Det. Genoa.
1010 Port Operating Coy. R.E.	Venice	
1015 Port Operating Coy. R.E.	Trieste	
1027 Port Operating Coy. R.E.	Venice	
1037 Port Maintenance Coy R.E.	Trieste	Det. Venice.
HQ No. 5 Port Operating Group R.E.	Bari	Det. Brindisi.
994 Port Operating Coy. R.E.	Bari	
997 Port Operating Coy. R.E.	Brindisi	
1007 Port Operating Coy. R.E.	Bari	
1014 Port Operating Coy. R.E.	Bari	
1017 Port Operating Coy. R.E.	Bari	
1019 Port Maintenance Coy. R.E.	Bari	Det. Brindisi, Taranto.
1021 Port Operating Coy. R.E.	Bari	
1030 Port Operating Coy. R.E.	Taranto	Det. Brindisi.
1031 Port Operating Coy. R.E.	Bari	
No. 4 Docks Workshop Section R.E.	Bari	
921 Italian Docks Operating Coy.	Brindisi	
922 Italian Docks Operating Coy.	Bari	
923 Italian Docks Operating Coy.	Taranto	
Br Cadre to 1062 It. Docks Op. Coy.	Bari	
Attached No. 5 Port Operating Group R.E.		
1222/3 Shipworking Sections R.E.	Taranto	
1224/5 Shipworking Sections	Taranto	
HQ 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	
1023 Port Operating Coy. R.E.	Ancona	
1060 Italian Port Maint Section	Ancona	
No. 3 Docks Operating Coy. S.A.E.C.	Genoa	
10 IWT Floating Crane Sec. (Type A)	Ancona	
HQ No. 3 Port Constr. & Rep. Gp. R.E.	Genoa	
932 Port Constr. & Rep. Coy. R.E.	Genoa	Det. Trieste.
HQ No. 6 IWT Group R.E.	Venice	Det. Genoa
945 IWT(Port)Operating Coy. R.E.	Venice	Det. Ancona
947 IWT(Port)Operating Coy. R.E.	Bari	Det. Genoa, Ancona.
1065 IWT Workshop Coy. R.E.	Venice	
Det. 208 'Z' Craft Operating Coy I.E.	Genoa	
1206 'Z' Carft Operating Coy R.E.	Bari	

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/to sheet 2.....

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Appendix 'A'
Sheet 2. Part 1.

LOCATION STATEMENT
UNITS, C.M.F.
30 SEPTEMBER 1945.

Unit	Location	Remarks
HQ No. 1 Railway C & M Group R.E.	Udine	
10 Railway Constr. Coy.R.E.	Gorizia	
150 Railway Constr. Coy. R.E.	Pontebba	
161 Railway Constr. Coy. R.E.	Vittorio Veneto.Det.Parma, Piacenza.	
No. 1 Railway Bridging Cotion R.E.	Gemona	
29 Railway Survey Coy. R.E., 2 Sec.	Udine	
HQ 1212 Railway C & M Group R.E.	Milan	
159 Railway Constr. Coy. R.E.	Susa	
160 Railway Constr. Coy. R.E.	San Remo' Det. Bordighera	
No. 2 Railway Bridging Section. R.E.	Fiorenzuola	
29 Railway Survey Coy. R.E. HQ.	Parma	
29 Railway Survey Coy. R.E. 1 Sec.	Bologna	
29 Railway Survey Coy. R.E. 3 Sec.	Vicheffio	
187 Mechanical Equipment (Tn) Coy. R.E.	Isco	
45 Mechanical Equipment (Tn) Plr. R.E.	Isco	
46 Mechanical Equipment (Tn) Plr. R.E.	Padova	
89 Mechanical Equipment (Tn) Plr. R.E.	Bologna	
HQ Railway Construction Engrs. SAEC.	Turin	
R & H Comp. Op Coy. SAEC.	Genoa - Det. Milan, Turin	
61 Tunnelling Coy. SAEC.	Bardonecchia	
61 Tunnelling Coy. SAEC.	Codroipo	
HQ 4 Ind. Railway Constr. & Maint. Gr. I.E.	Bologna	
120 Ind. Railway Constr. Coy. I.E.	Senigallia Det. Ancona, Pesaro	
122 Ind. Railway Maint Coy. I.E.	Senigallia Det. Cortona, Foligno	
136 Ind. Railway Maint Coy. I.E.	Bologna	
HQ Italian Railway Inspectorate	Rome	
HQ No. 1 Italian Railway Engr. Group	Bologna	
HQ No. 6 Italian Railway Engr. Bn.	Bologna	
No. 1 Italian Railway Engr. Coy.	Fabriano	
No. 3 Italian Railway Engr. Coy.	Bologna	
No. 19 Italian Railway Engr. Coy.	Imola	
HQ No. 15 Italian Railway Engr. Bn.	Imola	
No. 8 Italian Railway Engr. Coy.	Imola	
No. 21 Italian Railway Engr. Coy	Bologna	
No. 31 Italian Railway Engr. Coy.	Imola	

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No. 1 Railway Bridging Section R.E.	Gemona
29 Railway Survey Coy. R.E., 2 Sec.	Udine
HQ 1212 Railway C & M Group R.E.	Milan
159 Railway Constr. Coy. R.E.	Susa
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29 Railway Survey Coy. R.E. 1 Sec.	Bologna
29 Railway Survey Coy. R.E. 5 Sec.	Vicheffio
187 Mechanical Equipment (Tn) Coy. R.E.	Iseo
45 Mechanical Equipment (Tn) Plr. R.E.	Iseo
46 Mechanical Equipment (Tn) Plr. R.E.	Padova
89 Mechanical Equipment (Tn) Plr. R.E.	Bologna
HQ Railway Construction Engrs. SAEC.	Turin
R & H Comp. Op Coy. SAEC.	Gonea Det. Milan, Turin
61 Tunnelling Coy. SAEC.	Bardoncecchia
61 Tunnelling Coy. SAEC.	Codroipo
HQ 4 Ind. Railway Constr. & Maint. Gp. I.E.	Bologna
120 Ind. Railway Constr. Coy. I.E.	Senigallia Det. Ancona, Pescara
122 Ind. Railway Maint Coy. I.E.	Senigallia Det. Cortona, Foligno
136 Ind. Railway Maint Coy. I.E.	Bologna
HQ Italian Railway Inspectorate	Rome
HQ No. 1 Italian Railway Engr. Group	Bologna
HQ No. 6 Italian Railway Engr. Bn.	Bologna
No. 1 Italian Railway Engr. Coy.	Fabriano
No. 3 Italian Railway Engr. Coy.	Bologna
No. 19 Italian Railway Engr. Coy.	Imola
HQ No. 13 Italian Railway Engr. Bn.	Imola
No. 8 Italian Railway Engr. Coy.	Imola
No. 21 Italian Railway Engr. Coy	Bologna
No. 31 Italian Railway Engr. Coy.	Imola
HQ No. 2 Italian Railway Engr. Group	Verona
HQ No. 1 Italian Railway Engr. Bn.	Modena
No. 2 Italian Railway Engr. Coy.	Modena
No. 7 Italian Railway Engr. Coy.	Modena
No. 20 Italian Railway Engr. Coy.	Modena
HQ No. 2 Italian Railway Engr. Bn.	Verona
No. 9 Italian Railway Engr. Coy.	Verona
No. 16 Italian Railway Engr. Coy.	Verona
No. 24 Italian Railway Engr. Coy.	Verona

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Appendix 'A'
Sheet 3. Part 1.

LOCATION STATEMENT
TM UNITS C.M.F.
30 SEPTEMBER 1945.

Unit		Location	Remarks
HQ No. 3 Italian Railway Engr. Bn.		Verona	
No. 6 Italian Railway Engr. Coy.		Verona	
No.18 Italian Railway Engr. Coy.		Verona	
No.23 Italian Railway Engr. Coy.		Verona	
HQ No. 1 Railway Operating Group R.E.		Trieste	
154 Railway Operating Coy. R.E.		Villach	Det. Klagenfurt, St. Veit
189 Railway Operating Coy. R.E.		Venice	Det. Udine
No. 5 Railway Mobile Workshop R.E.		Bari	
No.15 Railway Mobile Workshop R.E.		Ancona	
192 Railway Operating Coy. R.E.		Palombino Nuovo.	Det. Senegallia.
Railway Workshops			
163 Railway Workshop Coy. R.E.		Foligno	Det. Ancona, Reggio,
No. 2 Railway Mobile Workshop R.E.		Ancona.	Pescara, Bologna.
HQ No.3 Transportation Stores Group R.E.		Rome	
24 Tn. Stores Coy. R.E.	(331 Tn.SD)	Leghorn	
156 Tn. Stores Coy. R.E.	(333 Tn.SD)	Castel Maggiore	Det. Venice.(334 TSD)
196 Tn. Stores Coy. R.E.	(330 Tn.SD)	Falconara	
1069 Tn. Stores Coy. R.E.	(Type A)	Modugno	
922 Tn. Stores Coy. R.E.	(325 Tn.SD).	Modugno	Det. Casalnuovo (328 TSD)
18 Tn. Stores Port Section R.E.		Leghorn	Det. Naples, Genoa.
19 Tn. Stores Port Section R.E.		Ancona	Det. Bari, Venice.
TM SIGNALS UNITS.			
HQ No. 2 Railway Telegraph Coy. R. SIGS.		Udine	
103 Constr. Sec. (Rly) R.Sigs		Udine	Det. Pontebba, Forli.
72 Railway Tele. Op. Sec. R. Sigs.		Udine	Det. Trieste, Villach.
HQ No. 1 Railway Telegraph Coy. R. SIGS.		Milan	
104 Constr. Sec. (Rly) R. Sigs.		Bologna	
76 Rly. Tele. Op. Sec. R. Sigs.		Rome	Det. Venice, Milan & Bologna.
GREECE			
HQ Tn. Services.		Athens	
992 Port Operating Coy. R.E.		Salonika	Det. Piraeus, Patras.

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No. 6 Italian Railway Engr. Coy.	Verona	
No.18 Italian Railway Engr. Coy.	Verona	
No.23 Italian Railway Engr. Coy.	Verona	
HQ No. 1 Railway Operating Group R.E.	Trieste	
154 Railway Operating Coy. R.E.	Villach	Det. Klagenfurt, St. Veit
189 Railway Operating Coy. R.E.	Venice	Det. Udine
No. 5 Railway Mobile Workshop R.E.	Bari	
No.15 Railway Mobile Workshop R.E.	Ancona	
192 Railway Operating Coy. R.E.	P.Lesbina Nuovo.	Det. Senegallia.
Railway Workshops		
163 Railway Workshop Coy. R.E.	Foligno	Det. Ancona, Foggia,
No. 2 Railway Mobile Workshop R.E.	Ancona.	Pescara, Bologna.
HQ No.3 Transportation Stores Group R.E.	Rome	
24 Tn. Stores Coy. R.E. (331 Tn.SD)	Leghorn	
156 Tn. Stores Coy. R.E. (333 Tn.SD)	Castel Maggiore	Det. Venice.(334 TSD)
196 Tn. Stores Coy. R.E. (330 Tn.SD)	Falconara	
1069 Tn. Stores Coy. R.E. (Type A.)	Modugno	
922 Tn. Stores Coy. R.E. (325 Tn.SD).	Modugno	Det. Casalnuovo (328 TSD)
18 Tn. Stores Port Section R.E.	Leghorn	Det. Naples, Genoa.
19 Tn. Stores Port Section R.E.	Ancona	Det. Bari, Venice.
TM SIGNALS UNITS.		
HQ No. 2 Railway Telegraph Coy. R. SIGS.	Udine	
103 Constr. Sec. (Rly) R.Sigs	Udine	Det. Pontebba, Forli.
72 Railway Telo. Op. Sec. R. Sigs.	Udine	Det. Trieste, Villach.
HQ No. 3 Railway Telegraph Coy. R. SIGS.	Milan	
104 Constr. Sec. (Rly) R. Sigs.	Bologna	
76 Rly. Telo. Op. Sec. R. Sigs.	Rome	Det. Venice, Milan & Bologna.
GREECE		
HQ Tn. Services.	Athens	
992 Port Operating Coy. R.E.	Salonika	Det. Piraeus, Patras, Corfu & Volos.
Det 1012 Port Maintenance Coy. R.E.	Piraeus	

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Appendix 'A'
Part II.

Moves of Tn. Units during September 1945.

Unit	Strength.	Vehicles	From	To	Date
HQ Rly. Constr. Engr. GAD0	38	14	Sacile	Turin	2 Sep.
Det.1 M. Rly Engr. Coy	41	-	Civita Castellana	Fabriano	2 Sep.
2 Rly. Mobile W/Shop R.E.	25	2	Bari	Ancona	3 Sep.
5 Rly. Mobile W/Shop R.E.	47	2	Rimini	Bari	3 Sep.
Det. 161 Rly. Constr. Coy. R.E.	66	8	Reggio	Piacenza	3 Sep.
Det. 120 Ind. Rly Constr. Coy. I.E.	51	5	Civita Castellana	San-Benedetto	11 Sep.
2 Rly Tr. Sec. R.E.	25	7	Fiorenzuola.	Ferrara	24 Sep.
1 M.Rly Eng. Coy	140	2	Civita-Castellana	Bologna	27 Sep.
932 P. C. & R. Coy R.E.	210	6	Genoa	Trieste	27 Sep.
2 Rly Mobile W/Shop R.E.	33	2	Ancona	Pescara	30 Sep.
5 Rly Mobile W/Shop R.E.	46	2	Bari	Foggia	30 Sep.

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ADMINISTRATION.

(1) CHANGES IN OFFICER PERSONNEL.

(a) Tn. Organisation and Administration.

Major	C.F.	Ryan	HQ 2 Fly Op Group	Appointed DADTn, Tn(Br) Sec, AFHQ w.e.f. 24 Sept 45.
Major	J.A.	McEvoy	190 Fly Op Coy	Appointed DADTn, Tn(Br) Sec, AFHQ w.e.f. 3 Sept 45.
Capt.	A.S.	Hitchcock	Tn(Br) Sec A.F.H.Q.	SOS on posting to Xd(a) List (Release) w.e.f. 20 Sept 45.
Major	H..	Buddy	Tn(Br) Sec, A.F.H.Q.	SOS on posting to X5(a) List (Release) w.e.f. 19 Sept 45.
Major	J.C.M.	Brash	Tn(Br) Sec, A.F.H.Q.	SOS on posting to Transport Div. (B.T.), A.C. Austria w.e.f. 18 Aug 45.
Col. Major	J. M.	Ratter) Wright)	Tn(Br) Sec, A.F.H.Q.	SOS on posting to X8(a) List (Release) w.e.f. 15 Sept 45.
Major	R.D.	Gardiner	Tn(Br) Sec, A.F.H.Q.	Appointed A/Tn and granted acting rank of Lt.Col. w.e.f. 21 Sept 45.
Lt.Col.	J.	Sinclair	Tn(Br) Sec, A.F.H.Q.	SOS on posting to Transport Div. (B.T.), A.C. Austria w.e.f. 21 Aug 45.
Capt.	E.R.A.	Allman	Tn(Br) Sec, A.F.H.Q.	SOS on posting to X5 List (LILOP) w.e.f. 20 Sept 45.
Lieut.	T.L.J.	Tritton	192 Fly Op Coy	Appointed S/Capt (Tn), Tn(Br)Sec, AFHQ w.e.f. 29 Sept 45.
Capt.	J.W.	Morley	Tn(Br) Sec, A.F.H.Q.	SOS on posting to 3 Transit Camp w.e.f. 27 Sept 45.
Col.	W.L.	Topham	Tn(Br) Sec, A.F.H.Q.	SOS on posting to X6(a) List (Release) w.e.f. 30 Sept 45.
Capt.	A.L.	Wallace	Tn(Br) Sec, A.F.H.Q.	Posted to 163 Fly Wksp Coy w.e.f. 18 Aug 45.
Capt. Major	R.G. J..	Smith) Rich)	Tn(Br) Sec, A.F.H.Q.	Posted to Transport Div.(B.T.) A.C. Austria w.e.f. 18 Aug 45.
Capt.	E.T.	Gray	954 Port Op Coy	Appointed S/Capt (Tn), Tn(Br) Sec, AFHQ w.e.f 26 Sept 45.
Capt.	J.F.	Reeder	1037 Port Maint Coy	Appointed S/Capt, Tn(Br)Sec, AFHQ w.e.f. 3 Sept 45.

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Capt.	A.S.	Hitchcock	Tn(Br) Sec A.F.H.Q.	SOS on posting to X8(a) List (Release) w.e.f. 20 Sept 45.
Major	H. .	Ruddy	Tn(Br) Sec, A.F.H.Q.	SOS on posting to X8(a) List (Release) w.e.f. 19 Sept 45.
Major	J.C.H.	Brash	Tn(Br) Sec, A.F.H.Q.	SOS on posting to Transport Div. (B.E.), A.C. Austria w.e.f. 18 Aug 45.
Col. Major	J. H.	Raster) Weight)	Tn(Br) Sec, A.F.H.Q.	SOS on posting to X8(a) List (Release) w.e.f. 15 Sept 45.
Major	R.D.	Gardiner	Tn(Br) Sec, A.F.H.Q.	Appointed ADTn and granted acting rank of Lt.Col. w.e.f. 21 Sept 45.
Lt.Col.	J.	Sinclair	Tn(Br) Sec, A.F.H.Q.	SOS on posting to Transport Div. (B.E.), A.C. Austria w.e.f. 21 Aug 45.
Capt.	E.R.A.	Allmen	Tn(Br) Sec, A.F.H.Q.	SOS on posting to X5 List (LILOC) w.e.f. 26 Sept 45.
Lieut.	T. L.J.	Tritton	192 Rly Op Coy	Appointed S/Capt (Tn), Tn(Br)Sec, AFHQ w.e.f. 29 Sept 45.
Capt.	J.W.	Morley	Tn(Br) Sec, A.F.H.Q.	SOS on posting to 3 Transit Camp w.e.f. 27 Sept 45.
Col.	W.L.	Topham	Tn(Br) Sec, A.F.H.Q.	SOS on posting to X8(a) List (Release) w.e.f. 30 Sept 45.
Capt.	A.L.	Wallace	Tn(Br) Sec, A.F.H.Q.	Posted to 163 Rly Wksp Coy w.e.f. 18 Aug 45.
Capt. Major	R.G. J.H.	Smith) Rich)	Tn(Br) Sec, A.F.H.Q.	Posted to Transport Div.(B.E.) A.C. Austria w.e.f. 18 Aug 45.
Capt.	E.T.	Grey	99 Port Op Coy	Appointed S/Capt (Tn), Tn(Br) Sec, AFHQ wef 25 Sept 45.
Capt.	J.H.	Reeder	1057 Port Labour Coy	Appointed S/Capt, Tn(Br)Sec, AFHQ w.e.f. 5 Sept 45.

(b) Railway Operating.

Lieut.		Barber	190 Rly Op Coy.	SOS on posting to X8(a) List (Release) w.e.f. 3 Sept 45.
Lieut.	M.	Langsdale	190 Rly Op Coy	Posted to 154 Rly Op Coy w.e.f. 3 Sept 45.

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(b) Railway Operating.(Cont'd).

Lieut.	E.	Beacroft	190 Rly Op Coy	Posted 189 Rly Op Coy w.e.f. 3 Sept 45.
Lieut.	J.	Baker RAC.	XA List Att'd RACTD	Posted 192 Rly Op Coy w.e.f. 7 Sept 45.
Lieut.	L.A.	Jeffreys	190 Rly Op Coy	Posted to A.A.G., A.C. w.e.f. date of assumption.
Capt.	D.V.	Lorston	190 Rly Op Coy	Posted to 189 Rly Op Coy w.e.f. 12 Sept 45.
Capt.	A.H.	Bowers	189 Rly Op Coy	Posted to 154 Rly Op Coy w.e.f. 12 Sept 45.
Capt.	W.J.H.	Stanier	154 Rly Op Coy	SOS on posting to X8(a) List (Python) w.e.f. 12 Sept 45.
Capt.	J.A.R.	Gordon	2 Rly Mob Workshop	Posted to Transport Div.(B.L.), A.C. Austria w.e.f. 15 Sept 45.

(c) Railway Construction.

Lieut.	G.F.W.	Turner	159 Rly Constr Coy	Posted 160 Rly Constr Coy w.e.f. 12 Sep 45.
Lieut.	J.R.	Tulley	Ind Rfts.	Posted to 122 Ind Rly Maint Coy w.e.f. date of assumption.
Capt.	I.R.	Ireland	122 Ind Rly Maint Coy	Granted acting rank of Major w.e.f. 29 Aug 45.
Lieut.	B.J.O.	Donelan	136 Ind Rly Maint Coy	Posted to 922 Tn Stores Coy w.e.f. date of assumption.
Lieut.	J.R.	Tulley	122 Ind Rly Maint Coy	Posted to 922 Tn Stores Coy w.e.f 10 Sep 45 and granted acting rank of Captain.
Major	R.H.	English	187 I..E.(Tn) Coy.	SOS on posting to X8(a) List (Release) w.e.f. 2 Oct 45.
Major Lieut.	G.F. H.S.	George) Riggs)	Hq 1212 Rly OC. Group	SOS on posting to X8(a) List (Release) w.e.f. 24 Aug 45.
Capt.	R.C.	Thurtle	160 Rly Constr Coy	Posted to Hq 1212 Rly OC. Group and granted acting rank of Major w.e.f. 24 Aug 45.
Lieut.	D.H.	Glover	160 Rly Constr Coy	Granted acting rank of Capt w.e.f. 24 Aug 45.

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			Op Coy	12 Sept 45.
Capt.	A.H.	Bowers	139 Rly Op Coy	Posted to 154 Rly Op Coy w.e.f. 12 Sept 45.
Capt.	W.J.H.	Stanier	154 Rly Op Coy	SOS on posting to X8(a) List (Python) w.e.f. 12 Sept 45.
Capt.	J.A.R.	Gordon	2 Rly Lab Workshop	Posted to Transport Div.(B.T.), A.C. Austria w.e.f. 15 Sept 45.

(c) Railway Construction.

Lieut.	G.F.W.	Turner	159 Rly Constr Coy	Posted 169 Rly Constr Coy w.e.f. 12 Sep 45.
Lieut.	J.R.	Tulley	Ind Rlts.	Posted to 122 Ind Rly Maint Coy w.e.f. date of assumption.
Capt.	I.R.	Ireland	122 Ind Rly Maint Coy	Granted acting rank of Major w.e.f. 29 Aug 45.
Lieut.	B.J.O.	Donelan	136 Ind Rly Maint Coy	Posted to 922 Tn Stores Coy w.e.f. date of assumption.
Lieut.	J.R.	Tulley	122 Ind Rly Maint Coy	Posted to 922 Tn Stores Coy w.e.f 16 Sep 45 and granted acting rank of Captain.
Major	R.H.	English	187 R.E.(Tn) Coy.	SOS on posting to X8(a) List (Release) w.e.f. 2 Oct 45.
Major Lieut.	G.F. H.G.	George) Biggs)	HQ 1212 Rly C&S Group	SOS on posting to X8(a) List (Release) w.e.f. 24 Aug 45.
Capt.	R.G.	Thurtle	160 Rly Constr Coy	Posted to HQ 1212 Rly C&S Group and granted acting rank of Major w.e.f. 24 Aug 45.
Lieut.	D.H.	Glover	160 Rly Constr Coy	Granted acting rank of Capt w.e.f. 24 Aug 45.

(d) Docks.

Lieut.	D.G.B.	Brown	991 Port Op Coy	Posted to 1015 Port Op Coy w.e.f. 3 Sept 45.
Lieut.	D.B.	Williams	1030 Port Op Coy	SOS on posting to X8(a) List (Release) w.e.f. 6 Sept 45.

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(d) Docks (Cont'd)

Capt.	R.D.	Spooner	HQ 6 INT Group	Posted 947 INT (Port) Op Coy w.e.f. 20 Sep 45.
Capt.	C.	Glover	947 I T (Port) Op Coy	SOS on posting to X8(a) List (Release) w.e.f. date of departure.
Capt.	W.M.	Manson	1015 Port Op Coy	SOS on posting to Mideast w.e.f. date of departure.
Capt.	J.E.H.	Jones	1019 Port Maint Coy	SOS on posting to X8(a) List (Release) w.e.f. 17 Sep 45.
Capt.	C.M.	Ketchson	1019 Port Maint Coy	SOS on posting to X8(a) List (Release) w.e.f. date of departure.
Capt.	C.J.	Lane	1030 Port Op Coy	SOS on posting to X8(a) List (Release) w.e.f. 16 Sep 45.
Capt. Lieut.	A.D. W.T.	Mennie Williams	1014 Port Op Coy	SOS on posting to X8(a) List (Release) w.e.f. 17 Sep 45.
Lieut.	A.J.H.	Palmer	1027 Port Op Coy	Posted to 1030 Port Op Coy and granted acting rank of Capt. w.e.f. date of assumption.
Lieut.	B.A.	Franklin	1010 Port Op Coy	Posted to 1014 Port Op Coy and granted acting rank of Capt. w.e.f. date of assumption.
Lieut.	N.C.	Hart	1019 Port Maint Coy	Granted acting rank of Capt w.e.f. 17 Sep 45.
Major	M.S.	Pallett	1027 Port Op Coy	SOS on posting to X8(a) List (Release) w.e.f. 24 Sep 45.
Major	C.	Granger	HQ 5 Port Op Group	SOS on posting to X8(a) List (Release) w.e.f. 24 Sep 45.
Lieut.	H.	Parlett	1014 Port Op Coy	SOS on posting to X8(a) List (Release) w.e.f. 24 Sep 45.
Lieut.	W.H.	Vincent	1023 Port Op Coy	SOS on posting to X8(a) List (Release) w.e.f. 23 Sep 45.
Lieut.	H.	Thacker	1019 Port Maint Coy	SOS on posting to Home Establishment (Compassionate) w.e.f. 28 Sep 45.
		Cheshurn	1007 Port Op	SOS on posting to X8(a) List (Release) w.e.f. 28 Sep 45.

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			Coy	date of departure.
Capt.	J.E.H.	Jones	1019 Port Maint Coy	SOS on posting to X8(a) List (Release) w.e.f. 17 Sep 45.
Capt.	C.E.	Peterson	1019 Port Maint Coy	SOS on posting to X8(a) List (Release) w.e.f. date of departure.
Capt.	C.J.	Lane	1030 Port Op Coy	SOS on posting to X8(a) List (Release) w.e.f. 16 Sep 45.
Capt. Lieut.	A.T. W.H.	Mannie Williams	1014 Port Op Coy	SOS on posting to X8(a) List (Release) w.e.f. 17 Sep 45.
Lieut.	A.J.T.	Palmer	1027 Port Op Coy	Posted to 1030 Port Op Coy and granted acting rank of Capt. w.e.f. date of assumption.
Lieut.	B.A.	Franklin	1010 Port Op Coy	Posted to 1014 Port Op Coy and granted acting rank of Capt. w.e.f. date of assumption.
Lieut.	N.C.	Hart	1019 Port Maint Coy	Granted acting rank of Capt w.e.f. 17 Sep 45.
Major	M.S.	Pallett	1027 Port Op Coy	SOS on posting to X8(a) List (Release) w.e.f. 24 Sep 45.
Major	C.	Granger	HQ 5 Port Op Group	SOS on posting to X8(a) List (Release) w.e.f. 24 Sep 45.
Lieut.	H.	Parlett	1014 Port Op Coy	SOS on posting to X8(a) List (Release) w.e.f. 24 Sep 45.
Lieut.	W.E.	Vincent	1023 Port Op Coy	SOS on posting to X8(a) List (Release) w.e.f. 23 Sep 45.
Lieut.	H.	Thacker	1019 Port Maint Coy	SOS on posting to Home Establishment (Compassionate) w.e.f. 28 Sep 45.
Lieut.	B.	Chadburn	1007 Port Op Coy	SOS on posting to X8(a) List (Release) w.e.f. 28 Sep 45.
Capt.	R.T.	Tonge	1061 (Co-Op) Dock Op Coy	Posted to X4 List att'd HQ 5 Port Op Gp w.e.f. 31 Aug 45. Posted to 997 Port Op Coy w.e.f. date of assumption.
Major	J.F.	Hawkins	HQ 6 T T Group	SOS on posting to X8(a) List (Release) w.e.f. 25 Sep 45.

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APPENDIX 'B'

Sheet 4

(a) Stores

Capt.	L.C.	Standfield	24 Tn Stores Coy	CGS on posting to AB(a) List (Release) w.e.f. 8 Sep 45.
Capt.	P.A.C.	Pedersen	196 Tn Stores Coy	Posted to 24 Tn Stores Coy w.e.f. 8 Sep 45.
Capt.	G.A.	Gorman	1069 Tn Stores Coy	Posted to 922 Tn Stores Coy w.e.f. 15 Sep 45.

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ACC AC395/TN4 10000/145/2498 (2 of 2) PROG
JUL.—

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209/145/2498 (2 OF 2) PROGRESS REPORTS TW (BRITISH)
JUL. - NOV 1945

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PORT WORKING STATISTICS - ITALY

SUMMARY FOR PORTS OF TONNAGES DISCHARGED AND LOADED DURING THE MONTH OF SEPTEMBER 1945.

DISCHARGED						LOADED		
		No. of M.T. & Tons		Total	Average		No. of M.T. & Tons	
Port	Cargo	M.T. QUAY	Tons QUAY	Tons LIGHTER	Tonnage Discharged	Daily Tonnage Discharged	Cargo	M.T. QUAY	Tons QUAY
TARANTO	Stores		1367	744	1367	46	M.T.	649	3034
							Stores		2231
BRINDISI							Stores		794
BARI	Stores		47657			1589	M.T.	257	954
	Coal		24706	31938	72363	823	Stores		69807
ANCONA	Stores		3411			114	M.T.	225	940
	Coal		956	401	4367	32	Stores		29040
VENICE	M.T.	6	21			1			
	Stores		25466	1828	25487	849	Stores		799
TRIESTE	Stores		40343			1345	M.T.	643	3130
	Coal		10039	50382		334	Stores		1036
GENOA	Stores		100	100		3			

Total Tonnage Discharged 154,066 Tons — Total Tonnage Loaded

Brindisi only worked Military Cargo 1 - 2 Sept.
The Stores figure does not include P.O.L. discharged and loaded by Pipe Line.
Lighter tonnage is also included in Quay Commodity figure.

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PORT WORKING STATISTICS - ITALY

Appendix No. C

FOR PORTS OF TONNAGES DISCHARGED AND LOADED DURING THE MONTH OF SEPTEMBER 1945.

DISCHARGED				LOADED					
No. of M.T. & Tons M.T.	Tons QUAY	Tons LIGHTER	Total Tonnage Discharged	Average Daily Tonnage Discharged	Cargo	No. of M.T. & Tons M.T.	Tons QUAY	Total Tonnage Loaded	Average Daily Tonnage Loaded
1367	744	1367	46	M.T.	649	3034	5265	22 =	101
				Stores		2231			74
				Stores		794	794		397
47657			1589	M.T.	257	954		9 =	32
24706	31938	72363	823	Stores		69807	70761		2327
3411			114	M.T.	225	940		8 =	31
956	401	4367	32	Stores		29040	29980		968
21			1						
25466	1823	25487	849	Stores		799	799		27
40343		1345		M.T.	643	3130		22 =	104
10039	50382	334		Stores		1036	4166		35
100	100	3							

Total Tonnage Discharged 154,066 Tons

Total Tonnage Loaded 111,765 Tons

Quay Cargo 1 - 2 Sept.

Include P.O.L. discharged and loaded by Pipe Line.

Included in Quay Commodity figure.

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

WORKS COMPLETED DURING SEPTEMBER 1945.

Job No.	Agency.	Location.	Description.	Size.	De Co
Line 61. GENOA - VENTIMIG.					
61/14	ISR Contractor.	Diano Marina.	Repairs to Tunnel at Km. 106	Clearance of debris & repairs to lining.	15
61/12	160 Rly. Constr. Coy. R.E.	Bordighera	Repairs to Br. at Km. 145.55	2/35' R.S.J. spans.	2
Line 65. BOLOGNA - PIACENZA - MILAN.					
65/715	2 Rly. Bridging Soc. R.E.	Fontenuro	Repairs to Br. at Km.139-813 (R.Nure)	4/45' ISR Plate Girder spans.	8
Line 72. UDINE - GORIZIA.					
72/1	10 Rly. Constr. Coy. R.E.	S. Giovanni	Repairs to Br. at Km. 141.29 (R.Natisone)	Permanent repairs in concrete.	29
72/2	10 Rly. Constr. Coy. R.E.	Gorizia	Repairs to Br. over R.Isonzo	5/80' U.C.R.S. spans.	29
Line 82. TRIESTE - CERVIGNANO.					
82/2	10 Rly. Constr. Coy. R.E.	Cervignano	Repairs to Br. at Km. 48.93 (R.Isonzo)	1/70' & 3/55' U.C.R. spans & 2/60' Sectional spans extended to 45'.	9

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WORKS COMPLETED DURING SEPTEMBER 1945.

Appendix D.
Part 1 Sheet 1.

	Location.	Description.	Size.	Date of Completn.	Remarks.
	Diano Marina	Repairs to Tunnel at Km. 106	Clearance of debris & repairs to lining.	15.9.45.	
oy. .E.	Bordighera	Repairs to Br. at Km. 145.55	2/35' R.S.J. spans.	8.9.45.	
.ILIAN.					
c.	Pontemare	Repairs to Br. at Km.139.818 (R.Imro)	4/45' ISR Plate Girder spans.	8.9.45.	
y.	S. Giovanni	Repairs to Br. at Km. 141.29 (R. Rotiamo)	Permanent repairs in concrete.	29.9.45.	Single line.
y.	Gorizia	Repairs to Br. over R.Isonzo	5/85' U.C.B.S. spans.	29.9.45.	
y.	Cervignano	Repairs to Br. at Km. 40.93 (R. Isonzo)	1/70' & 3/35' U.C.B. spans & 2/40' Secti-onal spans extended to 45'.	9.9.45.	

..../to sheet 2.

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WORKS IN PROGRESS AT 30 SEPTEMBER 1945.

Job No.	Agency.	Location.	Description.	Size.	% Progress.
Line 50. BUSSOLENO - MODANE.					
50/601	ISR Contractor.	Meana	Repairs to Br. 1 at Km. 51.630	Repairs in concrete.	45
50/602	ISR Contractor.	Chiomonte	Repairs to Br. 2 at Km. 62.850	2/65' & 2/60' U.C.R.B. spans.	50
50/603	159 Fly. Constr. Coy., R.E.	Salbertano	Repairs to Br. 3 at Km. 65.365	1/120'Lattice Girder span.	75
50/604	159 Fly. Constr. Coy., R.E.	Salbertano	Repairs to Br. 4 at Km. 70.580	1/187' Both Arnger span.	40
50/605	ISR Contractor.	Oulx	Repairs to Br. 5 at Km. 82.51	Repairs in concrete.	90
50/606	ISR Contractor.	Beaulard	Repairs to Br. 6 at Km. 85.662	Repairs in concrete.	70
50/607	61 Tunnelling Coy., R.E. 62 Tunnelling Coy., R.E.	Beaulard	Repairs to Mont Cenis Tunnel.	Clearance of debris and repairs to tunnel lining.	10
Line 55. PINEROLO - TORTONA - ALESSANDRIA.					
55/1	161 Fly. Constr. Coy., R.E.	Spinetta	Repairs to Br. at Km. 90.30 (N.Trobilia)	9/65' & 1/75' U.C.R.B. & 1/65' Gunard R.S.J. spans.	40

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WORKS IN PROGRESS AT 30 SEPTEMBER 1945.

Appendix D.
Plan II Sheet 1.

Location.	Description.	Size.	% Progress.	Est'd date of Completion.	Remarks.
Leona	Repairs to Br. 1 at Km. 51.630	Repairs in concrete.	45		
Onticonto	Repairs to Br. 2 at Km. 62.850	2/65' & 2/60' U.C.M.E. spans.	50		
Scialbertano	Repairs to Br. 3 at Km. 65.305	1/120'Lattice Girder span.	75		
Scialbertano	Repairs to Br. 4 at Km. 70.580	1/167' Rolled Girder span.	40		
Ulzio	Repairs to Br. 5 at Km. 82.34	Repairs in concrete.	90		
Bartholomain	Repairs to Br. 6 at Km. 83.562	Repairs in concrete.	70		
Bartholomain	Repairs to Mont Cenis Tunnel.	Clearance of debris and repairs to tunnel lining.	10		
Spinetta	Repairs to Br. at Km. 90.30 (R.Frobbia)	9/65' & 1/75' U.C.R.B. & 1/65' Gerber U.S.J. spans.	40		

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WORKS IN PROGRESS AT 30 SEPTEMBER 1945 (Cont'd).

Job No.	Agency.	Location.	Description.	Size.	% Progress.	Est'd date of Completion.
59/2	160 Fld. Constr. Coy., R.E.	S. Giuliano Vimonte	Repairs to Br. at Km 82.00 (R.Tidone)	2/60' & 2/60' U.C.R.S. spans.	35	
59/3	160 Fld. Constr. Coy., R.E.	Castel San Giovanni	Repairs to Br. at Km 26.46 (R.Versiva)	13/60' U.C.R.S. spans.	70	
59/4	ESR Contractor.	Voghera	Repairs to Br. at Km 35.59 (R.Staffora)	5 spans of German compound beams.	60	
Line 61. GENOA - VENTIMIGLIA.						
61/5	160 Fld. Constr. Coy., R.E.	Ventimiglia	Repairs to Br. at Km 118.26	2/70' & 2/60' U.C.R.S. spans.	50	
61/7	160 Fld. Constr. Coy., R.E.	Dolceacqua	Repairs to tunnel at Km. 150.1	Clearance of debris and repairs to lining.	20	
61/8	160 Fld. Constr. Coy., R.E.	Ventimiglia	Repairs to Br. at Km 152.28	Repairs in concrete.	40	
61/9	160 Fld. Constr. Coy., R.E.	Bordighera	Repairs to Br. at Km 153.87	4/35' R.S.J. spans.	60	
61/10	160 Fld. Constr. Coy., R.E.	Bordighera	Repairs to Tunnel at Km. 154.4	Clearance of debris and repairs to lining.	40	
61/11	160 Fld. Constr. Coy., R.E.	Bordighera	Repairs to Br. at Km 155.45	1/35' & 3/51' R.S.J. spans.	20	

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WORKS IN PROGRESS AT 30 SEPTEMBER 1945 (Cont'd).

Location.	Description.	Size.	% Progress.	Est'd date of Completion.	237 Remarks.
S. Giuliano Piemonte	Repairs to Br. at Km 82.00 (R.Tidone)	2/60' & 2/60' U.C.R.B. spans.	35		
Ponte San Giovanni	Repairs to Br. at Km 20.40 (R.Scrivia)	15/60' U.C.R.B. spans.	70		
Voghera	Repairs to Br. at Km 35.59 (R.Staffora)	5 spans of Bench cantilever bowstring.	60		
Ventimiglia	Repairs to Br. at Km 148.26	2/70' & 2/60' R.C.A.B. spans.	50		
Bonari	Repairs to tunnel at Km. 150.1	Clearance of debris and repairs to lining.	20		
Ventimiglia	Repairs to Br. at Km 152.28	Repairs in concrete.	40		
Mentone	Repairs to Br. at Km 153.07	4/35' R.S.J. spans.	60		
Mentone	Repairs to Tunnel at Km. 154.4	Clearance of debris and repairs to lining.	40		
Mentone	Repairs to Br. at Km 154.45	4/35' & 5/31' R.S.J. spans.	20		

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WORKS IN PROGRESS AT 30 SEPTEMBER 1945 (Cont'd).

Job No.	Agency.	Location.	Description.	Stage.	% Progress.	Est'd Compl.
Line 65. ROMA - CHIUSI - AREZZO.						
65/104	122 Ind. Hy. Const. Coy., R.E.	Arezzo	Rome (ex) to Arezzo (inc)	Maintenance.	-	31.
65/109	I.S.R.	Allerona	Additional repairs to tunnel at Km.133.1	Additional clearance and permanent repairs.	35	
65/111	I.S.R.	Ficulle	Additional repairs to tunnel at Km.144.0	Additional clearance and permanent repairs.	45	
65/121	I.S.R.	Castiglion Fiorentino	Additional repairs to Br. at Km.212.1	Permanent repairs in concrete.	75	
Line 65. BOLOGNA - PIACENZA - MILAN.						
65/611	I.S.R.	Bologna	Permanent repairs to Br. at Km.3.717 (Reno)	Repairs in brickwork.	25	
Line 71. MESTRE - UDINE - PONTEBBA.						
71/6	150 Hdy. Constr. Coy., R.E.	Dogna	Repairs to Br. at Km 60.9 (Dogna Bridge)	1/160' Rotti designed span.	60	
71/9	150 Hdy. Constr. Coy., R.E.	Pontebba	Udine (ex) to Pontebba (inc).	General track repairs.	90	
71/17	ISR Contractor.	Venzone	Repairs to Br. at Km 32.917 (R. Minchi)	25/12". concrete arches.	18	

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WORKS IN PROGRESS AT 30 SEPTEMBER 1945 (Cont'd).

Location.	Description.	Class.	% Progress.	Est'd Date of Completion.	Remarks.
[illegible]					
Arezzo	Udine (ex) to Arezzo (inc)	Maintenance.	-	31.12.45.	
Allerona	Additional repairs to tunnel at Km.133.1	Additional clearance and permanent repairs.	35		
Ficulle	Additional repairs to tunnel at Km.144.0	Additional clearance and permanent repairs.	45		
Castiglion Fiorentino	Additional repairs to Br. at Km.212.1	Permanent repairs in concrete.	75		
[illegible]					
Bolsena	Permanent repairs to Br. at Km.3.717 (Chiusi)	Repairs in brickwork.	25		
[illegible]					
Dogna	Repairs to Br. at Km 60.9 (Dogna Bridge)	1/160' Roth Wagner span.	60		Open to traffic 31.7.45.
Pontebba	Udine (ex) to Pontebba (inc) .	General track repairs.	90		Open to traffic 31.7.45.
Venzone	Repairs to Br. at Km 32.917 (Venzone)	23/12". concrete arches.	10		

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WORKS IN PROGRESS AT 30 DECEMBER 1943 (Cont'd).

Job No.	Agency.	Location.	Description.	Size.	Progress.	Est'd Completion.
71/18	FSR Contractor.	Udine	Constr. of Coal Siding.	-	95	3.44
Line 85. BOLOGNA - FERRARA - RAVENNA.						
85/5	German F.C.M.	Galliera.	S. Pietro (ex) to Galliera (inc)	6 No. track repairs.	90	
85/7	German F.C.M.	Galliera	Repairs to Br.5 at K.31.766 (R.Reno)	2/150' Truss & 2/85' U.C.M. spans.	50	
85/8	German F.C.M.	Argile Renatico	Galliera (ex) to Argile Renatico (inc)	Track repairs.	30	
85/11	German F.C.M.	Ferrara	Repairs to Br.7 at K. 46.10 (Canale Renatico)	2/60' U.C.M.M. spans.	40	
85/12	German F.C.M.	Ferrara	Argile Renatico (ex) to Ferrara (inc)	13 in. track repairs.	60	
85/14	German F.C.M.	Cunfelnuovo	Repairs to Br.2 at K. 52.28 (R.Po)	17/80' U.C.M.M. spans.	5	
85/17	German F.C.M.	Poleselle	Canaro (ex) to Poleselle (inc)	Track repairs.	30	
85/18	German F.C.M.	Argua	Repairs to Br.11 at K. 70.825 (Canale Bianco)	1/130' Truss span.	20	

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AGRS Discharges at Ports Completed 1945 (Cont'd).

Location.	Description.	Notes.	Absences.	Date of Completion.	Remarks.
Udine	Constr. of Coal Siding.	"	25	3.10.45.	
PADUA.					
Cellore	S. Pietro (ex) to Cellore (inc)	6 km. track repairs.	30		
Cellore	Repair bridge 3 at km.31.766 (inc)	2/150' Truss & 2/85' U.C.S. spans.	30		
Legio Nautico	Cellore (ex) to Legio Nautico (inc)	Track repairs.	30		
Ferrara	Repairs to br.7 at km 46.10 (Canale Nautico)	2/60' U.C.S.B. spans.	40		
Ferrara	Legio Nautico (ex) to Ferrara (inc)	15 k.m. track repairs.	60		
Pontelagoscuro	Repairs to br.9 at km. 52.23 (inc)	17/80' U.C.S.B. spans.	5		
Rolanelle	Canare (ex) to Rolanelle (inc)	Track repairs.	30		
Argua	Repairs to br.11 at km 57.825 (Canale Bianco)	1/150' Truss span.	20		

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Job No.	Agency.	Location.	Description.	Size.	Progress.	Est'd Compl
85/21	German P.o.W.	Rovigo	Repairs to Br.13 at Km 81.70 (R.Adige)	2/166'6" & 1/203'6" ISB Truss spans.	20	
Line 86. BOGGIA - ANCONA.						
86/184	ISB Contractor.	Ancona	Ortona (Loc) to Ancona (Inc)	Additional maintenance.	90	
Line 86. ANCONA - RIMINI - PESARO - CATTOLICA.						
86/210	122 Ind. Bdy. Maint. Coy., I.E.	Rimini	Ancona to Rimini	Maintenance.	-	
86/217	ISB Contractor.	Montemarciano	Reconstruction Br.1 at Km. 192.805 (R.Esino)	Permanent repairs in concrete.	90	
86/219	ISB Contractor.	Fano	Reconstruction Br.44 at Km. 150.861 (R.Metauro)	Permanent repairs in concrete.	97	
86/237	ISB Contractor.	Pesaro	Reconstruction Br. 128 at Km. 35.763 (R. Santarno)	Permanent repairs in concrete.	34	
86/238	ISB Contractor.	Central Senigallia	Reconstruction Br. 129 at Km. 23.752 (R.Misa)	Permanent repairs in concrete.	33	
86/239	ISB Contractor.	Sinigaglia	Reconstruction Br. 133 at Km. 0.167 (R.Misa)	Permanent repairs in concrete.	35	

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WORKS IN PROGRESS AT 30 SEPTEMBER 1945 (Cont'd).

Appendix D.
Part II Sheet 5.

	Location.	Description.	Size.	Progress.	Est'd Date of Completion.	Remarks.
	Rovigo	Repairs to Br.13 at Km 81.70 (R.Adige)	2/160'6" & 1/203'6" ISR Truss spans.	20		
	Ancona	Cutoff (ex) to Ancona (inc)	Additional maintenance.	90		
FANO - PESARO.						
	Fano	Ancona to Rimini	Maintenance.	-		
	Montemarciano	Reconstruction Br.1 at Km. 192.085 (R.Esino)	Permanent repairs in concrete.	90		
	Fano	Reconstruction Br.24 at Km. 159.061 (R.Metauro)	Permanent repairs in concrete.	27		
	Imola	Reconstruction Br. 12 at Km. 35.765 (R. Santerno)	Permanent repairs in concrete.	34		
	Castel San Pietro	Reconstruction Br. 12) at Km. 25.752 (R.Reno)	Permanent repairs in concrete.	35		
	Arnaldo	Reconstruction Br. 15 at Km. 0.167 (R.Reno)	Permanent repairs in concrete.	35		

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WORKS IN PROGRESS AT 30 SEPTEMBER 1945 (Cont'd).

Job No.	Agency.	Location.	Description.	Size.	% progress.	Est. Comp.
86/240	ISR Contractor.	S. Lazzaro	Reconstruction Br. 137 at Km. 6.156 (I.Sevenna)	Permanent repairs in concrete.	35	
86/241	ISR Contractor.	Senio	Reconstruction Br. 113 at Km. 8.442 (I.Senio)	Permanent repairs in concrete.	5	
86/242	ISR Contractor.	S. Lazzaro	Reconstruction Br. 136 at Km. 8.442 (Lusso Canal)	Permanent repairs in concrete.	54	
Line 87. ORTE - FOLIGNO - FABRIANO - ANCONA.						
87/424	Italian Military Bridge Section.	Km. 225.029	Relaunching of bridge girders (Br. 23)	1/40', 1/60' & 1/85' U.C.R.A. spans.	40	
87/25	122 Ind. Hly. Maint. Coy., I.E.	Falconara	Orte to Falconara	Maintenance.	-	
87/100	ISR Contractor.	Giuncano	Repairs to Tunnel at at Km. 128 (Balduini Tunnel)	Permanent repairs in brickwork.	37	

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Location.	Description.	Size.	% Progress.	Est'd Date of Completion.	Remarks.
S. Lazzaro	Reconstruction Br. 137 at Km. 6.156 (I.Sevenno)	Permanent repairs in concrete.	35		
Sonio	Reconstruction Br. 113 at Km. 8.442 (I.Sonio)	Permanent repairs in concrete.	5		
S. Lazzaro	Reconstruction Br. 136 at Km. 6.442 (Luno Canal)	Permanent repairs in concrete.	54		
METAURO - MISCONI.					
Km. 225.529	Relaunching of Bridge girders (Br. 23)	1/40', 1/60' & 1/65' U.C.N.B. spans.	40		
Falconara	Orto to Falconara	Maintenance.	-		
Giuncano	Repairs to Tunnel at at Km. 128 (Valduini Tunnel)	Permanent repairs in brickwork.	37		

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

From	Port	No. of Ships	Total Tonnage	Principal Items
U.K.	Naples	4	70	7 cases Crane Spares 3 cases Westinghouse Brake Hose Boiler Tubes 60 tons
U.S.A.	Bari	1	6	Light Steel Trestling 5½ tons 3 cases D.D.D parts 1 cwt.
M.E.	Naples Bari Trieste	3	32	26 cases Machinery Spares for 2-6-0 LMS Locos

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APPENDIX E

TYPES OF TR. STORES, DISCHARGED OR DISCHARGING FROM CONVOYS ETO. EX U.K., U.S.A. AND M.E. - SEP. 1945.

No. of Ships	Total Tonnage	Principal Items	Demand
4	70	7 cases Crane Spares	UA/155 UF/173 UK/198 UK/202 UK/195
		3 cases Westinghouse Brake Hose Boiler Tubes 60 tons	
1	6	Light Steel Trestling 5½ tons 3 cases UNRRA parts 1 cwt.	UK/147 "
3	32	26 cases Machinery Grates for 2-6-0 LMS Locos	? ME/108

APPENDIX F

TN. STORES STATISTICS.

(A) Tonnages of Tn. Stores - Handled in Depots.

	August	September	Increase + Decrease - over Aug. 45.
Unloaded	23,310	12,895	- 10,415
Reconsigned	2,465	3,210	+ 745
Loaded and Despatched	18,332	15,385	- 2,947
	44,107	31,490	- 12,617

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

	August	September	Total to 30 Sep. 45.
Received in Italy	18,136	4,396	304,557
Issues (a) Italy	9,867	12,047	255,480
(b) S. France	-	-	2,311
Closing Stock	86,654	83,723	-

(C) Indents and Transfer Vouchers.

	August	September
Indents - number	1,067	883
- items	3,918	3,479
Transfer Vouchers - number	165	110
- items	992	448

(D) Railway Bridging.

Type of Bridging		RECEIVED Sep.	RECEIVED Total to end Sep.	ISSUED Sep.	ISSUED Total to end Sep.	Returned from units.	Stock at end of Sep.
R.S.J. Spans	ft.run	101	15,485	-	9,246	1102	7,339
" Sect. Spans	"	-	2,262	-	36	36	2,262
Sectional 40'	"	160	10,800	40	7,600	920	4,120
U.C.R.B.	"	1190	24,710	1870	19,431	1541	6,820
Lattice Girder	"	-	4,336	-	1,620	"	2,716
Plate Girder (Obs.)	"	-	210	-	180	-	30
Yunnan Burma	"	-	7,255	-	8,068	96	235
Fabricated R.S.J. Spans	"	210	2,710	-	2,130	210	790
Total ft.run		1661	67,768	1910	48,253	4795	24,310
Trestling							
Light	Tons	244	14,752	194	9,743	1800	6,809
Heavy	"	110	3,356	-	1,132	133	2,357

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quantitative accounts, and excluding transfers between depots.

	August	September	Total to 30 Sep. 45.
Received in Italy	18,136	4,396	304,537
Issues (a) Italy	9,867	12,047	255,480
(b) S. France	-	-	2,311
Closing Stock	86,654	83,725	-

(c) Indents and Transfer Vouchers.

	August	September
Indents - number	1,087	883
- items	3,918	3,479
Transfer Vouchers - number	165	110
- items	992	448

(f) Railway Bridging.

Type of Bridging		RECEIVED Sep.	RECEIVED Total to end Sep.	ISSUED Sep.	ISSUED Total to end Sep.	Returned from units.	Stock at end of Sep.
R.S.J. Spans	ft.run	101	15,435	-	9,248	1102	7,339
" Sect. Spans	"	-	2,262	-	36	56	2,262
Sectional 40'	"	160	10,000	40	7,600	220	4,120
U.C.B.B.	"	1190	24,710	1870	19,431	1541	6,820
Lattice Girder	"	-	4,336	-	1,620	-	2,716
Plate Girder (Obs.)	"	-	210	-	180	-	30
Yunnan Burma	"	-	7,255	-	8,008	976	235
Fabricated R.S.J. Spans	"	210	2,710	-	2,130	210	790
Total ft.run		1661	67,768	1910	48,253	4795	24,310
Trestling							
Light	Tons	244	14,752	194	9,743	1800	6,809
Heavy	"	110	3,356	-	1,132	133	2,357

(g) Track.

		RECEIPTS Sep.	RECEIPTS Total to date	RETURNS FROM UNITS Sep.	RETURNS FROM UNITS Total to date	ISSUES Sep.	ISSUES Total to date	Stock
Plain Line (excl. Sleepers)	Miles	-	313	-	-	-	219	94
Sleepers	"	-	396	-	13	6	357	52
Turnouts (excl. Timbers)	Each	-	1558	-	16	-	930	64
Crossing Timbers	Sets	-	1575	-	26	-	795	806

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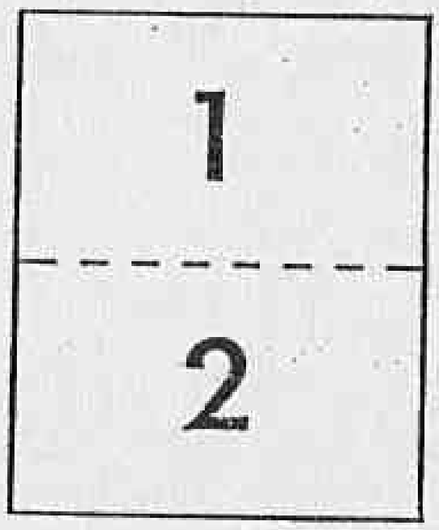
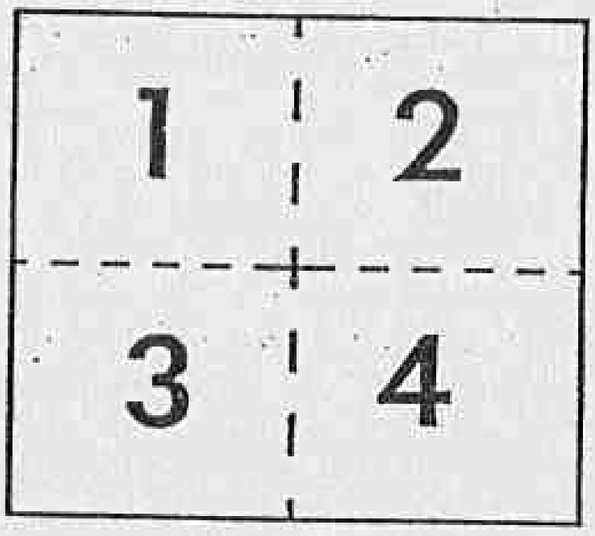
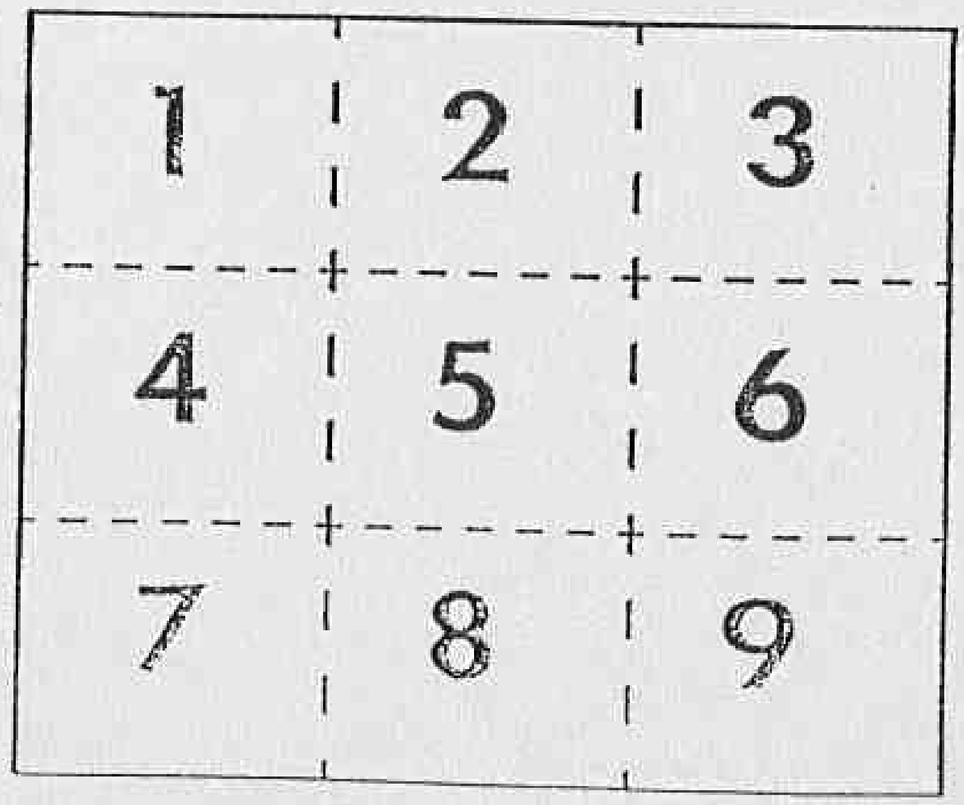
MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.







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C.M.F. STATEMENT O

AS AT 30

DESCRIPTION		DEMAND OR			REQUISITION		
		Qty	Ordered by	To be supplied from	Demand No or Requisition	Date	M
LOCOS							
STANDARD GAUGE	Type						
MAIN LINE - Steam 2-8-2	US	15	Tn(Br)	ME	MED/Tn.2/ME.82	26.12.44	
	US	4	Tn(Br)	FAIC (thro ME)	MED/Tn.2/ME.85	20. 1.45	
	US	20	Tn(Br)	ME	MED/Tn.2/ME.94	5. 3.45	
Steam 2-8-0	US	100	DGMRS	USA	NATOUSA cable 323	29. 3.43	
	US	233+	DGMRS	USA	Transp. IV. A.180	8. 1.44	
	LMS	15	Tn(Br)	ME	MED/Tn.2/ME.82	26.12.44	
SHUNTING - Steam 0-6-0	US	5	DGMRS	USA	"	"	
	GW	6	Tn(Br)	UK	MED/Tn.2/UK.27	16. 1.43	
MAIN LINE - Diesel-Elect)	US	10	DGMRS	USA	Tn. 69	11.10.43	
0-4-4-0 650 HP)		30	DGMRS	USA	Transp. IV.A.171	23.11.43	
		28	DGMRS	USA	Transp. IV.A.181	8. 1.44	
		49	Tn(Br)	ME	"	"	
SHUNTING - Diesel-Elect)	LMS			UK	"	"	
0-6-0 350 HP)		2	Tn(Br)	ME	MED/Tn.2/ME.94	5. 3.45	
Diesel)							
0-4-0 250 HP)German		1	Captured N.A.		"	"	
METRE GAUGE							
MAIN LINE - Steam 2-8-2	US	60	DGMRS	USA	NATOUSA cable 323	29. 3.43	

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C.M.F. STATEMENT OF W.D. LOCOS - BRITISH & U.S.

AS AT 30th SEPTEMBER 1945.

FOR	REQUISITION		RECEIVED			TRANSFERRED			Sold to French N.A. Railways	Held in Italy
To be supplied from	Demand N° or Requisition	Date	N.A.	Italy	Total	N.A. to South France.	N.A. to Italy	N.A. to India		
										15
ME	MED/An.2/ME.82	26.12.44		15	15					4
MAIC (Cairo ME)	MED/An.2/ME.85	20. 1.45		4	4					12
ME	MED/An.2/ME.94	5. 3.45		12	12					40
USA	NATOUSA cable 323	29. 3.43	105		105	35	40		30	203
USA	Transp. IV. A.180	8. 1.44		203	203					15
ME	MED/An.2/ME.82	26.12.44		15	15					5
USA	–	–	5		5		5			6
UK	MED/An.2/UK.27	16. 1.43	6		6		6			)
USA	An. 69	11.10.43		10	* 10					) 108
USA	Transp. IV.A.171	23.11.43		30	* 30					)
USA	Transp. IV.A.181	8. 1.44		28	* 28					)
ME	–	–	4	45	* 49		4			
UK	–	–	2		2		/ 2			22
ME	MED/An.2/ME.94	5. 3.45		2	2					1
N.A.	–	–	1		1		1			
USA	NATOUSA cable 323	29. 3.43	60		♀ 60			41	18	

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H & U.S.

TRANSFERRED			Sold to French N.A. Railways	Held in Italy	Balance due Italy	Declared surplus to Military Requirements Italy by Americans	Disposal	Declared surplus to Military Requirements Italy by British
.A. to South rance.	N.A. to Italy	N.A. to India						
				15				15
				4				4
				12	8 Ø			12
35	40		30	40		40		
				203		203		
				15				15
	5			5		5		
	6			6				6
				)				
				)				
				) 108		67	8 Nos. shipped to U.S.A. 59 Nos awaiting shipment to U.S.A.	49
	4			)				
	£2			2				2
				2				2
	1			1				1
		41	18					

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	Type		From		or Requisition	
LOCOS						
STANDARD GAUGE						
MAIN LINE - Steam 2-8-2	US	15	In(Br)	IE	MED/Tn.2/ME.82	26.12.44
	US	4	In(Br)	IAIC (thro ME)	MED/Tn.2/ME.85	20. 1.45
	US	20	Tn(Br)	ME	MED/Tn.2/ME.94	5. 3.45
Steam 2-8-0	US	100	DGMRS	USA	NATOUSA cable 323	29. 3.43
	US	233+	DGMRS	USA	Transp. IV. A.180	8. 1.44
	LMS	15	Tn(Br)	ME	MED/Tn.2/ME.82	26.12.44
SHUNTING - Steam 0-6-0	US	5	DGMRS	USA	"	"
	GW	6	Tn(Br)	UK	MED/Tn.2/UK.27	16. 1.43
MAIN LINE - Diesel-Elect 0-4-4-0 650 HP	US	10	DGMRS	USA	Tn. 69	11.10.43
		30	DGMRS	USA	Transp. IV.A.171	23.11.43
		28	DGMRS	USA	Transp. IV.A.181	8. 1.44
		49	Tn(Br)	ME	"	"
SHUNTING - Diesel-Elect 0-6-0 350 HP	LMS			UK	"	"
		2	Tn(Br)	ME	MED/Tn.2/ME.94	5. 3.45
Diesel 0-4-0 250 HP	German	1	Captured N.A.		"	"
METRE GAUGE						
MAIN LINE - Steam 2-8-2	US	60	DGMRS	USA	NATOUSA cable 323	29. 3.43

+ 30 allocated direct to South France.

Ø Shipment suspended pending decision on ultimate user.

* Total actually rec

/ Received from US Fo

♀ 1 destroyed 14 Oct

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from		or Requisition						France.	Italy	India	
Tn(Br)	ME	MED/Tn.2/ME.82	26.12.44			15	15				
Tn(Br)	FAIC (thro ME)	MED/Tn.2/ME.85	20. 1.45			4	4				
Tn(Br)	ME	MED/Tn.2/ME.94	5. 3.45			12	12				
DGMRS	USA	NATOUSA cable 323	29. 3.43	105			105	35	40		30
DGMRS	USA	Transp. IV. A.180	8. 1.44			203	203				
Tn(Br)	ME	MED/Tn.2/ME.82	26.12.44			15	15				
DGMRS	USA	--	--	5			5		5		
Tn(Br)	UK	MED/Tn.2/UK.27	16. 1.43	6			6		6		
DGMRS	USA	Tn. 69	11.10.43			10	* 10				
DGMRS	USA	Transp. IV.A.171	23.11.43			30	* 30				
DGMRS	USA	Transp. IV.A.181	8. 1.44			28	* 28				
Tn(Br)	ME	--	--	4		45	x 49		4		
	UK	--	--	2			2		2		
Tn(Br)	ME	MED/Tn.2/ME.94	5. 3.45			2	2				
Captured N.A.		--	--	1			1		1		
DGMRS	USA	NATOUSA cable 323	29. 3.43	60			? 60			41	18

...nce.

...sion on ultimate user.

* total actually received in Italy = 117. 1 destroyed by fire.

x Received from US Forces, Oran. N.A.

? 1 destroyed 14 Oct. 43 - North Africa.

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ce.	Italy	India		Italy	Italy	Italy by Americans		Requirements Italy by British
				15				15
				4				4
				12	8 Ø			12
40		30		40		40		
				203		203		
				15				15
5				5		5		
6				6				6
				)				
				)				
				108		67	8 Nos. shipped to U.S.A. 59 Nos awaiting shipment to U.S.A.	49
				)				
2				2				2
				2				2
1				1				1
	43		13					

destroyed by fire.

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DESCRIPTION	DEMAND Qty	Ordered by	to be Supplied from	REQUISITION Demand or Reqn. No	Da
WAGONS					
STANDARD GAUGE					
US Box, 20-ton	600	DGMRS	USA	AFOUSA cable 323	29.
20-ton converted to Mail Van					
20-ton converted to Refrig. Van					
20-ton chassis used as Flat					
40-ton	80	DGMRS	USA	AFOUSA cable 323	29.
40-ton converted to Refrig Van					
40-ton chassis used as Flat					
US Brake Van, 20-ton	15	DGMRS	USA	AFOUSA cable 323	29.
20-ton converted as Flat	60	DGMRS	USA	AFOUSA cable 323	29.
US Cistern or Tank, 10,000 galls. cap.	50	Tn(Br)	UK	ED/Tn.2/UK.2	26.
Br. Flat for A.F.V's. 40/50-ton	80	DGMRS	USA	AFOUSA cable 323	29.
US - ditto - 50/56-ton	50	Tn(Br)	ME	ED/Tn.2/ME.96	12.
US - ditto - 50/56-ton	100	...	ME		
Br. Open H.S. 13-ton	330	DGMRS	USA	AFOUSA cable 323	29.
US Open H.S. 20-ton					
US Open H.S. 20-ton chassis used as Flat					
US Well 50-ton					

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C.M.F. - STATEMENT OF WAGONS - BRITISH AND U.S. - AS AT

DEMAND		REQUISITION		RECEIVED				TRANSFERS			
Ordered by	To be Supplied from	Demand or Reqn. N°	Date	N.A. Sicily	Italy	Total		N.A. to Italy	Italy to S.France	Sicily to Italy.	N.A. to India
DGMRS	USA	AFHQUSA cable 323	29. 3.43	589		(543		541			
						(12		12			
						(18					
						(14		13			
DGMRS	USA	AFHQUSA cable 323	29. 3.43	80		(-					
						(22					
						(58		58			
DGMRS	USA	AFHQUSA cable 323	29. 3.43	20		(19					
						(1		1			
DGMRS	USA	AFHQUSA cable 323	29. 3.43	74		74		14	14		
Tn(Br)	UK	ED/in.2/UK.2	26.11.42	50		50		50			
DGMRS	USA	AFHQUSA cable 323	29. 3.43	130		130		50	21		
Tn(Br)	ME	ED/in.2/ME.96	12. 3.45		50	50					
	ME				86	14	100				35
DGMRS	USA	AFHQUSA cable 323	29. 3.43	342		(338		20			
						(4					

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AND U.S. - AS AT 30th SEPTEMBER 1945.

ce	Sicily to Italy.	N.A. to India	Transferred or due for transfer N.A. to South France	Returned to U.S.A.	For Sale to French	Held in Sicily for Italy	Total in Italy	Declared surplus to Military Requirements Italy by Americans	Disposal	Declared surplus to Military Requirements Italy by British.	Disposal
							538) 12)	556 +			
			18				13	13			
			22				5	+			
							53	53			
			17								
			60				1	+			
			79				50			50	
							29	29			
	85				1 Ø		49			49	
			316				99			100	
			4				* 15	20 +			

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ared lus tary ire-- nts, y by ricans	Disposal	Declared surplus to Military Require-ments Italy by British.	Disposal	Remarks
56 +				2 destroyed N.A. 3 destroyed Italy.
13				1 destroyed N.A.
+				
53				2 destroyed N.A.
+				
		50		1 destroyed N.A.
29		49		1 destroyed 9 Apr. 45 - Italy.
		100		Ø A.C. endeavouring to trace
20 ♀				(* plus 5 awaiting assembly. 2 destroyed N.A. /♀ 5 of which not yet assembled

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DESCRIPTION	DEMAND Qty	Ordered by	To be Supplied from	REQUISITION Demand or Reqn. No	Date
WAGONS					
STANDARD GAUGE					
US Box, 20-ton	600	DGMRS	USA	WA1OUSA cable 323	29. 3.
20-ton converted to Mail Van					
20-ton converted to Refrig. Van					
20-ton chassis used as Flat					
10-ton	80	DGMRS	USA	WA1OUSA cable 323	29. 3.
10-ton converted to Refrig Van					
10-ton chassis used as Flat					
US Brake Van, 20-ton	15	DGMRS	USA	WA1OUSA cable 323	29. 3.
20-ton converted as Flat					
US Cistern or Tank, 10,000 galls. cap.	60	DGMRS	USA	WA1OUSA cable 323	29. 3.
Br. Flat for A.F.V's. 40/50-ton	50	Tn(Br)	UK	MED/in.2/UK.2	26.11.
US - ditto - 50/56-ton	80	DGMRS	USA	WA1OUSA cable 323	29. 3.
US - ditto - 50/56-ton	50	Tn(Br)	ME	MED/in.2/ME.96	12. 3.
Br. Open H.S. 13-ton	100	...	ME		
US Open H.S. 20-ton	320	DGMRS	USA	WA1OUSA cable 323	29. 3.
US Open H.S. 20-ton chassis used as Flat					
US Well 50-ton	3	DGMRS	USA	WA1OUSA cable 323	29. 3.
METRE GAUGE					
US Box, 30-ton	180	DGMRS	USA	WA1OUSA cable 323	29. 3.
US Flat 30-ton	20	DGMRS	USA	WA1OUSA cable 323	29. 3.
US Open H.S. (Steel) 30-ton	50	DGMRS	USA	WA1OUSA cable 323	29. 3.
US Open H.S. (Wood) 30-ton					
US Tank 30-ton	20	DGMRS	USA	WA1OUSA cable 323	29. 3.

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DEMAND		REQUISITION		RECEIVED				TRANSFERS			
Ordered by	to be Supplied from	Demand or Reqn. N°	Date	N.A.	Sicily	Italy	Total	N.A. to Italy	Italy to S.France	Sicily to Italy.	N. to Ind
DGMRS	USA	AFHQ/USA cable 323	29. 3.43	589			(543	541			
							(12	12			
							(18				
							(14	13			
DGMRS	USA	AFHQ/USA cable 323	29. 3.43	80			(..				
							(22				
							(58	58			
DGMRS	USA	AFHQ/USA cable 323	29. 3.43	20			(19				
							(1	11			
DGMRS	USA	AFHQ/USA cable 323	29. 3.43	74			74	11	14		
Tn(Fr)	UK	AFHQ/Tn.2/UK.2	26.11.42	50			50	50			
DGMRS	USA	AFHQ/USA cable 323	29. 3.43	130			130	50	21		
Tn(Br)	ME	AFHQ/Tn.2/ME.96	12. 3.45			50	50				
	ME				86	14	100				85
DGMRS	USA	AFHQ/USA cable 323	29. 3.43	342			(338	29			
							(4				
DGMRS	USA	AFHQ/USA cable 323	29. 3.43	3			3	3			
DGMRS	USA	AFHQ/USA cable 323	29. 3.43	180							
DGMRS	USA	AFHQ/USA cable 323	29. 3.43	50							
DGMRS	USA	AFHQ/USA cable 323	29. 3.43	(40							
				(40							
DGMRS	USA	AFHQ/USA cable 323	29. 3.43	10							10

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RECEIVED		TRANSFERS										
ly	Italy	Total	N.A. to Italy	Italy to S.France	Sicily to Italy.	N.A. to India	Transferred or due for transfer NA to South France	Returned to U.S.A.	For Sale to French	Held in Sicily for Italy	Total in Italy	Declared surplus to Military Requirements Italy by Americans	Disposal
		(543	541								538	)	
		(12	12								12	) 556	+
		(18											
		(14	13				18				13	13	
		(--											
		(22									5	+	
		(58	58				22				53	53	
		(19											
		(1	1				17						
		74	14	14							1	+	
		50	50				60						
		130	50	21							50		
	50	50					79				29	29	
14		100									49		
		(338	20		35					10	99		
		(4					316				* 15	20	?
		3	3				4						
											3	3	
								130					
								20	30				
								10	22				
								10					
					10								

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Declared surplus to Military Require-ments Italy by Americans	Disposal	Declared surplus to Military Require-ments Italy by British.	Disposal	Remarks
556 +				2 destroyed N.A. 3 destroyed Italy.
13				1 destroyed N.A.
+				
53				
+				2 destroyed N.A.
		50		
29				1 destroyed N.A.
		49		1 destroyed 9 Apr. 45 - Italy.
		100		Ø A.C. endeavouring to trace
20 ♀				(※ plus 5 awaiting assembly. 2 destroyed N.A.
3				(♀ 5 of which not yet assembled.
				8 destroyed 26 Sep. 43 - N.A.

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

Full description of Equipment	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	
(iii) From one Theatre to another Theatre	
(iv) From one country in a Theatre to another country within the same Theatre	
(v) From British Troops to U.S. Troops	
(vi) From U.S. Troops to British Troops	

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APPENDIX I

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

ription of Equipment	Reference to War Office approval where re-transfer falls under para. 2(1), (ii) and (iii).	Description of re-transfer.	
		FROM	TO
ry-and use to Civilian-aid use			
a Foreign Government			
eatre to another Theatre	N I L		
untry in a Theatre to another hin the same Theatre			
n Troops to U.S. Troops			
roops to British Troops			

APPENDIX H

COAL - SEPTEMBER 1945.

	EAST ITALY TONS	WEST ITALY TONS	TOTAL TONS
OPENING STOCK	53,773	90,380	144,153
RECEIPTS	58,372	38,217	96,589
ISSUES	48,593	43,792	92,385
TRANSFERS	2,733	8,189	10,922
CLOSING STOCK	≠ 59,919 + 900	≠ 76,616	136,536 + 900
STOCK IN DAYS CONSUMPTION BASED ON MONTH'S ISSUES	43	61	52
AVERAGE WEEKLY RECEIPTS	11,674	7,643	19,318
AVERAGE WEEKLY ISSUES	9,719	8,758	18,477

≠ Closing Stock includes Grade 'A' Coal (American Low Volatile):-
EAST ITALY - 6,750 tons.
WEST ITALY - 19,098 " .

\+ Stock reduced by 900 tons previously shown through clerical error.

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Appendix No. 'J'

EVALUATION OF ASSISTANCE RENDERED BY MILITARY RAILWAY SERVICE TO ITALIAN CO-OPERATORS. SEPTEMBER 1945

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 EQUIPMENT.		MILITARY MANHOURS.	
		BRITISH	AMERICAN	BRITISH	AMERICAN
ITALY.	Lire.	Lire.	Lire.	Manhours.	Manhours.
Line 50.					
Rome Civitavecchia Leghorn	381,087		3,420		351
Line 65.					
Rome - Orte - Chiusi Florence	9,620,464	65,006,000	18,200	703,532	3,190
Line 69.					
Bologna - Verona	26,621,480		7,732,680		119,967
Line 86.					
Brindisi - Bari - Foggia - Ancona.	44,686,087	1,429,000		239,316	
Line 87.					
Orte - Terni - Foligno - Ancona	675			160	
Line 90.					
Naples - Rome - Via Inland Route	7,150,766	55,100	419,600	30,225	32,695
Line 94.					
Brindisi - Taranto - Potenza - Naples.	258,355			896	
Line 218.					
Pisa - Lucca - Pistoia	80,000				64
Line 227.					
Vicarello - Pisa.	53,760				
Total for Sep. 1945.	88,853,474	66,490,100	8,173,900	974,129	156,267

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 CALABRIA-LUCANO Lire.
ITALY.				

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Rome Civitavecchia Leghorn	381,887		3,420		351
Line 65.					
Rome - Orte - Chiusi Florence	9,620,464	65,006,000	18,200	703,532	3,190
Line 89.					
Bologna - Verona	26,621,480		7,732,680		119,967
Line 86.					
Brindisi - Bari - Foggia - Ancona.	44,686,087	1,429,000		239,316	
Line 87.					
Orte - Terni - Foligno - Ancona	675			160	
Line 93.					
Naples - Rome - Via Inland Route	7,150,766	55,100	419,600	30,225	32,695
Line 94.					
Brindisi - Taranto - Potenza - Naples.	256,355			896	
Line 210.					
Pisa - Lucca - Pistoia	80,000				64
Line 227.					
Vicarello - Pisa.	53,760				
Total for Sep. 1945.	88,853,474	66,490,100	8,173,900	974,129	156,267

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 CALABRIA-LUCANO Lire.
IT.EM.				
Dn. Materials ex T.S.D's	4,316,128	Nil.	Nil.	Nil.
W.D. Food Rations.	428,835	Nil.	Nil.	Nil.
Total for Sep. 1945	4,744,963	-	-	-

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RAILWAY PASSENGER & FREIGHT STATISTICS - ITALY.

Passenger — WARRANTED BY BRITISH R.T.O's. — PERIOD AUGUST 13th to SEPTEMBER 12th 1945.

Traffic	Total Warrants	Personnel Entrained	Pass. Kilons	Baggage Stores Guns etc. Wgns	Tons	Wgn Kms	Ton Kms
British		206,267	84,373,209	595	11,675	207,944	3,027,153
U.S.A.		2,514	730,737				
A.M.G/A.C.C.		1,575	265,921				
E.F.I.		22	11,973				
French Military		40	9,907				
Brazilian "		9	1,386				
Italian "		1,491	457,317				
Russian "		1,175	585,760				
U.N.R.R.A.		35	14,372				
Y.M.C.A.		1	449				
U.D.F.I.		1	60				
French Red Cross		3	456				
Polish " "		2	1,006				
Italian " "		5	1,764				
U.N.S.		1	331				
Total	4,400	213,141	86,454,648	595	11,675	207,944	3,027,153

Freight

Traffic	Total Warrants	Total Wagons	Total Tons	Wagon Kilons.	Ton Kilons.	Aver Wagon (To
British		31,715	349,877	8,226,610	83,470,798	
U.S.A.		3,127	41,643	751,859	9,872,667	
A.M.G/A.C.C.		2,584	38,479	677,784	10,134,202	
E.F.I.		1,068	11,731	274,274	2,789,801	
French Military		1	15	39	585	
Italian "		91	1,114	9,134	113,807	
Italian Civil		173	3,188	20,596	349,810	
U.N.R.R.A.		9	102	4,572	51,816	
American-Red Cross		27	232	7,041	117,996	
Y.M.C.A.		230	2,679	7,043	104,690	
War Relief Service		2	11	1,016	5,508	
Total	8,681	38,997	449,062	9,980,768	107,010,860	11

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RAILWAY PASSENGER & FREIGHT STATISTICS - ITALY.

APPENDIX No. 'K'

BY BRITISH R.T.O's. PERIOD AUGUST 13th to SEPTEMBER 12th 1945.

ts: Personnel Entrained	Pass. Kilons	Baggage Stores Guns etc. Wgns	Tons	Wgn Kms	Ton Kms	Average Length of Journey (Kilons)
206,267	84,373,209	595	11,675	207,944	3,027,153	
2,514	730,737					
1,575	265,921					
22	11,973					
40	9,907					
9	1,386					
1,491	457,317					
1,175	585,760					
35	14,372					
1	449					
1	60					
3	456					
2	1,006					
5	1,764					
1	331					
213,141	86,454,640	595	11,675	207,944	3,027,153	406

Total Wagons	Total Tons	Wagon Kilons.	Ton Kilons.	Average Wagon Load (Tons)	Average Wagon Haul (kilons)
31,715	349,877	8,226,610	83,470,798		
3,127	41,643	751,859	9,072,667		
2,584	38,470	677,704	10,134,292		
1,068	11,731	274,274	2,789,601		
1	15	39	585		
91	1,114	9,134	113,007		
173	3,188	20,596	349,819		
9	102	4,572	51,816		
27	232	7,041	117,996		
230	2,679	7,043	104,690		
2	11	1,016	5,588		
38,997	449,062	9,980,768	107,010,869	11.5	256

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

RAILWAY PASSENGER & FREIGHT STATISTICS - ZONE "A" (TRIESTE AREA)

PERIOD AUGUST 13th to SEPTEMBER 12th 1945

Passenger.

WARRANTED BY BRITISH R.T.O's

Traffic	Total + Warrants	Number of Passengers	Pass. Kilms.	Wgns	To
British		3585	139,870	98	31
U.S.A.		171	7,405		
Total	11	3756	147,275	98	3

Freight

Traffic	Total + Warrants	Total Wagons	Total Tons	Wgn Kilms
British		1,166	13,250	65,592
U.S.A.		59	1,143	3,576
A.M.G/A.C.C.		203	3,248	4,202
I.S.R.		4	75	240
E.F.I.		36	228	2,071
Total	17	1,468	17,944	75,689

+ Note : Only applies to warrants issued for local Traffic.

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

RAILWAY PASSENGER & FREIGHT STATISTICS - ZONE "A" (TRIESTE AREA) APPENDIX No. 'K'
BY BRITISH R.T.O's PERIOD AUGUST 13th to SEPTEMBER 12th 1945 577 Sheet 2.

...l + ...rants	Number of Passengers	Pass. Kilms.	Baggage Stores Guns etc.			
			Wgns	Tons	Wgn Kms	Ton Kms
	3585	139,870	98	3136	3822	122,304
	171	7,405				
11	3756	147,275	98	3136	3822	122,304

...l + ...rants	Total		Wgn Kilms	Ton Kilms
	Wagons	Tons		
	1,166	13,250	65,592	738,2[illegible]0
	59	1,143	3,576	170,055
	203	3,248	4,202	41,066
	4	75	2[illegible]8	4,650
	36	223	2,071	11,036
17	1,468	17,944	75,669	965,807

Only applies to warrants issued for local Traffic.

SECRET.

Transportation (Br) Main,
C.M.F.

TM.A.1/43.

9 October 1945.

Subject: Progress Report - C.M.F.

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

Herewith my Progress Report No. 24 for the month of August 1945.

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

Distribution:

Director of Transportation, War Office. (Air Mail).	(1)
Director of Transportation, War Office. (Sea Mail).	(3)
G-4 (Mov & Tn)., A.F.H.Q.	1
D.Tn., G.H.Q., M.E.F.	1
D.Tn., Rear H.Q., 11 Army Group, S.E.A.C.	1
D.D.Tn., E.A.S., Washington.	1
D.D.L.R.S.	1
D.D.Tn., Trieste.	1
D.D.Tn., B.T.A.	1
H.Q., Movements, XIII Corps.	1
H.Q., Movements, North Italy.	1
Transportation Sub-Commission, A.C.	1
Transportation Sub-Commission, Rail Section.	1
1 Port Operating Group, R.E.	1
5 Port Operating Group, R.E.	1
5 Port Construction & Repair Group, R.E.	1
1 Railway Construction & Maintenance Group, R.E.	1
1212 Railway Construction & Maintenance Group, R.E.	1
Railway Construction Engineers, S.A.E.C.	1
4 Indian Railway Construction & Maintenance Group, I.E.	1
1 Railway Operating Group, R.E.	1
3 Transportation Stores Group, R.E.	2
War Diary	1
File	

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

Herewith my Progress Report No. 24 for the month of August 1945.

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

Distribution:

Director of Transportation, War Office. (Air Mail).	(1)
Director of Transportation, War Office. (Sea Mail).	(3)
G-4 (Mov & Tn)., A.F.H.Q.	1
D.Tn., G.H.Q., 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
D.D.Tn., Trieste.	1
D.D.Tn., B.T.A.	1
H.Q., Movements, XIII Corps.	1
H.Q., Movements, North Italy.	1
Transportation Sub-Commission, A.C.	1
Transportation Sub-Commission, Rail Section.	1
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Railway Construction Engineers, S.A.E.C.	1
4 Indian Railway Construction & Maintenance Group, I.E.	1
1 Railway Operating Group, R.E.	1
3 Transportation Stores Group, R.E.	1
War Diary	2
File	1

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TRANSPORTATION (ER) MAIN.
C.M.F.

SECRET.

PROGRESS REPORT No. 24.

AUGUST 1945.

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II. Port Operating.
III. Port Maintenance.
IV. Inland Water Transport.
V. Port Construction & Repair.
VI. Railway Construction.
VII. Electrification.
VIII. Railway Operating.
IX. Mechanical Engineering.
X. Transportation Stores.
XI. Finance.

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G. Rail Mileage in Operation - Italy, Sicily and Sardinia.
H. Traffic Handled - North East Italy.
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M. Port Working Statistics - Tonnages cleared from Italian ports during month ending 31 August 45.
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R. Coal - August 1945.
S. Re-transfers of In Equipment of U.S. Origin.
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V. Railway Passenger & Freight Statistics - Italy.

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V. Port Construction & Repair.
VI. Railway Construction.
VII. Electrification.
VIII. Railway Operating.
IX. Mechanical Engineering.
X. Transportation Stores.
XI. Finance.

APPENDICES:

A. Location of Tn Units.
B. Administration.
C. Progress Report - Venezia Giulia.
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Transportation (BR) Main.

G.H.Q.

Progress Report No 24.

August 1945.

C.M.F.

I. GENERAL.

1. The steady drain of personnel due to Python and Release continues and the first big reduction in the Tn H.Q. Staff was made w.e.f. from 20 August when the number of officers was reduced from 80 to 60.

A railway construction company may now be considered to be 65% effective only.

2. The following Tn Units have been ordered to complete disbandment by 22 Sep. :-

1006 Docks Operating Company.
Brit Cadre of 1061 Italian Docks Operating Company.
Brit Cadre of 1063 Italian Docks Operating Company.
10 I.W.T. Floating Crane Section (Type A).
H.Q. 2 Railway Operating Group.
190 Railway Operating Company.
102 Construction Section (Railway) (Royal Signals).

All S.A.E.C. Units have been withdrawn except the railway construction group H.Q. and two Tunnelling Companies.
Indian Railway Construction units are awaiting shipping for repatriation.

3. There was no appreciable change in the port operating commitments. The handing back of ports to the Italian Government has been held up by the inability of the latter to take them over effectively.

4. There is a considerable surplus of I.W.T. Craft of all types and I.W.T. units are now largely engaged in the unprofitable tasks of care and maintenance. Disposal instructions from the War Office are urgently required to prevent deterioration and to ensure that craft are moved to new locations (if necessary before the bad weather sets in).

5. Port Construction and Repair work has been reduced to a small commitment in TRIESTE. H.Q. 3 Port Construction & Repair Group is earmarked for early disbandment. 932 Port Construction & Repair Coy is chiefly employed on minor works services in GENOA under the local C.R.E.

6. The total extent of damage to the Mont Cenis tunnel has now been determined and it is NOT expected that the tunnel will be open before January 1946 under the best conditions.

7. Re-electrification proceeds steadily on sections of the line under direct military supervision. Progress on other sections is slow.

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

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7. Re-electrification proceeds steadily on sections of the line under direct military supervision. Progress on other sections is slow.

8. The Italian State Railways are being encouraged to take increasing responsibility for daily operation and policy. A joint M.R.S. - A.C. - I.S.R. wagon control has been instituted.

9. A short general progress report on VENEZIA GIULIA is attached at Appendix 'C'.

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II. PORT OPERATING.

10. Employment of Port Operating Groups.

The responsibilities of the three Port Operating Groups in Italy remained unchanged as did, with one or two exceptions, the locations of the units controlled by them.

11. General Remarks.

(a) The effects of the Release Scheme, Python and Diap continue to make inroads into the strengths of all units but there is every indication that our resources will prove more than adequate.

(b) The handing back of ports to Italian Government did not proceed as had been anticipated due to the inability of the civilian authorities to fulfil their obligations. During the month, however, considerable time and effort has been devoted to pressing forward this matter with the Italian Ministry of Marine.

(c) The preparation of Port Projects is well in hand and Tn equipment is being loaned to the Italian Port Authorities pending War Office approval for final hand over

(d) Weather conditions during the month have again been good.

(e) Average daily tonnages for the month were :-

Port.	DAILY AVERAGE. EXPORT. M.T. No.	Tons.	Stores.	IMPORT. M.T. No.	Tons.	Stores.	TOTAL. M.T. No.	Tons.	Stores.
Taranto.		6x	108			212		6	320
Bari.	16	33	2917	2	3	2907	18	36	4924
Brindisi.			424			921			1345
Ancona.	18	48	651			1500	18	48	2151
Venice.			52			1815			1867
Trieste.	6	25	44			985	6	25	1029
Genoa.			26			4521			4547
Totals.	40	112	3302	2	3	12861	42	115	16163

x Taranto discharged 3 M.T. only.

It should be noted that these figures exclude cargoes handled by the civilians without British Military supervision, which are therefore not a Tn. responsibility.

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(a) The effects of the Release Scheme, Python and Lisp continue to make inroads into the strengths of all units but there is every indication that our resources will prove more than adequate.

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Port.	DAILY AVERAGE.								
	EXPORT.			IMPORT.			TOTAL.		
	M.T.			M.T.			M.T.		
	No.	Tons.	Stores.	No.	Tons.	Stores.	No.	Tons.	Stores.
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It should be noted that these figures exclude cargoes handled by the civilians without British Military supervision, which are therefore not a Tn. responsibility.

12. Italian Units.

Authority has been given for the disbandment of the following units :-

1060 (Italian) Port Maintenance Section.
1062 " " " "
1061 " Docks Operating Company.
1063 " " " "
924 " " " "
No.1 " I.W.T. Company.
No.2 " " "
No.3 " " "

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921, 922 and 923 (Italian) Docks Operating Companies will continue working for the time being but their disbandment will be requested for sometime in October. The employment of Italian Units has not proved an unqualified success.

13. Shore Labour.

(a) The general position is satisfactory.

(b) Some progress has been made towards the payment of Civilian Labour being taken over by the Italian Port Authorities.

14. East Italian Port Working.

(a) Taranto. Excluding colliers which become a civilian responsibility, the tonnage handled averaged only 320 tons/day and it is likely that in the near future our responsibilities will extend only to personnel ships.

(b) BRINDISI. was considerably less extended than last month due in the main to a reduction of Export tonnage.

(c) BARI averaged 4924 tons/day as compared with 5695 tons/day during July. It now seems probable that a further reduction is likely, but looming on the horizon is the depressing prospect of having to load out for dumping many thousands of tons of bombs and ammunition.

(d) ANCONA. The daily average dropped to 2131 tons, 71% of this figure representing Military traffic. The loading programme for Trieste and Venice is expected to cease early in October by which time the traffic will move by rail and the only remaining Military commitment will be the loading of P.S.P.

(e) VENICE. This port has continued to function satisfactorily although being less extended than during July. As soon as the depots in Austria are ready to accept, the majority of Military Maintenance will be through Trieste. Consequently Venice, apart from a small commitment, will only be required for Military traffic in an emergency.

(f) TRIESTE continues to function satisfactorily and arrangements are in hand for the handling of larger tonnages, as mentioned in the previous paragraph, probably early in October.

15. West Italian Port Working.

(a) GENOA. 140,986 tons were handled during August, just over 70% of this figure representing Civilian traffic. The port is now operating very well as a type 'B' and future Military commitments, except that of the redeployment of 6 South African Armd. Division, are negligible.

(b) NAPLES. With the departure of the Americans the assumption of the Military commitments at Naples as a Th responsibility is probable and is being allowed for in planning.

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(a) Taranto. Excluding colliers which become a civilian responsibility, the tonnage handled averaged only 920 tons/day and it is likely that in the near future our responsibilities will extend only to personnel ships.

(b) BRINDISI. was considerably less extended than last month due in the main to a reduction of Export tonnage.

(c) BARI averaged 4924 tons/day as compared with 5695 tons/day during July. It now seems probable that a further reduction is likely, but looming on the horizon is the depressing prospect of having to load out for dumping many thousands of tons of bombs and ammunition.

(d) ANCONA. The daily average dropped to 2131 tons, 71% of this figure representing Military traffic. The loading programme for Trieste and Venice is expected to cease early in October by which time the traffic will move by rail and the only remaining Military commitment will be the loading of P.S.P.

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(b) NAPLES. With the departure of the Americans the assumption of the Military commitments at Naples as a Tn responsibility is probable and is being allowed for in planning.

III. PORT MAINTENANCE.

16. The erection of Marion Portal Crane W.D. No. 596 on Berth 13 at Bari has been completed. This work took rather longer than was expected due firstly to necessary stoppages of work while American bomb ships were being loaded, and secondly to certain defects found in the auxiliary lighting set.

17. Normal maintenance work and plant overhauls have been carried out but there is nothing special to report.

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IV. INLAND WATER TRANSPORT.

18. The first flight of 85 'B' Type 'Z' Craft left Bari on 4 Aug 45 and arrived in Middle East 8 days later.

19. A further five 'B' type manned by 208 Indian 'Z' Craft Coy crews have been made ready at Bari since 23 Aug but their sailing to Mideast has been held up awaiting a Naval escort.

20. Three 'B' type and Three 'A' type 'Z' Craft are en route from Genoa to Bari and provided weather conditions are suitable, the three 'B' type will be sailed from Bari to Middle East manned by crews of 208 Indian 'Z' Craft Coy which are being specially retained in this theatre.

21. Consequent upon the cancellation of the return of 945 I.W.T.(Port) Operating Company to U.K., 947 Coy are now responsible for the three Head ports and 945 Coy for the Northern Ports.

22. 208 Indian 'Z' Craft Company (less detachments in Bari and M.E.F) is now at Taranto awaiting embarkation to M.E.F. for onward routing to India.

23. The month of August has brought about a further reduction in I.W.T. activity, the tonnages handled amounting to :-

	Tons.
Taranto.	649
Brindisi,	8606
Bari.	39491
Ancona.	2548
Venice.	2473
Genoa.	2293

24. The Port Projects now being prepared have shown a considerable surplus of all craft and these surpluses have been declared to War Office. It is imperative that disposal instructions should be received at an early date to avoid waste of manpower in maintenance; to reduce the deterioration which is inevitable in laid up craft; and to ensure that the craft can be moved before the bad weather sets in.

25. Present indications are that a small I.W.T. organisation may have to be set up at Trieste under the present scheme to increase the capacity of the port.

26. Craft Maintenance & Repair.

(a) Tusa Tug 246, while enroute from Leghorn to Bari, experienced reduction gear trouble and had to return to Leghorn where repairs are being carried out by the Navy. Fortunately the gears themselves do not appear to have been much damaged and the trouble seems to be confined to the shearing of the studs securing the low speed ring to the flywheel.

(b) Information has now been received from the makers that the engines should not be run at speeds under 360 R.P.M. owing to heavy vibration being set

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Venice.	2473
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25. Present indications are that a small I.W.T. organisation may have to be set up at Trieste under the present scheme to increase the capacity of the port.

26. Craft Maintenance & Repair.

(a) Tusa Tug 216, while enroute from Leghorn to Bari, experienced reduction gear trouble and had to return to Leghorn where repairs are being carried out by the Navy. Fortunately the gears themselves do not appear to have been much damaged and the trouble seems to be confined to the shearing of the studs securing the low speed ring to the flywheel.

(b) Information has now been received from the makers that the engines should not be run at speeds under 360 R.P.M. owing to heavy vibration being set up at lower speeds. Had this information been available before it would probably have saved much trouble.

(c) A new gear and pinion have arrived for one of the Tugs still laid up at Bari. There is still no sign of those for the second laid up tug.

27. Barge Construction.

The storage position for K.D. Barges at 31 Aug 45 is :-

Taranto	=	3 Minca Barges.
Brindisi	=	1 Minca Barge.

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V. PORT CONSTRUCTION & REPAIR.

28. A small detachment of 932 P.C. & R. Coy, R.E. took over the work being carried out by 1st Harbour Construction Coy., S.A.E.C. at TRIESTE. This consists mainly of the repairs to the permanent way and the realignment of the crane rails. The restoration of the electric light and water services and the maintenance of the roads are also in hand. Assistance has been given to A.M.G. with the preparation of Contracts for work in the Port Area and supervision will be given to this work. It is considered that by September2nd the works on the crane rails and the essential work on the rail tracks will have been completed although further repairs and maintenance will continue indefinitely. The complete restoration of the electric light and water services may take several months as the full extent of the damage is not yet known. The latter work is being carried out by the Local Port Authority, the Magazzini Generali under supervision. The estimated present capacity of the port as agreed by the Port Commandant is :-

		Present	:	Future
Duca d'Aosta. (New Port)	10 Liberties 2 Coasters	Planning figure is	:	5600 Tons per day.
Max Clearance. -	Rail	3,000 t.p.d.	:	4500 t.p.d.
	Road	2,000 "	:	2000 "
	Total	3,000 "	:	6500 "

Porto Emanuele (Old Port)

After clearance of quay sheds capacity will be 3 Coasters.
Planning figure 2400 t.p.d.

Max clearance.	Present	:	Future
Rail	NIL	:	1000
Road	1500	:	1000
Total	1500	:	2000

All present work is aimed at improving storage capacity and clearance facilities only. It is obvious that in a port of this size permanent maintenance work on a fairly large scale is always required but the Magazzini Generali should be able to cope with this.

VI. RAILWAY CONSTRUCTION.

during this month

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completed although further repairs and maintenance will be necessary. Both the complete restoration of the electric light and water services may take several months as the full extent of the damage is not yet known. The latter work is being carried out by the Local Port Authority, the Magazzini Generali under supervision. The estimated present capacity of the port as agreed by the Port Commandant is :-

		Present	:	Future
Duca d'Aosta. (New Port)	10 Liberties	Planning figure is	:	5600 Tons per day.
	2 Coasters		:	
Max Clearance. -	Rail	3,000 t.p.d.	:	4500 t.p.d.
	Road	2,000 "	:	2500 "
	Total	5,000 "	:	6500 "

Porto Emanuele (Old Port)

After clearance of quay sheds capacity will be 3 Coasters.
Planning figure 2400 t.p.d.

Max clearance.	Present	:	Future
Rail	NIL	:	1000
Road	1500	:	1000
Total	1500	:	2000

All present work is aimed at improving storage capacity and clearance facilities only. It is obvious that in a port of this size permanent maintenance work on a fairly large scale is always required but the Magazzini Generali should be able to cope with this.

VI. RAILWAY CONSTRUCTION.

29. There have been no major changes in policy or planning during this month and construction troops have been fully employed. Lines were opened as follows :-

Line.	Section.	Agency.	Date.
65	Modena - Pinconca.	R.C.E. 1212.	15 August '45.
71	Treviso - Udine.	R.C.E. (U.S.A.E.C.)	15 August '45.

30. It is estimated that lines of military importance will be opened to traffic as follows:-

40

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Line.	Section.	Agency.	Date.
59	Bussoleno - Modane.	R.O.E.,S.A.E.C.	30 Jan 46.
61	Imperio - Ventimiglia.	R.C.E.1212.	15 Sept 45.
61	Ventimiglia - Mentone.	R.C.E.1212.	15 Nov 45.
69	Piacenza - Codogno.	A.C./I.S.R.	15 Oct 45.

31. No additional repairs to those listed in para 32 of the July report have been undertaken by British or Indian units and the work already undertaken continues well.

32. The German Railway Construction Units are still employed on Line 69 from Verona to Brennero to the number of 7,000. Shortly, 1,000 will be moved to Line 85 to join the 500 already there.

33. Redeployment of Units.

(a) 38, 39 and 40 Railway Construction Coys., S.A.E.C. were moved to the redeployment area on 25 August 1945.

(b) 61 and 62 Tunnelling Coys., S.A.E.C. continue to work on the Mont Cenis tunnel, Line 50, but it is expected that they, together with the Railway Construction Group H.Q., S.A.E.C., will be called forward for return to South Africa at the end of September 1945.

34. Line Construction and Maintenance.

Briefly, the present situation on each of the lines of Military importance is as follows:-

(a) Line 65. Bologna - Milan.

Line 59. Piacenza - Alessandria,

(i) The through line Bologna - Piacenza - Alessandria was opened to traffic on 13 August 1945, thus giving a second connection between the railways of North and South Italy.

(ii) The permanent reconstruction of the four viaducts, where there are at present fair weather diversions, is being pressed forward by R.C.E.1212 with military units. Single track steel bridges are expected to be ready during the first week of October and contractors are continuing with arches on the other alignment.

(iii) The I.S.R. contractors continue to work well on the Po Bridge at Piacenza. Due, however, to unforeseen difficulties in piling and in raising the old spans, the E.D.C. had to be put back to 15 October 1945.

(b) Line 61. Genoa - Ventimiglia - Mentone.

(i) The section Imperia - Ventimiglia is due to open on 15 September 45.

(ii) In the remaining section, Ventimiglia - Mentone, an experienced tunnelling contractor has started work on the Demari tunnel and the necessary supplies and plant are on or on the way to the site. The E.D.C. for this work is

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Line 65 to join the 500 already there.

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(ii) The permanent reconstruction of the four viaducts, where there are at present fair weather diversions, is being pressed forward by R.C.E.1212 with military units. Single track steel bridges are expected to be ready during the first week of October and contractors are continuing with arches on the other alignment.

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(b) Line 61. Genoa - Ventimiglia - Mentone.

(i) The section Imperia - Ventimiglia is due to open on 15 September 45.

(ii) In the remaining section, Ventimiglia - Mentone, an experienced tunnelling contractor has started work on the Denari tunnel and the necessary supplies and plant are on or on the way to the site. The E.D.C. for this work is 15 November 1945, but the situation is being watched for possible improvement.

(c) Line 50. Turin - Modena.

(i) The Month Cenis Tunnel.

The present situation is :-
Italian end. Two breaks each about 300 feet long with 400 feet clear between them. The rock has arched over both breaks at a height of 30 feet in the first break and 60 feet in the second break above rail level.

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The fallen rock in the first break is 20,000 cubic yards and in the second break 16,000 cubic yards. All mines and traps on and in between the breaks have been removed. Inside the second break is trapped 6,000,000 gallons of water in which stick 'G' mines have been laid. The water and the mines will have to be removed quickly and arrangements have been made to dose. An Italian tunnelling contractor has started work on the first break and will gradually take over the whole work of the Italian end from R.C.E.,S.A.E.C. This "take-over" will be accomplished before the S.A.E.C. are sent back to South Africa.

French end. The damage here cannot be assessed as passage of the mined water at the Italian end has not yet been made.

The plan at this end is to tunnel a single line through the old entrance, to open to traffic, while work on the permanent repair of the new entrance proceeds. As at the Italian end, the contractor (French) will take over from R.C.E., S.A.E.C.

The damage described above indicates that this tunnel will not be open to traffic before 30 January 1946, and then only if all goes well and if the damage at the French end proves to be less than at the Italian end.

(iii) 159 Railway Construction Coy., R.E., has been engaged on the reconstruction in steel of four bridges between Bussoleno and the Mont Cenis tunnel. Very much earlier than was expected, 153 men of this company were called forward under R.E. than for departure on 12 September 1945. In view of this fact and the fact that the Mont Cenis Tunnel has proved to be a long job, it has been decided to rebuild the bridges in masonry with contractors. What remains of 159 Coy will assist the contractors with transport, stores and equipment until disbandment of the unit.

(c) Line 69. Bologna - Verona - Brennero.

A new contractor has been placed on the permanent repair of the Po River bridge at Ostiglia by the I.S.R. This is a difficult work and although the new contractor is making a good effort, there is little prospect of the repairs being completed before Spring 1946.

(d) Line 71. Venice - Udine.

Repairs to the permanent bridges were completed on 15 August 1945. Clearance of the old steelwork in the river beds continues under R.C.E.1.

(e) Line 71. Udine - Villach.

The permanent repairs to the Degno and Resiutta Viaducts continues satisfactorily under R.C.E.1.

(f) Trieste - Udine.

(i) Line 84/188 Trieste - Cervignano - Udine. The permanent Isonzo River bridge was opened to traffic on 12 August 1945.

(ii) Line 72 Trieste - Gorizia - Udine. A flood at the Natisone Bridge washed away some centering and has put the E.D.C. back to 15 October 1945.

35. Statistics.

...of works completed during August and

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The damage described above indicates that this tunnel will not be open to traffic before 30 January 1946, and then only if all goes well and if the damage at the French end proves to be less than at the Italian end.

(xi) 159 Railway Construction Coy., R.E., has been engaged on the reconstruction in steel of four bridges between Bussoleno and the Mont Cenis tunnel. Very much earlier than was expected, 155 men of this company were called forward under Python for departure on 12 September 1945. In view of this fact and the fact that the Mont Cenis Tunnel has proved to be a long job, it has been decided to rebuild the bridges in masonry with contractors. What remains of 159 Coy will assist the contractors with transport, stores and equipment until disbandment of the unit.

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(ii) Line 72 Trieste - Gorizia - Udine. A flood at the Natisone Bridge washed away some centering and has put the E.D.C. back to 15 October 1945.

35. Statistics.

At Appendix 'D' are summaries of works completed during August and in hand on 1 September 1945.

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VII. ELECTRIFICATION.

36. The re-electrification of the Italian State Railways is proceeding steadily on those sections where direct military supervision is being carried out but owing to the diminishing number of military technical personnel available for the work direct supervision has been possible only on the Grizzano - Bologna and Bologna - Trento sections in N.Italy and Orte - Falconara in Central Italy. Progress has been slow on other sections where no direct contact can be provided, due principally to diversion of material and equipment to the more important lines.

37. Southern Italy.

(a) Reconstruction of lines in the Naples Compartimento is continuing and progress has shown a slight improvement on the previous month as new copper contact wire became available.

(b) Re-energisation of the Villa Literno - Aversa section of the Rome - Naples line by means of a mobile substation stationed at Villa Literno, is due to commence on the 15th September but it is very doubtful if the required electrical power can be made available before the beginning of October.

(c) The electric power system in Southern Italy is dangerously overloaded at the present time due to lack of rain and no appreciable increase in available electricity from hydro sources is contemplated before the end of September.

(d) Present indications are that the 150,000 Volt H.T. Transmission line, now under repair connecting the Central Grid System to the grid network of Southern Italy will be completed during the month of October. This transmission line will enable surplus energy in Central Italy to be transferred to the Southern grid and meet the electric traction demand.

38. Central Italy.

(a) The reconstruction of the Orte - Falconara line is practically complete and the direct military supervision will be withdrawn as from 15th September.

(b) Electrification of the Falconara Triangle has been held up for the lack of materials but completion is expected by the 25th September.

(c) Permission has now been granted by the H.Q., A.A.F., MEDME, for reconstructing the 130 KV H.T. lines and pylons which skirt the Falconara airfield. It is proposed to install a mobile substation and telephonic filter car on the Falconara substation site, which will supply power for electric working through to Ancona.

39. Northern Italy.

(a) The reconstruction of the line Grizzano - Bologna and Bologna - Trento is progressing smoothly under military supervision of the 2611 Electric Power Transmission Co.(U.S.), but lack of track occupation has been delaying the erection of overhead contact wire. Target date for Verona - Bologna section is mid-September but lack of track occupation will probably delay the date to the end of September.

(b) Nine Telephonic Filter cars are required for use with mobile subst-

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39. Northern Italy.

(a) The reconstruction of the line Grizzana - Bologna and Bologna - Trente is progressing smoothly under military supervision of the 2611 Electric Power Transmission Co.(U.S.), but lack of track occupation has been delaying the erection of overhead contact wire. Target date for Verona - Bologna section is mid-September but lack of track occupation will probably delay the date to the end of September.

(b) Nine Telephonic Filter cars are required for use with mobile substations on the lines North of Bologna as the filters previously installed in the fixed substations are damaged beyond repair. These are in addition to the three already under construction at Naples. Difficulty is being experienced in finding suitable firms to manufacture these cars but it is hoped that Compagnia Generale di Elettricita or Brown Boveri workshops in Milan will undertake them.

(c) In the Trieste area all main lines previously electrified are now working electrically with the exception of the section Gorizia - Udine, but on completion of bridge construction re-electrification will be carried out, thereby bringing into use the whole of the original electric traction system in that area.

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40. Orte - Falconara Line 87.

(a) Testing of Genga substation No 2 Conversion Group was completed on 30th August/which date it was placed into service and has since operated satisfactorily.on

(b) Genga substation Group No 1 is still out of service due to a fault in the rectifier transformer. Repairs will be carried out at the Compagnie Generale di Elettricita works in Milan.

(c) Mobile substations ABB 42 will be transferred from Genga to Fossato substation on 15th September, this being the estimated completion date for construction of telephonic filter car for use with this mobile substation.

(d) Substations.

Giuncano. Both rectifier conversion groups in service.

Foligno. No 1 rectifier conversion group in service.

Fossato. Mobile substation ABB 42 will be transferred from Genga to Fossato substation and is expected to commence operation about 25th September.

Genga. No 2 rectifier conversion group in service, No 1 rectifier conversion group out of service due to fault in rectifier transformer.

41. Prato - Bologna Line 65. Repairs to poles etc. and new contact line is being installed as quickly as possible. Section Vernio - Vado is complete and ready for service. Mobile substation AER 36 has been installed complete with telephonic filter car at Grizzana and tests carried out on the 8th August proved satisfactory. Mobile substation AER 37 now under repair at the Breda works in Milan will be installed at Grizzana for parallel operation with AER 36. The whole section was due for completion in mid-September but lack of track occupations in the past will probably delay the completion date to the end of September.

42. Bologna - Trento Line 69. Good progress has been made in erection of contact line but lack of track occupation due to heavy traffic has handicapped this work. Section Bologna - Ostiglia is due for completion by the end of September. Section Ostiglia - Verona is complete and ready for service. Section Verona - Trento is 50% complete and the remainder should be finished by the end of September.

Four mobile substations complete with telephonic filter cars are necessary for the Bologna- Trento section. Mobile substations will be situated at Bologna, Crevalcore, Serravalle and Verona. Ostiglia fixed substation is complete and ready for operation.

43. Bologna - Piacenza Line 65. Progress in pole repairs etc. are being carried out on this section. Erection of contact wire will improve when gangs at present engaged on installing contact line on Bologna - Trento section can be transferred. Completion should be possible by the end of November.

44. Rome - Naples Line 63. Progress on this line has again been slow due primarily to lack of materials. Supplies of copper contact wire should be arriving from N. Italy in September and better progress can be expected.

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Giuncano. Both rectifier conversion groups in service.

Foligno. No 1 rectifier conversion group in service.

Fossato. Mobile substation ABB 42 will be transferred from Genga to Fossato substation and is expected to commence operation about 25th September.

Genga. No 2 rectifier conversion group in service, No 1 rectifier conversion group out of service due to fault in rectifier transformer.

41. Prato - Bologna Line 65. Repairs to poles etc. and new contact line is being installed as quickly as possible. Section Vernio - Vado is complete and ready for service. Mobile substation ABR 36 has been installed complete with telephonic filter car at Grizzana and tests carried out on the 8th August proved satisfactory. Mobile substation ABR 37 now under repair at the Breda works in Milan will be installed at Grizzana for parallel operation with ABR 36. The whole section was due for completion in mid-September but lack of track occupations in the past will probably delay the completion date to the end of September.

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44. Rome - Naples Line 89. Progress on this line has again been slow due primarily to lack of materials. Supplies of copper contact wire should be arriving from N. Italy in September and better progress can be expected.

45. Reconstruction of 130 KV Transmission Lines. Delay in de-requisitioning of suitable factories required for the production of aluminium - steel cored H.T. conductor still exists but efforts are being made to commence production at the Metallurgical Feltrina plant, Belluno province, before the end of September. Rehabilitation is proceeding on the Ponticino - Larderello-Cascina-Leghorn transmission line and on all H.T. lines inter-connecting electric traction substations on the Rome - Naples line.

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Orte - Ponticino - Florence line	95% complete.
Florence - Grizzano	100% complete.
Bagni di Tivoli - Sagittario Power Station	20% complete.

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46. Production of Copper Wire. Production of 3,000 Yds Copper contact wire has commenced at the Fornaci di Barga plant and manufacture of 1,000 tons is expected by the end of October.

VIII. RAILWAY OPERATING.

47. General.

(a) The month of August was one of steady progress in the rehabilitation of the railway, rather than of spectacular development, the outstanding features of which have been

(i) the increased responsibility for daily operation and policy placed upon the I.S.R. administration

and

(ii) big increase in civilian passenger services given on the main trunk routes.

In connection with the former by agreement with the I.S.R. a new standard set of daily operating statistics and freight rolling stock control returns were devised and introduced all of which are compiled, collected and summarised by the Italian organisation, thus relieving the military of much work, and at the same time bringing the I.S.R. into close contact with the current situation.

(b) Coincident with the introduction of this new organisation a joint wagon control committee was introduced having representative members from M.R.S. (Br and U.S.) A.C. (Rails) and the I.S.R. H.Q. This committee meets daily and agrees on over all stock distribution questions in the light of the information made available by the daily stock returns, the orders necessary to implement decisions reached being put out by the I.S.R. This system, which has only recently been made possible by the increase in communications available to the I.S.R. is functioning extremely well and is resulting in a far better user of available freight equipment being obtained.

(c) The urgent need for the reinstitution of civilian passenger services between the key cities and particularly between North and South Italy has been apparent for a considerable time, but up to recently it has been impossible to provide more than a skeleton service owing to

(i) The heavy user of lines for military purposes

and

(ii) the limited amount of passenger equipment available.

Recently however with the steady decrease in urgently military traffic particularly after the virtual completion of U.S. redeployment towards the latter part of the month, and with the dilution of traffic over trunk routes due to alternatives becoming available and changes in 'flows', the situation from a line capacity angle has eased considerably. This coupled with the fact that the considerable amount of passenger equipment in good order in the North is being steadily augmented by repaired vehicles ex shops in that area led to a decision being reached by the Allied Railway Board to give the reintroduction of

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(f) Consequent upon the redeployment of U.S. Railway Operating Units w.e.f. 27 August the supervision of the Compartimenti of Bologna and Verona was taken over by detachments of the 192 and 189 Railway Operating Companies respectively. Thus with the exception of the Compartimenti of Florence and Naples and supervision 'in the field' is now done entirely by British Operating personnel.

H.Q.

(g) As a result of/No 2 Railway Operating Group and the 190 Railway Operating Company becoming due for Python repatriation an almost complete units, the responsibilities previously undertaken by them in Venice - Trieste - Tarvisio area were taken over by H.Q. 1 Railway Operating Group and 189 Railway Operating Company w.e.f. 25 August 1945.

48. Railway Operating Southern Italy (i.e. Bologna and South thereof).

(a) Movement in this area continues to be heavy but with an increasing proportion of A.C. sponsored civilian traffic compensating a decline in military requirements.

(b) The new method of 'P.C.M-ing' referred to last month, coupled with improved wagon distribution system continues to give good results and generally apart from local shortages from time to time all demands have been met currently, both Mov. and A.C. expressing themselves satisfied.

There is nothing outstanding to report regarding this area, details of daily train operation etc are given as Appendix 'E' and 'F' hereto.

49. Railway Operating North West Italy.

(a) In this area the outstanding traffics have been

(i) large imports of coal at Savona cleared by rail ex San Guiseppe.

(ii) Wheat for U.S. zone in Austria imported at Genoa and cleared by rail via Brenner route.

(iii) Introduction of third Modloc train daily w.e.f. 12 August.

all of which have been handled without difficulty or incident.

(b) Owing to the fact that the employees at all the industrial plants have been granted two weeks leave during the month there has been a short decline in the number of locomotives and rolling stock turned out of works this month as compared with previous period. The position however in respect of all types of rolling stock continues to improve.

(c) The general rehabilitation of lines continues to make good progress, unfortunately due to various causes it is now evident that the two PO Bridges, at Pinerolo on the direct Bologna - Milan route and the other near Pavia on the main line Milan - Genoa, will not be completed until early October.

50. Railway Operating North East Italy.

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all of which have been handled without difficulty or incident.

(b) Owing to the fact that the employees at all the industrial plants have been granted two weeks leave during the month there has been a sharp decline in the number of locomotives and rolling stock turned out of works this month as compared with previous period. The position however in respect of all types of rolling stock continues to improve.

(c) The general rehabilitation of lines continues to make good progress, unfortunately due to various causes it is now evident that the two PO Bridges, at Finanza on the direct Bologna - Milan route and the other near Pavia on the main line Milan - Genoa, will not be completed until early October.

50. Railway Operating North East Italy.

(a) Early in the month the Gemona - Pontebba section was opened thus providing through rail connection with Austria.

(b) Heavy storms of the5/9th August resulted in the German built deviations on the Venice - Udine line at the Piave and Tagliamento Rivers becoming unusable and resulting in a cessation of traffic until the 14th August by which time the permanent bridges over both rivers had been completed thus permitting the reopening of the line.

(c) On the 17th August the permanent bridge at Pieris on the Trieste - Udine line was completed thus assuring this route for winter operation.

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(d) There has been a considerable volume of traffic handled both from Venice and Trieste, in the case of the former the interruption to the Udine route caused a back log and some congestion, a situation which was aggravated to some extent by the fact that owing to an earlier wash out on the Brenner route certain Genoa - Austria wheat trains had been diverted via Udine. However with the re-opening of the line the situation soon became normal.

(e) In Trieste in addition to military commitments there has been a heavy import of UNRRA traffic for Jugoslavia which on the 17th and 18th August necessitated the running of 15 trains daily. This extremely heavy traffic resulted in a serious adverse wagon balance arising which finally resulted in Jugo Slavia owing us over 700 box cars. It was therefore agreed that further loadings would be restricted to balance the number of empties returned daily and that after the final clearance of the traffic the Jugo Slavs would make good the deficit.

(f) As from 10th August Mallet feeder trains commenced to operate from Udine to Milan increasing to an average of one per day during the week ending 25 August.

51. Operating Statistics. Attached as Appendix 'F' hereto is statement showing particulars of trains run, tonnages handled etc. for the various lines in this area.

IX. MECHANICAL.

52. Location of Units and Personnel.

(a) The Bologna detachment of 163 Railway Workshop Coy has been reduced from 90 to 30, the remainder being returned to Foligno H.Q.

(b) The detachments from Pescara, Taranto and Foggia have all been withdrawn and returned to Foligno H.Q.

(c) A large number of personnel from 760th Diesel Shop Bn including the C.O., have now been repatriated.

(d) No 5 Mobile Workshop was moved from Rimini to Bari. No 2 Mobile Workshop moved from Bari to Ancona to work with No 13 which is to be disbanded commencing on 15 September 1945. 36 men from 163 Railway Workshops Coy have been attached to 1019 Port Maintenance Coy. and 5 to 5 Wn Stores Group.

(e) Due to the Rythenisation of Q.M.S. Russell, command of the Milan detachment will be assumed by Q.M.S. Redfern.

(f) D.D.Tn.(Mech) visited the Trieste area and H.Q., B.M.A. Villach, where he discussed mechanical matters with Lt.Col. J. Sinclair, M.B.E.

53. Locomotive Repairs (Steam).

(a) Work proceeds satisfactorily. At Foligno, the G.W.R. 0-6-0 with completely renovated firebox is nearly ready and work proceeds on L.M.S. 2-8-0s and 2-8-2 Mikados in the shops. Of the latter a number which came from Peiforce [illegible] 2-8-0 has been fitted with Nathan

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(b) At Naples Smistamento the I.S.R. have made good progress in the shop left by 755 Shop Bn., and now have 140 men at work there, and have attended to 6 American 2-8-0s during the month. Bologna and Verona are both beginning to turn out locomotives now. In N.E. Italy, Udine in particular, is doing good work whilst Trieste is doing the best it can with the limited facilities available.

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54. Locomotive Repairs (Diesel).

(a) There is nothing of importance to report. Most of the Whitcomb Diesels now in service are in the Florence area and Florence shops are now well equipped to handle any but the heaviest repairs.

(b) L.M.S. Diesel 70056 which had a cracked crankshaft is now being fitted with the new crankshaft received from Mideast and is having a general repair at the same time. This work is being done at Foligno by men of 163 Railway Workshop Coy. who attended the Diesel course with 760 Diesel Shop Bn.

(c) 760 Diesel Shop Bn is now seriously depleted but the Italian employees at the shop are sufficient and competent even to cover the work of fabricating further cylinder heads.

(d) No news has been received of any further despatch of heads from Davey Paxmans or bearings from Huyts.

55. Locomotive Repairs (Electric).

Further electric locomotives are under repair at Foligno. Repairs to recovered locomotives - not too badly damaged are also being carried out at Bologna, Verona, Udine and Trieste. In the main, however, all seriously damaged ones are gradually being worked to Milan for attention.

56. Oilburning.

(a) The oil installations at Bari and Ancona are now complete. Those at Foggia and Pescara are well on the way whilst that at Terento has just been started. Oilburning on the East Coast should start to a limited degree some time in October if fuel oil is forthcoming.

(b) The German 52 class locomotive converted for the benefit of Austria has been completed and has run preliminary trials most successfully. It will be tried solo with a load of 400 tons on the Terni bank of 1 in 45 before despatch to Austria.

57. Carriage and Wagon Repairs.

(a) The Medloc 'B' trains have been suitably maintained, additionalcushions fitted and additional batteries sent to Milan for incorporation in the trains. The batteries, however, will not maintain lighting over the whole journey to the Channel and back, and unless some system of battery charging is installed at Calais and Dieppe, this will continue to be the case. A certain amount of wilful damage to stock has taken place by the passengers which is most unsatisfactory, in view of the efforts made to make the trains comfortable with very limited materials. 2 additional sets with buffet cars are now being prepared in case a further train is called for on Medloc 'B'. A certain number of broken drawbars have occurred on the buffet cars and this is being investigated.

(b) 6 sets of stock are being prepared at Villach for Medloc 'C'. We are endeavouring to help them with materials but due to the multifarious types and countries of origin of this stock this is proving difficult and ingenuity will have to be shown by Austria in adaptation.

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(d) Ambulance trains B4, B6 and B7 have been dispersed and one train B9 formed in lieu. The Italian ambulance train in Milan is being run over as it will probably be used in the near future.

(d) Considerable numbers of coaching stock have been prepared in Milan for the recently initiated civilian passenger trains.

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(e) Wagon repair proceeds quite well and 7,000 - 8,000 wagons a month are being received of which about 2,500 are now into service. Wagon repair in N.E.Italy is being greatly hampered by lack of timber. AMG's policy is to freeze all stocks without having any particular object in view for its use.

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58. Rehabilitation.

(a) The repaired wheel lathe in now being installed at Ancona. Pescara is working well. At Bologna the traverser will be mechanically operated in a few days time and one overhead crane has been put right and is now working in the shop. Rapid progress is being made at Venice, Mestre and Treviso though the damaged water supply is still the bottleneck in Mestre Shed.

(b) Udine had suffered very severe damage but the local Italian Capo at this shop is a most capable man and great strides are being made. The main bottleneck is roofing material. Trieste Central Sheds suffered no damage and are working normally except for the usual material shortages. Trieste Campo Marcio has, however, been very severely damaged. Rubble clearing is proceeding and 2 or 3 locomotives are being recovered and repaired in the open.

(c) The two wheel lathes have arrived from U.K. and have been sent to Bologna and Verona respectively where they will fill badly needed gaps.

(d) At Villach shed and shops, German prisoners are making a very good job of putting on timber roofing, though in my opinion timber roofing in a running shed is to be deprecated.

59. Private Firms.

At Termi, 3 boilers are now ready and 5 more well on the way. Wagon repairs at Colleferro and Civitanova Marche are severely handicapped for want of timber.

60. Stores.

Timber is very tight for wagon repairs. With the changeover from Tn. provision to I.S.E. provision, the Stores Department of the latter do not seem to realise the importance of this item and the necessity of supplying it not only to their own shops, but to those contract shops working on their behalf. The engine oil provided by Petrol Section has recently been of extremely poor quality and very thin and watery, and has been the cause of many hot boxes. Repeated gestures have resulted in their agreement to mix this oil and produce a heavier and better type.

X. TN STORES.

61. Concentration of Tn stores stocks has continued throughout the month and there is no doubt that T.S.Ds at Venice and Leghorn will be able to close down w.e.f. 1 Sep and 1 Oct respectively. Arrangements are in hand for guarding track materials which will remain at 331 T.S.D., Calambrone, Leghorn, until they have been declared globally surplus to military requirements and are no longer a Tn. stores responsibility.

62. Issues to Tn units during the month increased by 12½% over those for July, principally for railway construction purposes, in pursuance of the policy to make good all structures against winter conditions.

63. The acceleration of posting of Tn Stores Coy personnel under the PYTHON [illegible] with [illegible] by UNRRA allocations is having a retarding effect

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63. The acceleration of posting of Tn Stores Coy personnel under the PYTHON scheme together with increases in LIAP allocations is having a retarding effect upon our ability to deal with normal T.S.D. work in receipt, issue and transfer of stores and also the additional work required in checking and recording stock positions for disposal purposes.

64. The Tn Stores Liaison Officer attached to the staff of D.D.Tn. Trieste reported for duty on 3 Aug 45 and is already working in close liaison with the Railway and Docks authorities to ensure necessary supplies for the Special Zone Venezia Guilia are made available in accordance with the agreed policy.

65. Convoys reaching Italian ports during the month contained 3,131 tons of Tn Stores, details appear at Appendix 'O'.

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66. Statistical information on the following appears at Appendix 'E'.

(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.

67. Tonnages handled in depots were still at a high figure at 44,107 tons but represent, in addition to issues to units, the final stages in the clearance of 351 T.S.D. Leghorn and 334 T.S.D. Venice. It is expected that considerable reduction in tonnages handled will be effected in following months.

68. Locomotives and rolling stock.

(a) The locomotive position is unchanged since last month. We have suspended shipment from U.K., pending decision on ultimate user, of the balance of 8 locomotives due against our demand MED/ZW2/UK 85/24 as they are not now required for military use in this theatre. Our cable 524 TW2, 21 Aug 45 to Mideast copy to you refers. Full details of the position appear at Appendix 'Q'.

(b) No specific news in connection with the final disposal of U.S. owned locomotives and rolling stock in this theatre has yet reached us. A U.S.Army newspaper has reported that all availabilities will be offset against A.C. Italy demands, but on latest information disposal has not as yet been decided and this report would appear to be an overstatement of the position. We have arranged to voucher over to U.S. Section M.R.S. the 49 Lease Lend 650 H.P. Diesel Electric Locomotives, routed here via M.E. in accordance with the W.D. Washington agreement to accept return to U.S. ownership, referred to in our last report. It is considered that this is the best method of relieving ourselves of the responsibility for provision of maintenance supplies and also for ultimate disposal. The method has been agreed with our American Section who will then declare the locomotives to A. N.L.C. as surplus to U.S. and BR. military needs. The ultimate disposal of the remaining 67 Diesel Locos, 650 H.P., is again being reconsidered and these may not now be returned to U.S.A.

(c) A statement summarising bids or finalised demands from UNRRA Greece or Jugo Slavia and A.Cs Italy and Austria together with information on W.D. assets in this and the M.E. theatre in respect of locomotives was sent you during the month. Information as to rolling stock requirements for civil purposes has not yet been received. We await your instructions as to future action in connection with disposal of BR. owned locomotives in this theatre.

69. Coal and Oil supplies.

(a) The overall railway coal supply position is at present satisfactory in Italy, Venezia Giulia and Austria. A remnant of the fog of war hangs over the future of supplies for Austria. Satisfactory supplies of soft brown coal from Local resources are being obtained under E.R.A. arrangements, but the arrangements for supply and control of allocation of supplies ex the Ruhr has yet to be clarified. If we are to believe the various sets of statistics produced in connection with this production, and requirements of Europe (outside Austria and Italy), it would seem doubtful if supplies from this source can continue. Coal Section, A.F.H. Q. fully appreciate the position and are dealing with the matter. A coal state-

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(a) The locomotive position is unchanged since last month. We have suspended shipment from I.E., pending decision on ultimate user, of the balance of 8 locomotives due against our demand MED/TN2/UK 85/94 as they are not now required for military use in this theatre. Our cable 524 TN2, 21 Aug 45 to Mideast copy to you refers. Full details of the position appear at Appendix 'Q'.

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(b) The General P.O.L. situation, excepting fuel oil for oil burning locos, continues to be satisfactory. We have now concluded arrangements for the supply of the I.S.R. Compartimenti of Verona and Venice, as from 15 Sept 45, through civil channels. Venezia Giulia (including Trieste) only of the original Compartimento in Italy is to be supplied through military channels. At Appendix 'P' is copy of Technical Instruction 50 outlining the present responsibilities for supply. Fuel oil allocations for Sept are at the same rate as for Aug i.e. 140,000 barrels. Average consumption monthly over the past three months has fluctuated between 129,000 and 134,000 barrels and taking into account distribution difficulties little margin is available to supply projected operation of the

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East Coast route Toronto/Ancona with oil burning power, which it is estimated will require 21,000 barrels in October rising to 56,000 barrels in December 45. In view of the probable early cessation of military sponsorship of supplies, the future provision of sufficient oil fuel to enable adequate use to be made of oil burning locomotives, is a matter of concern. We have requested Petroleum Section, A.F.H.Q. to advise us if we may expect present supplies to be maintained and if increased allocations are possible.

70. Harbour Craft.

Statistical information upon the harbour craft situation in the Western Mediterranean appears as follows :-

Appendix 'F' Overall position Table A.
TN craft maintained by users other than Tn.(Br).
Table B, part 1.
Tn.(Br). maintained craft.

71. Disposal.

(a) The programme indicating the general procedure and policy to be adopted in disposal of Tn stores in C.M.F. has been despatched to all interested parties under our Tn.A.2/127, 21 Aug 45.

(b) The stock check of U.C.R.D. was completed during the month and a firm declaration of stocks together with details of estimated military requirements during the next six months and estimated theatre surpluses has been sent to War Office (Tn.A.2/Declaration No.1 refers).

(c) The following information has also been sent to War Office :-

(i) Estimated stocks of all types Rly Bridging (excluding UCRB), Light, Heavy Steel and Vee Trestling together with details -

Estimated military requirements for next 6 months.
Estimated theatre surpluses.

The estimated theatre surpluses were provided to enable War Office to assess what new production of these items would be required for global military use during 1946. Included in our lists were urgent bids made by Jugo Slavia for 1 x 150-feet Lattice Girder Truss span and by U.D.F. for L.S.T. and Vee Trestling for the Union of South Africa with the request that if approved disposal instructions be notified as early as possible.

(ii) Estimated stocks of Oil Conversion equipment to enable War Office to decide whether these materials were to be shipped to India or retained in this theatre for diversion to civil end use.

(d) The following items have been selected for stock check during the month to enable disposal to be planned. Bids have been or will be obtained as necessary from A.C. Austria, Italy and UNRRA Balkans :-

Track 75 lb. Sleepers, Turnouts and Crossing Timbers.

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TW craft maintained by users other than Tn.(Sr).
Table B, part 1.
Tn.(Sr). maintained craft.

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(b) The stock check of U.S.T.D. was completed during the month and a final declaration of stocks together with details of estimated military requirements during the next six months and estimated theatre surpluses has been sent to War Office (Tn.A.2/Declaration No.1 refers).

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Track 75-lb. Sleepers, Turnouts and Crossing Timbers.
Captured enemy material.
Quonsett Cells.
Sheet Steel Piling.
Diving Equipment (Group S).
Wickham Rail Cars and Trolleys.
Mobile Cranes (Unserviceable stocks).

T.S.D. stocks of O.R.D., R.E. and R.A.S.C. stores which have not moved over the past 6 months are also being checked to enable us to dispose of redundant items to the services concerned.

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(c) Details of harbour craft held at ER operated ports, but surplus to requirements for port disposal projects, have been compiled and bids requested from A.C. Austria, Italy and UNRRA. On receipt of these bids a firm declaration will be submitted to War Office for disposal instructions.

72. Statement of retransfers of En equipment of U.S. origin for the month is at Appendix'S'.

XI.. FINANCE.

73. ITALY.

(a) Railway Finance.

(i) Costing of Railway Rehabilitation Works. Seventy four Field Completion Reports were received and evaluated during the month. The estimated FOR (UK) value of Allied War Department materials incorporated into the projects amounted to Lire 44,655,610 and the mechanical equipment costs: Lire 4,461,780. The estimated gross cost of rehabilitation, inclusive of a charge for military labour employed, has now reached 767 million lire. Appearing at Appendix'U' to this report is a detailed summary of values reported to the Financial Adviser on rehabilitation account during the month for incorporation in the Allied Commission Account. The summary also includes the cost of materials supplied direct to the Italian State Railways.

(ii- Passage through Italy of Civil Supplies to Austria. Questions have arisen as to the conditions under which consignments of supplies for civil distribution in Austria pass over the Italian State Railway. If this traffic falls within the category of free carriage under Armistice terms, no financial difficulties arise; if not the Italian State Railways will presumably have to be reimbursed at a later date. The matter has been referred to A.F.H.Q. and, until final decision has been reached, full records of civil traffic in passage to Austria through Italy and A.M.G. controlled territory in Venezia, will continue to be kept.

(iii) Medloc Trains. A fully equipped Wagon-Lits sleeping car was attached to the MILAN-CALAIS train on 23, 24 and 25 Jul 45 and an attendant employed by the Wagon-Lits travelled with the train on the last two days. Wagon-Lits have now indicated that the cost of the hire of the car would be Lire 5,000 per day exclusive of some other incidental costs. As soon as it was realised that payment had to be made for this car it was withdrawn, but the question remained of payment for the three journeys which were made. The matter was referred to the Financial Adviser who ruled that as the accounts would presumably be presented in Lire they should be passed for payment through the Command Paymaster. A system was agreed by this Department with G-4(Mov & Tn) for the disposal of accounts presented by the Swiss for the use of their railway in the running through of the Medloc train. It was agreed that the accounts should be passed to Tn(F) for checking after which they would be passed to Military Attache Berne for payment. At the same time Swiss Government asked for allocation of coal to compensate for electric power used to haul MEDLOC trains through SWITZERLAND. It was agreed that the cost of the coal would be deducted from the accounts before payment.

(iv) Disposal of Rutting to I.S.R. through A.C. - Line 65 Prato - Bologna.

It is stated that Messrs

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(e) Railway Finance.

(i) Costing of Railway Rehabilitation Works. Seventy four Field Completion Reports were received and evaluated during the month. The estimated FOR (UK) value of Allied War Department materials incorporated into the projects amounted to Lire 44,355,646 and the mechanical equipment costs: Lire 4,481,780. The estimated gross cost of rehabilitation, inclusive of a charge for military labour employed, has now reached 767 million lire. Appearing at Appendix 'U' to this report is a detailed summary of values reported to the Financial Adviser on rehabilitation account during the month for incorporation in the Allied Commission Account. The summary also includes the cost of materials supplied direct to the Italian State Railways.

(ii- Passage through Italy of Civil Supplies to Austria. Questions have arisen as to the conditions under which consignments of supplies for civil distribution in Austria pass over the Italian State Railway. If this traffic falls within the category of free carriage under Armistice terms, no financial difficulties arise; if not the Italian State Railways will presumably have to be reimbursed at a later date. The matter has been referred to A.F.H.Q. and, until final decision has been reached, full records of civil traffic in passage to Austria through Italy and A.M.G. controlled territory in Venezia, will continue to be kept.

(iii) Medloc Trains. A fully equipped Wagon-Lits sleeping car was attached to the MILAN-CALAIS train on 23, 24 and 25 Jul 45 and an attendant employed by the Wagon-Lits travelled with the train on the last two days. Wagon-Lits have now indicated that the cost of the hire of the car would be lire 5,000 per day exclusive of some other incidental costs. As soon as it was realised that payment had to be made for this car it was withdrawn, but the question remained of payment for the three journeys which were made. The matter was referred to the Financial Adviser who ruled that as the accounts would presumably be presented in lire they should be passed for payment through the Command Paymaster. A system was agreed by this Department with G-4(Mov & Tn) for the disposal of accounts presented by the Swiss for the use of their railway in the running through of the Medloc train. It was agreed that the accounts should be passed to Tn(F) for checking after which they would be passed to Military Attache Berne for payment. At the same time Swiss Government asked for allocation of coal to compensate for electric power used to haul MEDLOC trains through SWITZERLAND. It was agreed that the cost of the coal would be deducted from the accounts before payment.

(iv) Disposal of Hutting to I.S.R. through A.C. - Line 65 Prato - Bologna.

The Italian State railways through A.C. Sub Commission requested that Nissen Hutting which had been erected by Tn Units whilst engaged on railway reconstruction works on line 65 should be sold to them in order that they can house the contractors employees who are now working this line. It was agreed with Q(Maint) A.F.H.Q. that the hutting should be disposed of in accordance with their instruction 6752/Q(Maint) dated 25 Aug 45 and the matter has now been passed to Tn Stores for action.

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(b) Recoveries on Tn Account.

Further debits were raised during the month against the E.F.I. for Port Handling charges etc, and the present position with regard to recoveries from Non-military Bodies, the Italian State Railways and civilian contractors is as follows :-

	Billed. Lire	Recovered Lire	o/s as at 31/8/45 Lire
E.F.I. (Rail)	34,966,136.00	NIL	34,966,136
"/" (Port)	13,370,885.00	NIL	13,370,885
Italian State Railways	6,991,471.80	6,991,471.80	NIL
Contractors	357,796.20	352,096.20	5,700
Totals.	55,686,289.00	7,343,568.00	48,342,721

(c) Local Purchase.

There was a decrease on the previous month's figure in the value of bills passed to the I.S.R., a total of accounts valued at Lire 19,630,219 (of which Lire 2,760,150 were billed in June but not reported) being disposed of for direct settlement.

The principal items purchased were as follows :-

Commodity.	Quantity.	Value - Lire.
Cement	1408 tons	4,627,624
Bricks	2,262,900	5,293,025
Timber for Railway Construction		268,498
Maintenance and repair of Locos and Rolling Stock		3,217,869

(d) Docks Finance.

(i) Bari. An agreement was made between the Docks Superintendent and the Contractor, Gaetano Caprinti amending the rate for handling at Castle Sidings from 74 to 64 lire per ton with effect from the 1 Aug 45.

(ii) Venice. The Contractor asked for an increase in accordance with the terms of the contract to cover extra allowances and insurances authorised. At the moment the Contractors accounts are being investigated in order to decide whether an increase is justified.

(iii) General. The progress of handing over the Control of the Ports to the Italian authorities which was reported in the last Progress Report has been fully dealt with this month by Tn.5.

(e) Statistics. Railway (Passenger and Freight) Statistics for all British Operated Areas in Italy are shown at Appendix 'V'.

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Italian State Railways	6,991,471.80	6,991,471.80	NIL
Contractors	357,796.20	352,096.20	5,700
Totals.	55,686,289.00	7,343,568.00	48,342,721

(c) Local Purchase.

There was a decrease on the previous month's figure in the value of bills passed to the I.S.K., a total of accounts valued at Lire 19,630,219 (of which Lire 2,790,150 were billed in June but not reported) being disposed of for direct settlement.

The principal items purchased were as follows :-

Commodity.	Quantity.	Value - Lire.
Cement	1408 tons	4,627,624
Bricks	2,262,900	5,295,025
Timber for Railway Construction		268,498
Maintenance and repair of Locos and Rolling Stock		3,217,869

(d) Docks Finance.

(i) Bari. An agreement was made between the Docks Superintendent and the Contractor, Gaetano Cèpriati amending the rate for handling at Castle Sidings from 74 to 64 lire per ton with effect from the 1 Aug 45.

(ii) Venice. The Contractor asked for an increase in accordance with the terms of the contract to cover extra allowances and insurances authorised. At the moment the Contractors accounts are being investigated in order to decide whether an increase is justified.

(iii) General. The progress of handing over the Control of the Ports to the Italian authorities which was reported in the last Progress Report has been fully dealt with this month by Tn.5.

(e) Statistics. Railway (Passenger and Freight) Statistics for all British Operated Areas in Italy are shown at Appendix 'V'.

74. TRIESTE.

(a) Railways.

(i) Under A.F.H.Q. authority G-4(Mov 1/6) 05B of August 9th, the Director, Military Railway Service was made responsible for the operation of the railway system in the Allied Zone of Venezia Giulia, and for keeping the necessary accounts so that any financial adjustments could be made subsequently. As reported in my Progress Report for the month of July, the question of accountancy is a complicated one owing to the generation of power for electric traction in Italy for both Zones A (A.M.G.) and B (Jugoslav), and to the fact that facilities for repairs to locomotives and wagons used in both zones, exist only in Trieste.

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A further difficulty was that all accounting was carried out at Florence, Milan, Turin and Rome according to the particular type of revenue and expenditure.

(ii) During several visits to Trieste my A.D.Tn.(Finance) set up an accounting organisation composed of former I.S.R. officials in Venezia Giulia, assisted by experts from various centres in Italy. This organisation provides for a central book-keeping section, and, although not strictly in accordance with continental practice, separate audit sections for Passenger and Goods traffic and for division of receipts have been incorporated in this accounting branch, under a Chief Accountant. In view of the need for close supervision a D.A.D.Tn.(Finance) has been posted to Trieste. Agreement will be sought of the Jugoslav delegates of the Joint Railway Operating Committee, for a comprehensive rate to cover cost of electric power used in their territory and for average costs of locomotive etc repair, preferably on a train kilometrage basis.

(b) Port of Trieste.

The A.F.H.Q directive referred to above also provides for a military finance member to be co-opted on the Port Control Committee which will direct the Port authority known as Magazzini Generali, through its appointed Managing Director. The military finance member will be the D.A.D.Tn.(Finance).

75. AUSTRIA. It was agreed between A.C.(Austria) and D.Tn.(Italy) that the Civilian Finance Officer, Mr. WOOD, should assume the duties of D.A.D.Tn.(F) Austria and deal with all aspects of Military Transportation Finance which arose. This work will come under the general direction of A.D.Tn.(F) in Rome. Before he proceeded to Austria Mr. WOOD spent some time in this department discussing with A.D.Tn.(F) the general methods of Transportation Finance routine which have been established in this Command.

76. NORTH AFRICA.

(a) Disposal of Tn Port Gear and Appliances to French. The three Ransome Rapier Cranes at Algiers which have been authorised for transfer to the French are still being used by No. 66 Embarkation Unit and cannot be released at the moment.

(b) Recoveries on Tn Account. The following is the position as at 31 August 45 with regard to recoveries for services provided and supplies made to Non-Military Bodies and Civil Organisations in North Africa :-

	Billed.	Recovered.	O/s as at 31 Aug 45.
	Francs.	Francs.	Francs.
E.R.I.	17,447,481	17,187,938	259,543
Other Philanthropic Societies.	177,254	177,254	Nil.
Civilian.	2,810,205	1,699,726	1,110,477
	20,434,940	19,064,920	1,370,020

77. GREECE.

(a) Quay Labour. Rates have now been agreed at PREVEZA based on five [illegible] lowed. This brings all ports in Greece into line with the except- [illegible] military cargo is handled.

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(b) Port of Trieste.

The A.F.H.Q. directive referred to above also provides for a military finance member to be co-opted on the Port Control Committee which will direct the Port authority known as Magazzini Generali, through its appointed Managing Director. The military finance member will be the D.A.D.Tn.(Finance).

75. AUSTRIA. It was agreed between A.C.(Austria) and D.Tn.(Italy) that the Civilian Finance Officer, Mr. WOOD, should assume the duties of D.A.D.Tn.(F) Austria and deal with all aspects of Military Transportation Finance which arose. This work will come under the general direction of A.D.Tn.(F) in Rome. Before he proceeded to Austria Mr. WOOD spent some time in this department discussing with A.D.Tn.(F) the general methods of Transportation Finance routine which have been established in this Command.

76. NORTH AFRICA.

(a) Disposal of Tn Port Gear and Appliances to French. The three Ransome Rapier Cranes at Algiers which have been authorised for transfer to the French are still being used by No. 60 Embarkation Unit and cannot be released at the moment.

(b) Recoveries on Tn Account. The following is the position as at 31 August 45 with regard to recoveries for services provided and supplies made to Non-Military Bodies and Civil Organisations in North Africa :-

	Billed.	Recovered.	O/s as at 31 Aug 45.
	Francs.	Francs.	Francs.
E.R.I.	17,447,481	17,187,938	259,543
Other Philanthropic Societies.	177,254	177,254	Nil.
Civilian.	2,810,205	1,699,728	1,110,477
	20,434,940	19,064,920	1,370,020

77. GREECE.

(a) Quay Labour. Rates have now been agreed at PREVEZA based on five times the 1940 level. This brings all ports in Greece into line with the exception of PIRAEUS and a few small ports where little or no Military cargo is handled. With regard to PIRAEUS, the Financial Adviser ruled, during a recent visit to Greece, that since all Quay labour is being paid by ELF (the labour organisation) from funds provided by the Greek Government no rates should be negotiated at this port and the present arrangements should be allowed to continue. He further stated that no reimbursement should be made to the Greek Government without authority from A.F.H.Q. All possible records in tonnages are being kept in order to settle any possible future disputes.

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(b) The Agricultural Bank raised the question of certain charges which had to be paid when they provided funds to meet the costs of handling W.D. cargoes. They were told that the W.D. could not assume responsibility for the payment of Bank charges and the matter was referred to the Bank of Greece with the request that they make available sufficient funds, without payment of interest, to the local branches of the Agricultural Bank to enable them to meet their obligations.

(c) Pending the compilation of certain figures requested by the Financial Advisor A.F.H.Q., the comprehensive rate of 5/- per ton made to recover Port charges for the handling of non-military cargoes has been accepted for the present. The first debit voucher amounting to £987 - 8 - 0d was rendered to E.P.I. during the month.

Accepted
Brig.

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

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Appendix 'A'
Sheet 1. Part 1.

LOCATION STATEMENT.
TN. UNITS, C.M.F.
31 AUGUST 1945.

Unit.	Location.	Remarks.
H.Q. No.1 Port Operating Group. R.E.	Venice.	Det. Trieste.
991 Port Operating Coy. R.E.	Venice.	Det. Genoa.
1010 Port Operating Coy. R.E.	Venice.	
1015 Port Operating Coy. R.E.	Trieste.	
1027 Port Operating Coy. R.E.	Venice.	
1037 Port Maintenance Coy. R.E.	Trieste.	Det. Venice.
H.Q. No. 5 Port Operating Group. R.E.	Bari.	Det. Brindisi.
992 Port Operating Coy. R.E.	Grecco.	
994 Port Operating Coy. R.E.	Bari.	
997 Port Operating Coy. R.E.	Brindisi.	
1007 Port Operating Coy. R.E.	Bari.	
1014 Port Operating Coy. R.E.	Bari.	
1017 Port Operating Coy. R.E.	Bari.	
1021 Port Operating Coy. R.E.	Bari.	
1030 Port Operating Coy. R.E.	Taranto.	
1031 Port Operating Coy. R.E.	Bari.	
1019 Port Maintenance Coy. R.E.	Bari.	Det. Brindisi, Taranto.
4 Docks Workshop Section, R.E.	Bari.	
1062 Italian Port Maint Sec (Br. Cadre)	Bari.	
921 Italian Docks Operating Coy.	Brundisi.	
922 Italian Docks Operating Coy.	Bari.	
923 Italian Docks Operating Coy.	Taranto.	
Attached No.5 Port Operating Group. R.E.		
1222/3 Ship Working Sections. R.E.	Bari.	
1224/4 Ship Working Sections. R.E.	Bari.	
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.	
1023 Port Operating Coy. R.E.	Ancona.	
3 Docks Operating Coy. E.A.A.C.	Genoa.	
1060 Italian Port Maint Sec (Br. Cadre)	Ancona.	
10 LWT Floating Crane Section, R.E.	Ancona.	
H.Q. No. 5 Port Constr. & Repair Group. R.E.	Genoa.	
932 Port Constr. & Repair Coy. R.E.	Genoa.	Det. Trieste.
H.Q. No. 6 L.W.T. Group. R.E.	Venice.	Det. Genoa.

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1010	Port Operating Coy. R.E.	Venice.	
1015	Port Operating Coy. R.E.	Trieste.	
1027	Port Operating Coy. R.E.	Venice.	
1037	Port Maintenance Coy. R.E.	Trieste.	Det. Venice.
	H.Q., No. 5 Port Operating Group, R.E.	Bari.	Det. Brindisi.
992	Port Operating Coy. R.E.	Greece.	
994	Port Operating Coy. R.E.	Bari.	
997	Port Operating Coy. R.E.	Brindisi.	
1007	Port Operating Coy. R.E.	Bari.	
1014	Port Operating Coy. R.E.	Bari.	
1017	Port Operating Coy. R.E.	Bari.	
1021	Port Operating Coy. R.E.	Bari.	
1030	Port Operating Coy. R.E.	Taranto.	
1031	Port Operating Coy. R.E.	Bari.	
1019	Port Maintenance Coy. R.E.	Bari.	Det. Brindisi, Taranto.
4	Docks Workshop Section, R.E.	Bari.	
1062	Italian Port Maint Sec(Br. Cadre)	Bari.	
921	Italian Docks Operating Coy.	Brindisi.	
922	Italian Docks Operating Coy.	Bari.	
923	Italian Docks Operating Coy.	Taranto.	
	Attached No.5 Port Operating Group, R.E.		
1222/3	Ship Working Sections, R.E.	Bari.	
1224/4	Ship Working Sections, R.E.	Bari.	
	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.	
1025	Port Operating Coy. R.E.	Ancona.	
3	Docks Operating Coy. S.A.E.C.	Genoa.	
1060	Italian Port Maint Sec (Br.Cadre)	Ancona.	
10	IWT Floating Crane Section, R.E.	Ancona.	
	H.Q. No. 3 Port Constr. & Rep. Group, RE.	Genoa.	
932	Port Constr. & Repair Coy. R.E.	Genoa.	Det. Trieste.
	H.Q. No. 6 I.W.T. Group, R.E.	Venice.	Det. Genoa.
945	I.W.T.(Port) Operating Coy. R.E.	Venice.	Det. Bari.
947	I.W.T.(Port) Operating Coy. R.E.	Bari.	Det. Ancona, Brindisi.
1065	I.W.T. Workshop Coy. R.E.	Venice.	
208	'Z' Craft Operating Coy. R.E.	Genoa.	
1206	'Z' Craft Operating Coy. R.E.	Bari.	

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LOCATION STATEMENT.
TH. UNITS, C.M.F.
31 AUGUST 1945.

Appendix "A".
Part 1, Sheet 2.

Unit.	Location.	Remarks.
H.Q. No.1 Railway Constr.& Maint Co. R.E.	Udine.	
10 Railway Construction Coy. R.E.	Gorizia.	
150 Railway Construction Coy. R.E.	Pontebba.	
161 Railway Construction Coy. R.E.	Vittorio Veneto.	Det. Meggio.
1 Railway Bridging Section, R.E.	Civita Castellana.	
29 Railway Survey Coy.R.E. 2 Sec.	Udine.	
H.Q. 1212 Railway Constr.& Maint Co.RE.	Milan.	
159 Railway Construction Coy. R.E.	Susa.	
160 Railway Construction Coy. R.E.	San Remo.	Det. Bordighera.
2 Railway Bridging Section, R.E.	Fiorenzuola.	
29 Railway Survey Coy.R.E. H.Q.	Parma.	
No.1 Section.	Bologna.	
No.3 Section.	Vicheffio.	
H.Q. Railway Construction Engineers.SAEC.	Turin.	
Railway & Harbour Comp.Op.Coy.SAEC.	Genoa.	Det. Milan, Turin.
61 Tunnelling Coy. S.A.E.C.	Bordonecchio.	
62 Tunnelling Coy. S.A.E.C.	Codroipo.	
167 Mechanical Equipment(Tn) Coy.R.E.	Iseo.	
45 Mechanical Equipment(Tn) Pln.R.E.	Iseo.	
46 Mechanical Equipment(Tn) Pln.R.E.	Padua.	
89 Mechanical Equipment(Tn) Pln.R.E.	Bologna.	
H.Q. No.4 Indian Rly C.& M.Group.I.L.	Bologna.	
120 Railway Construction Coy. I.E.	Senegallia.	Det. Ancona, Pescara.
122 Railway Maintenance Coy. I.E.	Senegallia.	Det. Cortona, Foligno.
136 Railway Maintenance Coy. R.E.	Bologna.	
H.Q. No.2 Railway Telegraph Coy.R.Sigs.	Udine.	
193 Construction Section(Rly), R.Sigs.	Udine.	Det. Forli, Pontebba.
72 Railway Tele.Operating Sec. R.Sigs.	Udine.	Det. Trieste, Villach.
H.Q. No.3 Railway Telegraph Coy. R.Sigs.	Milan.	
104 Construction Section(Rly), R.Sigs.	Bologna.	
76 Railway Tele.Operating Sec. R.Sigs.	Rome.	Det. Bologna, Venice, Milan.

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161 Railway Construction Coy. R.E.	Vittorio Veneto.	Det. Foggia.
1 Railway Bridging Section, R.E.	Civita Castellana.	
29 Railway Survey Coy.R.E. 2 Sec.	Udine.	
H.Q. 1212 Railway Constr.& Maint Co.RE.	Milan.	
159 Railway Construction Coy. R.E.	Susa.	
160 Railway Construction Coy. R.E.	San Remo.	Det. Bordighera.
2 Railway Bridging Section, R.E.	Fiorenzuola.	
29 Railway Survey Coy.R.E. H.Q.	Parma.	
No.1 Section,	Bologna.	
No.3 Section.	Vicheffio.	
H.Q.,Railway Construction Engineers.SAEC.	Turin.	
Railway & Harbour Comp.Cy.Coy.SAEC.	Genoa.	Det. Milan, Turin.
61 Tunnelling Coy. S.A.E.C.	Bardonecchia.	
62 Tunnelling Coy. S.A.E.C.	Codroipo.	
187 Mechanical Equipment(Tn) Coy.R.E.	Iseo.	
45 Mechanical Equipment(Tn) Plm.R.E.	Iseo.	
46 Mechanical Equipment(Tn) Plm.R.E.	Padua.	
89 Mechanical Equipment(Tn) Plm.R.E.	Bologna.	
H.Q.,No.4 Indian Rly C.& M.Group.I.L.	Bologna.	
120 Railway Construction Coy. I.E.	Senegallia.	Det. Ancona, Pescara.
122 Railway Maintenance Coy. I.E.	Senegallia.	Det. Cortona, Foligno.
136 Railway Maintenance Coy. R.E.	Bologna.	
H.Q.,No.2 Railway Telegraph Coy.R.Sigs.	Udine.	
103 Construction Section(Rly), R.Sigs.	Udine.	Det. Forli, Pontebba.
72 Railway Tele.Operating Sec. R.Sigs.	Udine.	Det. Trieste, Villach.
H.Q.,No.3 Railway Telegraph Coy. R.Sigs.	Milan.	
104 Construction Section(Rly), R.Sigs.	Bologna.	
76 Railway Tele.Operating Sec. R.Sigs.	Rome.	Det. Bologna, Venice, Milan.
D.D.Tn(Railway).	Trieste.	
H.Q.,No.1 Railway Operating Group. R.E.	Trieste.	
169 Railway Operating Coy. R.E.	Venice.	Det. Udine.
192 Railway Operating Coy. R.E.	Palombina Nuovo.	Det. Senegallia.
5 Railway Mobile Workshop, R.E.	Rimini.	
13 Railway Mobile Workshop, R.E.	Ancona.	

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Appendix 'A'.
Part 1. Sheet 5.

LOCATION STATEMENT.
TN. UNITS. C.M.F.
31 AUGUST 1945.

Unit.	Location.	Remarks.
H.Q. No.2 Railway Operating Group. R.E.	Pordenone.	
154 Railway Operating Coy. R.E.	Villach.	Det. Klagenfurt, St.Veit.
190 Railway Operating Coy. R.E.	Pordenone.	
Workshops.		
2 Railway Mobile Workshop, R.E.	Bari.	
163 Railway Workshop Coy. R.E.	Bologna.	Det. Ancona, Foligno, Foggia, Pescara.
H.Q. No.3 Transportation Stores Gp.R.E.	Rome.	
325 Tn.S.D. - 922 Tn.Stores Coy.R.E.	Modugno, Nr. Bari.	
- 1069 Tn.Stores Coy.R.E.	Modugno, Nr. Bari.	
328 Tn.S.S.D. - 922 Tn.Stores Coy.R.E.	Casalnuovo.	
330 Tn.S.D. - 196 Tn.Stores Coy. R.E.	Falconara.	
331 Tn.S.D. - 24 Tn.Stores Coy.R.E.	Leghorn.	
333 Tn.S.D. - 156 Tn.Stores Coy.R.E.	Bologna.	
334 Tn.S.D. - 156 Tn.Stores Coy.R.E.	Mestre, Nr. Venice.	
16 Tn. Stores Port Section, R.E.	Naples.	Det. Leghorn, Genoa.
19 Tn. Stores Port Section, R.E.	Ancona.	Det. Bari, Venice.

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194	Railway Operating Coy. R.E.	Villach.	Det. Klagenfurt, St.Veit.
196	Railway Operating Coy. R.E.	Pordenone.	

Workshops.

2	Railway Mobile Workshop, R.E.	Bari.	
167	Railway Workshop Coy. R.E.	Bologna.	Det. Ancona, Foligno, Foggia, Pescara.

H.Q. No.3 Transportation Stores Gp.R.E. Roma.

325	Tn.S.D. - 922	Tn.Stores Coy.R.E.	Modugno, Nr. Bari.
	- 1069	Tn.Stores Coy.R.E.	Modugno, Nr. Bari.
328	Tn.S.S.D. - 822	Tn.Stores Coy.R.E.	Cesalnuovo.
330	Tn.S.D. - 196	Tn.Stores Coy. R.E.	Falconara.
331	Tn.S.D. - 24	Tn.Stores Coy.R.E.	Leghorn.
333	Tn.S.D. - 156	Tn.Stores Coy.R.E.	Bologna.
334	Tn.S.D. - 156	Tn.Stores Coy.R.E.	Mestre, Nr. Venice.
18	Tn. Stores Port Section, R.E.	Naples.	Det. Leghorn, Genoa.
19	Tn. Stores Port Section, R.E.	Ancona.	Det. Bari, Venice.

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APPENDIX 'A'.
Part II.

Moves of Units during month of August 1945

Unit.	Strength.	Vehicles.	From.	To.	Date.
Det 76 Rly Tele Op Sec	6	1	Ancona	Milan	3
Det 990 Port Maint Coy	57	3	Genoa	Ancona	4
Det 947 I&T (Port) Op Coy	17	-	Ancona	Bari	4
947 I&T (Port) Op Coy less det	78	4	Genoa	Bari	4
1021 Port Op Coy less det	250	4	Genoa	Bari	4
5 Rly Tele Coy	13	3	Bologna	Milan	4
1212 Rly Opl Group	23	4	Parma	Milan	7
41 Hvy Mtr Constr Coy			Trieste	Colleferro	8
Det 952 E.C.A.R. Coy			Genoa	Trieste	10
991 Port Op Coy	249	5	Bari	Venice	11
Det 991 Port Op Coy	85	1	Bari	Genoa	11
129 Ind Rly Constr Coy	118	-	Bologna	Ancona	15
Det 129 Ind Rly Constr Coy	64	-	Bologna	Rovereto	15
298 Ind 'Z' Craft Op Coy	261	-	Genoa	Taranto(For Hildcast)	16
189 Rly Op Coy	585	5	Rimini	Venice	18
1 Rly Op Group	26	3	Falconara	Trieste	19
Det 193 Rly Wksp Coy	55	-	Bologna	Foligno	19
Det 1065 I&T Wksp Coy	38	1	Ancona	Venice	19
Det 165 Rly Wksp Coy	9	-	Taranto	Foligno	25
HQ 2 Rly Op Group	17	3	Trieste	Pordenone	26
Det 1921 Port Op Coy	78	1	Genoa	Bari	27
Det 161 Rly Constr Coy	51	8	Modena	Parma	26
46 Mech Equt (Tn) Pln	83	9	Fogagna	Padova	27

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ADMINISTRATION.

1. Amendment of Establishments : Formation and Disbandment of Units.

(a) Amendment of Establishments:

An amendment to Transportation (RE) Section of A.F.H.Q. War Establishment (CM/30/4) and involving the following reductions w.e.f. 20 Aug 45 was approved :-

20 Officers
70 Other Ranks.
4 Vehicles.

(b) Formation of Units.

NIL.

(c) Disbandment of Units.

Disbandment of the undermentioned units has been authorised by A.F.H.Q. w.e.f. 31 Aug 45 :-

1006 Port Operating Company, R.E.
British Cadre to:
1061 Italian Docks Op Coy.
1063 Italian Docks Op Coy.
102 Construction Sec. (Rly.)., Royal Signals.

2. Changes in Officer Personnel.

(a) In Organisation and Administration.

Lt.Col.	E.L.	Triffitt	Tn(Br) Sec AFHQ	SOS on posting to X6(a) List (Release) wef 8 Aug 45.
Capt.	A.W.	Harvey	Tn.(br) Sec AFHQ	SOS on posting to X6(a) List (Release) wef 8 Aug 45.
Lieut.	N.B.	Heathfield	Tn.(Br) Sec AFHQ	SOS on posting to 308 Transit Camp for onward routing to Middeast wef 9 Aug 45.
Major	S.A.	Webster	Tn.(Br) Sec AFHQ	SOS on posting to Transport Div. (R.E.), A.C. Austria.
Capt.	W.D.D.	Kilsby	HQ 3 Tn Stores Gp.	Appointed DADTn, Tn(Br) Sec, AFHQ and granted Acting rank of Major wef 26 Aug 45.

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w.e.f. 20 Aug 45 was approved :-

20 Officers
70 Other Ranks.
4 Vehicles.

(b) Formation of Units.

NIL.

(c) Disbandment of Units.

Disbandment of the undermentioned units has been authorised by A.F.H.Q. w.e.f. 31 Aug 45 :-

1006 Port Operating Company, R.E.
British Cadre to:
1061 Italian Docks Op Coy.
1063 Italian Docks Op Coy.
102 Construction Sec. (Rly.)., Royal Signals.

2. Changes in Officer Personnel.

(a) In Organisation and Administration.

Lt.Col.	E.L.	Triffitt	Tn.(Br) Sec AFHQ	SOS on posting to X6(a) List (Release) wef 8 Aug 45.
Capt.	A.F.	Harvey	Tn.(Br) Sec AFHQ	SOS on posting to X6(a) List (Release) wef 8 Aug 45.
Lieut.	N.B.	Pestfield	Tn.(Tn) Sec AFHQ	SOS on posting to 308 Transit Camp for onward routing to Mideast wef 9 Aug 45.
Major	S.A.	Webster	Tn.(Br) Sec AFHQ	SOS on posting to Transport Div. (S.E.), A.C. Austria.
Capt.	W.D.D.	Kilsby	HQ 3 Tn Stores Gp.	Appointed DADTn, Tn(Br) Sec, AFHQ and granted Acting rank of Major wef 26 Aug 45.
Capt.	C.W.	Canham	922 Tn Stores Coy.	Appointed S/Capt (Tn), Tn(Br) Sec AFHQ wef 1 September 45.
Major	D.A.E.	Quockett	Tn.(Br) Sec AFHQ	Relinquishes appointment of D.A.D.Tn and is posted to HQ 1 Rly Op Gp wef 23 August 45.
Capt.	S.J.	Watson.	Tn.(Br) Sec AFHQ	SOS on posting to Mideast wef 26 Aug 45.

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

Lt.Col. Capt.	N.H. J.W.	Sellers) Cooper)	Tn.(Br) Sec AFHQ	SOS on posting to X8(a) List (Release) wef 27 Aug 45.
Capt.	S.E.J.	Hart	Tn.(Br) Sec AFHQ	Relinquishes appointment of S/Capt (Tn), posted to 1065 LMT Workshop Coy and granted Acting rank of Major wef 15 July 45.
Major	J.C.	Kubale	Tn.(Br) Sec AFHQ	SOS on posting to X8(a) List (Python) wef 31 Aug 45.
Capt.	G.	Dosser	Tn.(Br) Sec AFHQ	SOS on posting to X8(a) List (Release) wef 13 Aug 45.
Capt.	H.	Inglis	Tn.(Br) Sec AFHQ	Appointed DADTn and granted Acting rank of Major wef 24 Aug 45.
Capt.	F.G.	Carter	190 Rly Op Coy	Appointed S/Capt (Tn), Tn.(Br) Sec, AFHQ wef 27 Aug 45.
Capt.	C.	Wordsworth	Tn.(Br) Sec AFHQ.	Appointed DADTn and granted Acting rank of Major wef 10 Aug 45.
Lieut.	E.C.E.	Lyon	Tn.(Br) Sec AFHQ	Appointed S/Capt (Tn) and granted Acting rank of Capt wef 30 Aug 45.
Capt.	T.D.	Wilson	1 Rly Br Sec	Appointed S/Capt (Tn), Tn.(Br) Sec, AFHQ wef 15 Aug 45.
Major	D.H.	Reynolds	Tn.(Br) Sec AFHQ	Relinquishes appointment of DADTn and posted to Command of HQ 3 Tn Stores Group and granted Acting rank of Lt.Col. wef 26 Aug 45.

(d) Railway Operating.

Lieut.	H.R.	Hanson	163 Rly W/Shop Coy	SOS on posting to 309 Transit Camp for onward routing to Mideast wef 3 Aug 45.
Major	D.C.I.	Reynolds	HQ 1 Rly Op Group	Granted Acting rank of Lt.Col. wef 23 Aug 45.
Lt.Col.	A.E.	Scor	HQ 1 Rly Op Group	SOS on posting to X8(a) List (Release) wef 23 Aug 45.
Lieut.	J.A.	Parkhouse	192 Rly Op Coy	SOS on posting to X8(a) List (Release) wef 23 Aug 45.
Capt.	D.	Shackerly	192 Rly Op Coy	SOS on posting to X8(a) List (Python) wef 28 Aug 45.

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Capt.	C.	Dosser	Tn.(Br) Sec AFHQ	[illegible] wef 13 Aug 45.
Capt.	H.	Inglis	Tn.(Br) Sec AFHQ	Appointed DADTn and granted Acting rank of Major wef 24 Aug 45.
Capt.	F.G.	Carter	190 Rly Op Coy	Appointed S/Capt (Tn), Tn.(Br) Sec, AFHQ wef 27 Aug 45.
Capt.	C.	Wordsworth	Tn.(Br) Sec AFHQ	Appointed DADTn and granted Acting rank of Major wef 10 Aug 45.
Lieut.	E.C.E.	Lyon	Tn.(Br) Sec AFHQ	Appointed S/Capt (Tn) and granted Acting rank of Capt wef 30 Aug 45.
Capt.	T.D.	Wilson	1 Ally Br Sec	Appointed S/Capt (Tn), Tn.(Br) Sec, AFHQ wef 15 Aug 45.
Major	D.H.	Reynolds	Tn.(Br) Sec AFHQ	Relinquishes appointment of DADTn and posted to Command of HQ 3 Tn Stores Group and granted Acting rank of Lt.Col. wef 26 Aug 45.

(b) Railway Operating.

Lieut.	H.R.	Hanson	163 Rly W/Shop Coy	SOS on posting to 308 Transit Camp for onward routing to Mideast wef 8 Aug 45.
Major	D.C.I.	Reynolds	HQ 1 Rly Op Group	Granted Acting rank of Lt.Col. wef 23 Aug 45.
Lt.Col.	A.E.	Beer	HQ 1 Rly Op Group	SOS on posting to X8(a) List (Release) wef 23 Aug 45.
Lieut.	J.A.	Parkhouse	192 Rly Op Coy	SOS on posting to X8(a) List (Release) wef 23 Aug 45.
Capt.	D.	Fenockerly	192 Rly Op Coy	SOS on posting to X8(a) List (Python) wef 28 Aug 45.

(c) Railway Construction.

Capt.	W.F.	Coates	159 Rly Constr Coy	SOS on posting to 308 Transit Camp for onward routing to Mideast wef date of departure.
Major	R.S.	Hotston	HQ 4 Ind Rly C & M Group	SOS on posting to X8(a) List wef 10 Aug 45 (Python).

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(c) Railway Construction (Cont'd).

Lt.Col.	J.R.	Simpson	HQ 4 Ind Rly C & M Group	SOS on posting to U.K. for another appointment wef date of departure.
Capt.	T.M.	Clear IE	120 Ind Rly Constr Coy	Granted Acting rank of Major wef 9 Aug 45.
Lieut.	S.J.	Known	122 Ind Rly Maint Coy	Posted to 120 Ind Rly Constr Coy and granted the Acting rank of Capt wef 9 Aug 45.
Capt.	M.F.	Mkhodjian IE	HQ 4 Ind Rly C & M Group	Granted Acting rank of Major wef 19 Aug 45.
Lieut.	R.S.	Jhaj IE	136 Ind Rly Maint Coy	Posted to HQ 4 Ind Rly C&M Group and granted Acting rank of Capt wef 19 Aug 45.
Major	J.A.C.	Rank	120 Ind Rly Constr Coy	SOS on posting to X8(a) List (Python) wef 9 Aug 45.
Capt.	J.A.	Jackson	159 Rly Constr Coy	Granted Acting rank of Major wef 20 Aug 45.
Lieut.	J.O.	Johnston	159 Rly Constr Coy	Granted Acting rank of Capt wef 10 Aug 45.
Major	K.	Blossley	159 Rly Constr Coy	SOS on posting to X8(a) List (Python) wef 29 Aug 45.

(d) Docks.

Capt.	C.	Glover	947 IWT (P) Op Coy	Posted to 945 IWT (P) Op Coy wef 4 Aug 45.
Capt.	T.V.	Foster	945 IWT (P) Op Coy	Posted to 947 IWT (P) Op Coy wef 4 Aug 45.
Lieut.	R.	Burgoyne	X4 List att'd HQ 6 IWT Gp	Posted to 945 IWT (P) Op Coy wef 4 Aug 45.
Lieut.	J.A.	King-Spooner	945 IWT (P) Op Coy	Posted to X4 List, att'd HQ 6 IWT Group wef 4 Aug 45.
Lieut.	J.J.	Elven	HQ 6 IWT Group	Posted to 945 IWT (P) Op Coy wef 4 Aug 45.
Lieut.	B.E.	Thomas	945 IWT (P) Op Coy	Posted to HQ 6 IWT Group wef 4 Aug 45.
Major	H.	McNeill	209 Ind Z Craft Op Coy	SOSon proceeding to port of embarkation for onward routing to India wef date of departure.
Lieut.	F.G.P.	Matthews		
Lieut.	G.P.	Known		

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Capt.	A.A.	Fotheringham-Le	HQ 6 Ind Rly G & M Group	Granted Acting rank of Major 10 Aug 45.
Lieut.	R.S.	Thad EE	136 Ind Rly Maint Coy	Posted to HQ 4 Ind Rly Gen Group and granted Acting rank of Capt wef 10 Aug 45.
Major	J.A.C.	Bonk	120 Ind Rly Constr Coy	SOS on posting to X8(h) List (Python) wef 9 Aug 45.
Capt.	J.A.	Jackson	159 Rly Constr Coy	Granted Acting rank of Major wef 29 Aug 45.
Lieut.	J.S.	Johnston	159 Rly Constr Coy	Granted Acting rank of Capt wef 10 Aug 45.
Major	K.	Rhosaley	159 Rly Constr Coy	SOS on posting to X8(s) List (Python) wef 29 Aug 45.

(a) Docks.

Capt.	C.	Glover	947 INT (P) Op Coy	Posted to 945 INT (P) Op Coy wef 4 Aug 45.
Capt.	P.V.	Foster	945 INT (P) Op Coy	Posted to 947 INT (P) Op Coy wef 4 Aug 45.
Lieut.	R.	Durgoyne	X4 List att'd HQ 6 INT Gp	Posted to 945 INT (P) Op Coy wef 4 Aug 45.
Lieut.	J.A.	King-Spooner	945 INT (P) Op Coy	Posted to X4 List, att'd HQ 6 INT Group wef 4 Aug 45.
Lieut.	J.J.	Elvon	HQ 6 INT Group	Posted to 945 INT (P) Op Coy wef 4 Aug 45.
Lieut.	E.E.	Thomas	945 INT (P) Op Coy	Posted to HQ 6 INT Group wef 4 Aug 45.
Major Lieut. Lieut.	H. F.G.P. C.D.	McNeill Matthews Crown	209 Ind E Craft Op Coy	SOSon proceeding to port of embarkation for onward routing to India wef date of departure.
Capt. Capt.	D.J. F.E.J.	Holland Mills	209 Ind E Craft Op Coy	Granted 61 days leave in UK and SOS wef date of departure.
Capt.	G.E.	Mavrolean	1037 Port Maint Coy	Posted to 990 Port Maint Coy wef 8 Aug 45.
Lieut.	N.C.	Hart	1037 Port Maint Coy	Posted to 1019 Port Maint Coy wef 8 Aug 45.

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(1) Docks (cont'd).

Lieut.	J.R.	Pickering	1065 EWT W/Shop Coy	Posted to 1019 Port Maint Coy wef 6 Aug 45.
Lieut.	E.G.B.	Webb	1065 EWT W/Shop Coy	Posted to 1037 Port Maint Coy wef 6 Aug 45.
Lieut.	C.W.S.	Wilkins	208 Ind Z Craft Op Coy	SOS on posting to X8(a) List (Release) wef 4 Aug 45.
Major	H.W.	Hymans.	992 Port Op Coy	SOS on posting to X8(a) List (Release) wef 2 Aug 45.
Major	F.D.	Reese	1007 Port Op Coy	
Major	J.	Faucitt	HQ 5 Port Op Group	
Major	M.A.L.S.	Morgan-Giles	1065 EWT W/Shop Coy	SOS on posting to 308 Transit Camp for onward routing to Mideast, wef date of departure.
Lieut.	D.W.	Gwynn	947 EWT (-) Op Coy	
Lieut.	H.J.	Vesey	992 Port Op Coy	
Lieut.	S.	Colmer	994 Port Op Coy	SOS on posting to X8(a) List (Release) wef 8 Aug 45.
Major	A.E.	Chadwick	1017 Port Op Coy	SOS on posting to X8(a) List (Python) wef 4 Aug 45.
Lieut.	R.M.	Wilson	1006 Dock Op Coy	SOS on posting to X8(a) List (Python) wef 10 Aug 45.
Capt.	J.L.	Broadshaw	992 Port Op Coy	Granted Acting rank of Major wef 2 Aug 45.
Lieut.	C.H.	Sloight	992 Port Op Coy	Granted Acting rank of Capt wef 2 Aug 45.
Capt.	R.R.	Hood	1063 Co-op Dock Op Coy	Posted to 1010 Port Op Coy wef 30 Aug 45.
Major	G.	Williams	1006 Dock Op Coy	Posted to HQ 5 Port Op Group wef 10 Aug 45.
Major	R.S.	Crosland	1065 Co-op Dock Op Coy	Posted to 1007 Port Op Coy wef 13 Aug 45.
Major	J.G.	Harvie	1061 Co-op Dock Op Coy	Posted to 1017 Port Op Coy wef 4 Aug 45.
Capt.	P.H.	Carter	1021 Port Op Coy	Posted to HQ 5 Port Op Group wef 15 Aug 45.

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			Coy	(Release) wef 2 Aug 45.
Major	F.D.	Rosea	1007 Port Op Coy	
Major	J.	Fawcitt	HQ 5 Port Op Group	
Major	M.A.L.S.	Morgan-Giles	1065 EWT W/Shop Coy	SOS on posting to 308 Transit Camp for onward routing to Mideast, wef date of departure.
Lieut.	D.W.	Gwynn	947 EWT (P) Op Coy	
Lieut.	H.J.	Vesey	992 Port Op Coy	
Lieut.	S.	Cadman	994 Port Op Coy	SOS on posting to XB(a) List (Release) wef 8 Aug 45.
Major	A.R.	Chadwick	1017 Port Op Coy	SOS on posting to XB(a) List (Python) wef 4 Aug 45.
Lieut.	R.M.	Wilson	1006 Dock Op Coy	SOS on posting to XB(a) List (Python) wef 10 Aug 45.
Capt.	J.L.	Bradshaw	992 Port Op Coy	Granted Acting rank of Major wef 2 Aug 45.
Lieut.	C.H.	Sleight	992 Port Op Coy	Granted Acting rank of Capt wef 2 Aug 45.
Capt.	R.R.	Hood	1063 Co-op Dock Op Coy	Posted to 1010 Port Op Coy wef 30 Aug 45.
Major	G.	Williams	1006 Dock Op Coy	Posted to HQ 5 Port Op Group wef 10 Aug 45.
Major	R.S.	Crosland	1063 Co-op Dock Op Coy	Posted to 1007 Port Op Coy wef 13 Aug 45.
Major	J.G.	Marvic	1061 Co-op Dock Op Coy	Posted to 1017 Port Op Coy wef 4 Aug 45.
Capt.	P.H.	Carter	1021 Port Op Coy	Posted to HQ 5 Port Op Group wef 15 Aug 45.
Capt.	H.E.T.	Moscati	HQ 5 Port Op Group	SOS on posting to XB(a) List (Python) wef 15 Aug 45.
Lieut.	C.W.	Symondson	993 Port Op Coy	SOS on posting to XB(a) List (Python) wef 3 Aug 45.
Lieut.	G.R.	Wiltshire RA	XL List att'd 947 EWT (P) Coy	SOS on posting to XB(a) List (Python) wef 3 Aug 45.

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(a) Docks (Cont'd).

Major	J.L.	Middleton	HQ 3 P.C.& R. Group	SOS on posting to X2 List wef 20 April 45.
Capt.	W.S.	Barnard	1061 (It) Dock Op Coy	SOS on posting to X8(c) List (Release) wef 8 Aug 45.
Capt.	C.C.	New	1063 Co-op Dock Op Coy	Posted to 1021 Port Op Coy wef date of assumption.
Lieut.	R.L.	Fredd	1060 Co-op Port Maint Sec	Posted to 990 Port Maint Coy wef date of assumption.
Lieut.	L.G.	Cambos	1062 Co-op Port Maint Sec	Posted to 1019 Port Maint Coy wef 20 Aug 45.
Major	G.S.	Barnes	1065 INT W/Shop Coy	SOS on posting to Transport Div (E.E.), A.C., Austria, wef 15 July 45.
Capt.	C.	Glover	945 INT (P) Op Coy	Posted to 947 INT (P) Op Coy wef 22 Aug 45.
Capt.	P.V.	Foster	947 INT (P) Op Coy	Posted to 945 INT (P) Op Coy wef 22 Aug 45.
Lieut.	J.A.	King-Spooner	X4 List att'd HQ 6 INT Group	Posted to 945 INT (P) Op Coy wef 22 Aug 45.
Lieut.	J.W.	Elven	945 INT (P) Op Coy	Posted to 947 INT (P) Op Coy wef 22 Aug 45.
Lieut.	W.L.	Beadle	947 INT (P) Op Coy	Posted to 945 INT (P) Op Coy wef 22 Aug 45.
Lieut.	R.	Burgoyne	945 INT (P) Op Coy	Posted to 947 INT (P) Op Coy wef 22 Aug 45.
Capt.	E.F.	Symmonds.	1031 Port Op Coy	SOS on posting to X8(c) List (Release) wef 23 Aug 45.
Lieut.	A.C.H.	Chatto	1031 Port Op Coy	SOS on posting to X8(c) List (Release) wef 23 Aug 45.
Capt.	S.D.	Severs	HQ 1 Port Op Group	SOS on posting to X8(c) List (Python) wef 25 Aug 45.
Lt.Col.	P.A.J.	Harmu.	HQ 6 INT Group	SOS on posting to X8(c) List (Release) wef 24 Aug 45.
Major	G.	Williams	HQ 5 Port Op Group	SOS on posting to X8(c) List (Python) wef 28 Aug 45.

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			Port Maint Sec	wef 28 Aug 45.
Major	G.S.	Barnes	1065 EMT W/Shop Coy	SOS on posting to Transport Div (E.E.), A.C., Austria, wef 15 July 45.
Capt.	C.	Glover	945 EMT (P) Op Coy	Posted to 947 EMT (P) Op Coy wef 22 Aug 45.
Capt.	P.V.	Foster	947 EMT (P) Op Coy	Posted to 945 EMT (P) Op Coy wef 22 Aug 45.
Lieut.	J.A.	King-Spooner	X4 Liet attd HQ 6 EMT Group	Posted to 945 EMT (P) Op Coy wef 22 Aug 45.
Lieut.	J.J.	Elvin	945 EMT (P) Op Coy	Posted to 947 EMT (P) Op Coy wef 22 Aug 45.
Lieut.	W.L.	Beadle	947 EMT (P) Op Coy	Posted to 945 EMT (P) Op Coy wef 22 Aug 45.
Lieut.	R.	Burgoyne	945 EMT (P) Op Coy	Posted to 947 EMT (P) Op Coy wef 22 Aug 45.
Capt.	E.F.	Symonds.	1031 Port Op Coy	SOS on posting to X8(a) List (Release) wef 23 Aug 45.
Lieut.	A.C.K.	Chatto	1031 Port Op Coy	SOS on posting to X8(a) List (Release) wef 23 Aug 45.
Capt.	S.D.	Severs	HQ 1 Port Op Group	SOS on posting to X8(a) List (Python) wef 25 Aug 45.
Lt.Col.	P.A.J.	Hornu.	HQ 6 EMT Group	SOS on posting to X8(a) List (Release) wef 21 Aug 45.
Major	G.	Williams	HQ 5 Port Op Group	SOS on posting to X8(a) List (Python) wef 28 Aug 45.
Capt.	J.E.	Dostow	HQ 6 EMT Group	Posted to 1065 EMT W/Shop Coy wef 30 Aug 45.
Capt.	J.L.	Hope	1006 Dock Op Coy	Posted to 1031 Port Op Coy wef 23 Aug 45.
Lieut.	R.M.	Thompson	1006 Dock Op Coy	Posted to 994 Port Op Coy wef 23 Aug 45.
Capt.	A.V.	Young	1019 Port Maint Coy	Posted to 990 Port Maint Coy and granted Acting rank of Major wef 25 Aug 45.

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(d) Docks (Cont'd).

Capt.	G.E.	Grovett	997 Port Op Coy	Posted to 1007 Port Op Coy and granted Acting rank of Major wef 27 Aug 45.
Major	S.D.	Conoha	990 Port Maint Coy	Proceeded to UK on LIAP 25 Aug 45 and SOS wef that date on being retained in UK - A/S Group 20.

(e) Stores.

Lieut.	A.	Williamson	922 Tn Stores Coy	SOS on posting to X8(a) List (Release) A/S Group 12.
Lieut.	K.	Kresser	922 Tn Stores Coy	SOS on posting to X8(a) List (Release - Southborn) wef 13 Aug 45.
Capt.	J.	Covington	18 Tn Stores Port Section	Posted to HQ 3 Tn Stores Group wef 26 Aug 45.
Lt.Col.	W.G.	Lohr	HQ 3 Tn Stores Group	SOS on proceeding to UK (LIAP) and retained in UK for Class B Release wef 26 Aug 45.
Capt.	E.N.	Somerfield	24 Tn Stores Coy	SOS on posting to Transport Div. (L.E.), A.G., Austria wef 20 Aug 45

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Appendix 'C'.

H.Q. II U.S. Corps.

Report of reconnaissance by 1 Recce. Sqdn. (Lt. Col. [illegible]) with 2 Recce. Sqdn. (Major [illegible]) and 1 Platoon 1 Armd. Div. Recce. Sqdn. (Lt. [illegible]) attached.

Left [illegible] at 0700 hrs. 2 July 44. Reached by Det. 1 Recce. Sqdn. at [illegible] at 1100

open the Allied [illegible] to [illegible]
threatening attitude of the Jugoslav Army, and simultaneously with limited restoration of port facilities in TRIESTE and reconnaissance of various railway routes thence, attention was paid to VENICE as an alternative port.

2. I.S.R. personnel, with some assistance from Army and Corps troops engineers, opened a railway L of C from VENICE to UDINE on 28 May (three days before the port opened) using rebuilds of German low-level crossings of crossings of the PIAVE, LIVENZA, MEDUNA and TAGLIAMENTO rivers. It was soon extended to GEMONA, where a road link operated to PONTEBBA (no RR for RAVVISIO and AUSTRIA) until the completion of rebuilding of the two major damaged bridges in the SCHIA gorge (PONTI PEDAIE & DOGNA), for which engineer assistance from Eighth Army was also received. Owing to heavy commitments further south, very few In. personnel were available in the early stages.

3. The Jugoslavs withdrew from TRIESTE on 11 Jun, thereby rendering the use of the port practicable as an entry for Eighth Army traffic. Work had meanwhile proceeded on restoration of the railway from TRIESTE to UDINE, in second priority to the work on the VENICE-UDINE-RAVVISIO L of C. The use of TRIESTE gradually increased until it became the main port of entry for AUSTRIAN maintenance traffic early in September after completion of repairs in AUSTRIA.

4. On 25 July 45, XIII Corps, in whose area lay the ports of VENICE and TRIESTE and the L of Cs therefrom to AUSTRIA, passed from under command Eighth Army to under command AFHQ direct, Eighth Army being then responsible only for the occupation of AUSTRIA. The In organisation in NE Italy and AUSTRIA was altered to correspond, Col. MCMULLEN assuming the appointment of D.D.In., AUSTRIA, and Col. BAILEY becoming D.D.In., TRIESTE, responsible to D.In/ENGS for all In work in NE Italy excluding railway construction which reverted to direct control ENGS since FCEM's scope had by then been extended to cover territory outside XIII Corps area.

5. The retention of a separate In organisation in NE Italy was dictated partly by the need to safeguard the operation of the Austrian L of C and partly to negotiate with the Jugoslavs over the administration of railways in VENEZIA GIULIA. It is represented on the Joint Economic Committee set up at TRIESTE under the ALEXANDER - TITO Agreement of 20 June 45 by D.D.In TRIESTE, who is also a member of the War Port Committee for VENEZIA GIULIA.

II. CONTROL OF PORT OF TRIESTE.

6. Administration of ports and railways in VENEZIA GIULIA was both difficult and delicate right from 2 May, the date of Allied entry into TRIESTE. The ALEXANDER - TITO Agreement of 20 June 45 simplified the problem of the port of TRIESTE by placing it entirely within the Allied zone (Zone 'A') to the west of the agreed Allied - Jugoslav boundary (MORGAN LINE); the withdrawal of Jugoslav forces to their zone (Zone 'B') took place on 11 June 45.

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7. Although the Jugoslavs did their best to regain, by agreement, physical control or at least direct representation in the port of TRIESTE, Allied policy was adamant in refusing this and insistence was placed on the Jugoslavs' taking delivery of their cargo - to date UNRRA relief supplies only - at the MORGAN line. They therefore had no direct interest in the port of TRIESTE, their necessary business in the port as receivers of cargo being performed by a shipping agent appointed by them. Despite attempts at penetration by the Jugoslavs the agreed arrangements have worked well, and the transit of UNRRA relief supplies both through the port and on the railway to the exchange point (SESANA/DIVACCIA), on the former Austrian Suedbahn main line to VIENNA has been excellent.

8. As a policy, the Allies decided:

(a) to maintain military control of the port but to reduce direct military operation as the former civil port authority became capable of executive work.

(b) to reconstitute the civil port authority (Magazzini Generali) but to substitute an Allied Board of Management for the former Board which represented chiefly Italian Government interests.

The reconstitution of the port authority had to be done in such a manner that neither in fact nor appearance was there any financial or political link with ITALY proper; this so as not to prejudice the status of the Allies as trustees in their zone of VENEZIA GIULIA.

After due consideration, including the taking of legal advice, the powers of the former Italian board of directors were vested in the Port Control Committee (see extract from AMG letter at Annexure 1). Revenues are raised against all users of the port, military or otherwise, and funded by Allied Military Government, who make good deficiencies in current expenditure. The port of TRIESTE being far too large for the present - or any immediate foreseeable - traffic, a substantial subsidy by Allied Military Government is not unlikely, even if port dues and charges are raised as far as practicable.

The TRIESTE Port Control Committee was enlarged suitably, as compared with the normal composition of such bodies, to include members with the necessary commercial experience. The chief difficulties in the port have been legacies from the Jugoslav military control 2 May - 11 June, but they have been largely overcome.

III. ADMINISTRATION OF RAILWAY IN VENEZIA GIULIA.

9. The problem of railway administration was much less simple than that of the port. The Italians, as part of their inter-war policy of Italianisation of their newly-won territory in the Julian March, introduced Italian railway employees extensively from 1920 onwards into Slovene speaking parts of VENEZIA GIULIA, and in 1936 electrified the lines between

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railway to the exchange point (SESANA/DIVACCIA), on the former Austrian Sudbahn main line to VIENNA has been excellent.

8. As a policy, the Allies decided:

(a) to maintain military control of the port but to reduce direct military operation as the former civil port authority become capable of executive work.

(b) to reconstitute the civil port authority (Magazzini Generali) but to substitute an Allied Board of Management for the former Board which represented chiefly Italian Government interests.

The reconstitution of the port authority had to be done in such a manner that neither in fact nor appearance was there any financial or political link with ITALY proper; this so as not to prejudice the status of the Allies as trustees in their zone of VENEZIA GIULIA.

After due consideration, including the taking of legal advice, the powers of the former Italian board of directors were vested in the Port Control Committee (see extract from MMG letter at Annexure 1). Revenues are raised against all users of the port, military or otherwise, and funded by Allied Military Government, who make good deficiencies in current expenditure. The port of TRIESTE being far too large for the present - or any immediate foreseeable - traffic, a substantial subsidy by Allied Military Government is not unlikely, even if port dues and charges are raised as far as practicable.

The TRIESTE Port Control Committee was enlarged suitably, as compared with the normal composition of such bodies, to include members with the necessary commercial experience. The chief difficulties in the port have been legacies from the Jugoslav military control 2 May - 11 June, but they have been largely overcome.

III. ADMINISTRATION OF RAILWAY IN VENEZIA GIULIA.

9. The problem of railway administration was much less simple than that of the port. The Italians, as part of their inter-war policy of Italianisation of their newly-won territory in the Julian March, introduced Italian railway employees extensively from 1920 onwards into Slovene speaking parts of VENEZIA GIULIA, and in 1936 electrified the lines TRIESTE - FIUME - POSTUMIA and TRIESTE - GORIZIA - UDINE - TARVISIO on their standard 3000 volt D.C. system, drawing energy from hydro-electric stations in the ALTO ADIGE. The whole of the network of railways, through diverse countrysides and populations, was administered as one Compartimento based on TRIESTE; it is now divided politically into no less than three parts - the Jugoslav zone of VENEZIA GIULIA (Zone 'B'), the Allied zone of VENEZIA GIULIA (Zone 'A') and King's ITALY. For electric traction it must continue to be treated as one entity, however, notably in energy supply and maintenance of track and traction equipment.

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10. The Joint Economic Committee, as one of its tasks under the Agreement of 20 June, considered two proposals for administration of these railways. The first, which provided for a joint Allied-Jugoslav management of the railways in VENEZIA GIULIA, had the merit of making least disturbance in the former Italian Railway organisation, but was rejected by both the Allied and Jugoslav Governments. The second, which provided for separate administrations in zones 'A' and 'B' with a Joint Operating Committee for matters of common interest, was adopted: its terms of reference as approved appear at Annexure 2.

The separation of the railways into the administrations under the agreement took place on 1 Sep, and the Joint Operating Committee held its first formal meeting on 7 Sep. Until this machinery was established, ad hoc arrangements persisted between D.D.Tn. TRIESTE and the Jugoslav Railway Delegation, without prejudice to the ultimate organisation. The relations between the AMG officers and the Jugoslav officials (who as a matter of interest are civilian railwaymen, although responsible to the Jugoslav Military Commander in zone 'B') have been excellent, and on any technical matter agreement is easily reached. Agreement on subjects with a political bias is much less easy.

The status of the Italian Railway Administration and its employees is an unenviable one, but in their capacity as Agents to the Allied Military Government (through D.D.Tn. TRIESTE as representative of DMETO) they have so far fulfilled requirements.

The strength of Tn railway troops - one Operating Group HQ and one Railway Operating Coy - available is adequate to maintain control of Italian operation in zone 'A', but would enable only a skeleton service to be maintained in the event of a complete breakdown. The work of scrutiny of stores and accounts needed to ensure separate administration as a trusteeship of a zone, artificial in concept from the economic point of view (since the MORGAN line represents merely a defensive position covering the port of TRIESTE and the road and railway Ls of C therefrom to AUSTRIA) is a heavy burden, and likely to remain so.

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appear at Annexure 2.

The separation of the railways into two administrations under the agreement took place at 1 Sep, and the Joint Operating Committee held its first formal meeting on 7 Sep. Until this machinery was established, ad hoc arrangements persisted between D.D.Tn. TRIESTE and the Jugoslav Railway Delegation, without prejudice to the ultimate organisation. The relations between the MRS officers and the Jugoslav officials (who as a matter of interest are civilian railwaymen, although responsible to the Jugoslav Military Commander in zone 'B') have been excellent, and on any technical matter agreement is easily reached. Agreement on subjects with a political bias is much less easy.

The status of the Italian Railway Administration and its employees is an unenviable one, but in their capacity as Agents to the Allied Military Government (through D.D.Tn. TRIESTE as representative of PMG) they have so far fulfilled requirements.

The strength of Tn railway troops - one Operating Group HQ and one Railway Operating Coy - available is adequate to maintain control of Italian operation in zone 'A', but would enable only a skeleton service to be maintained in the event of a complete breakdown. The work of scrutiny of stores and accounts needed to ensure separate administration as a trusteeship of a zone, artificial in concept from the economic point of view (since the MORGAN line represents merely a defensive position covering the port of TRIESTE and the road and railway Ls of C therefrom to AUSTRIA) is a heavy burden, and likely to remain so.

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Annexure 1 to
Appendix 'G'.

Extract from G-4(Mov & Tn) AFHQ letter G-4(Mov 1/6) D/5b of 9 Aug. 45.

Subject: RAILWAY & PORT WORKING - ALLIED ZONE - VENEZIA GIULIA.

1. The following instructions are issued in order to amplify the general instructions already issued regarding VENEZIA GIULIA, with particular reference to the administrative implications of the agreement between the Supreme Allied Commander and the Jugoslav High Command.

2. RAILWAYS.

3. PORT OF TRIESTE.

(a) The port of TRIESTE will be operated as a British military controlled port. Berths will be allocated for civil ships on arrival by the Port Control Committee depending on military requirements at the time.

(b) In the case of civil ships, military responsibility will be limited to ensuring these ships are handled efficiently and expeditiously. To this end the military authorities will co-operate with all civilian agencies concerned to ensure, subject to military priorities, an adequate supply of clearance facilities, railway wagons, cargo handling gear, tugs, lighters and floating equipment.

(c) (i) Ships carrying full cargo of military equipment and supplies, and/or A.F.H. supplies for AUSTRIA and VENEZIA GIULIA, will be treated as military ships and will be handled in accordance with normal military practice.

(ii) Ships carrying all other types of cargo including coal, UNRRA cargoes and supplies for JUGOSLAVIA will be treated as civil ships and will be worked in accordance with normal civil practice.

(iii) Ships carrying mixed cargoes of military and civil supplies, other than civil supplies defined in sub-para (i) above, may be treated as either military or civil ships at the discretion of the Port Commandant. If treated as civil, the military authorities will be responsible for taking delivery of military cargo from 'under hook'.

(d) All civilian stevedores and dock labour for working either military or civil ships will be obtained through the Magazzini Generali di TRIESTE or appropriate civilian agency. Rates of pay will be agreed by the Joint Economic Committee.

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1. The following instructions are issued in order to amplify the general instructions already issued regarding VENEZIA GIULIA, with particular reference to the administrative implications of the agreement between the Supreme Allied Commander and the Yugoslav High Command.

2. RAILWAYS.

3. PORT OF TRIESTE.

(a) The port of TRIESTE will be operated as a British military controlled port. Berths will be allocated for civil ships on arrival by the Port Control Committee depending on military requirements at the time.

(b) In the case of civil ships, military responsibility will be limited to ensuring these ships are handled efficiently and expeditiously. To this end the military authorities will co-operate with all civilian agencies concerned to ensure, subject to military priorities, an adequate supply of clearance facilities, railway wagons, cargo handling gear, tugs, lighters and floating equipment.

(c) (i) Ships carrying full cargo of military equipment and supplies, and/or AMG supplies for AUSTRIA and VENEZIA GIULIA, will be treated as military ships and will be handled in accordance with normal military practice.

(ii) Ships carrying all other types of cargo including coal, UNRRA cargoes and supplies for YUGOSLAVIA will be treated as civil ships and will be worked in accordance with normal civil practice.

(iii) Ships carrying mixed cargoes of military and civil supplies, other than civil supplies defined in sub-para (i) above, may be treated as either military or civil ships at the discretion of the Port Commandant. If treated as civil, the military authorities will be responsible for taking delivery of military cargo from 'under hook'.

(d) All civilian stevedores and dock labour for working either military or civil ships will be obtained through the Magazzini Generali di TRIESTE or appropriate civilian agency. Rates of pay will be agreed by the Joint Economic Committee.

(e) The responsibility for the management of shore installations (other than those controlled by Royal Navy) will be that of the Magazzini Generali. This organisation will be reconstituted by XIII Corps in accordance with military requirements and a Managing Director will be appointed subject to the agreement of the Joint Economic Committee. The Managing Director of Magazzini Generali will be responsible to the Port Control Committee for the efficient working of shore installations. The Port Control Committee will

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except such additional numbers as are necessary (eg Military Finance Member) in dealing with matters affecting the Magazini Generali.

(f) The operation of the port will be financed by AMG XIIth Corps. Magazini Generali will assess charges for use of port facilities at normal rates and will charge them by users against an account to be held by AMG.

(g) The Managing Director of the Magazini Generali will be called in to attend meetings of the Port Control and Berthing Committees whenever necessary.

4. PORT OF POLA.

POLA is a naval port and it is not at present intended to use it to any extent for the import of military cargoes. If the Jugoslavs request the use of port facilities, an agreement will have to made between the local Allied Commander and the Jugoslav representatives and confirmed ... by the Joint Economic Committee. The Jugoslavs should be informed that if it is later decided to develop POLA as a military controlled port, it may be necessary to suspend their use of some or all of these facilities.

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(g) The Managing Director of the Napoletani Generali will be called in to attend meetings of the Port Control and Berthing Committees whenever necessary.

4. PORT OF POLA.

POLA is a naval port and it is not at present intended to use it to any extent for the import of military cargoes. If the Jugoslavs request the use of port facilities, an agreement will have to made between the local Allied Commander and the Jugoslav representatives and confirmed ... by the Joint Economic Committee. The Jugoslavs should be informed that if it is later decided to develop POLA as a military controlled port, it may be necessary to suspend their use of some or all of these facilities.

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Annex No 2 to
Appendix 'G'.

ALLIED FORCE HEADQUARTERS.
APO 512.

25 September 1945.

AG 531/229 GDS-O

Subject: Administration of Railways in VENEZIA GIULIA.

To : All concerned.

1. The administration of the railways in VENEZIA GIULIA will be carried out by the Director of Military Railway Service ITALY and by the appropriate Jugoslav authorities in accordance with the attached directive.

2. The text of the directive is that which was recommended by the Joint Economic Committee for VENEZIA GIULIA and approved by the Jugoslav Government and this headquarters. This approval is recorded in Minute 31 of the Joint Economic Committee meeting of 10 August 1945.

BY COMMAND OF FIELD MARSHAL ALEXANDER

(Sgd) EDMUND R. SHUGERT.
Colonel, AGD
Asst Adjutant General.

ADMINISTRATION OF RAILWAYS IN VENEZIA GIULIA.

1. The parts of VENEZIA GIULIA administered by the Allied Military Government are designated zone 'A' and the part of VENEZIA GIULIA administered by the Jugoslav Military Government is designated zone 'B'.
The railways in zone 'A' shall be under the administration of the Allied Military Government and the railways in zone 'B' under the administration of the Jugoslav Military Government.

2. For the coordination of the work of the railways in both zones a Joint Operating Committee (established in accordance with Appendix I. paragraph 1(b) of the Agreement of the 20th June 1945) shall be formed in TRIESTE, this Committee to be composed of three members from each side, with an interpreter and the necessary minimum number of clerical assistance.

3. The members of the Joint Operating Committee shall be named and authorised by the respective Military Governments of Zones A and B.

4. The Joint Operating Committee shall have the following functions:

(a) To settle day to day problems in connection with the interchange of traffic between zones A and B.

(b) To meet as a formal Committee as oftenas required, and not less than once a month, to deal with matters of common policy regarding operating,

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2. The text of the directive is that which was recommended by the Joint Economic Committee for VENEZIA GIULIA and approved by the Jugoslav Government and this headquarters. This approval is recorded in Minute 51 of the Joint Economic Committee meeting of 10 august 1945.

BY COMMAND OF FIELD MARSHAL ALEXANDER

(Sgd) EDMUND R. SHUCARD.
Colonel, AGD
Asst Adjutant General.

ADMINISTRATION OF RAILWAYS IN VENEZIA GIULIA.

1. The parts of VENEZIA GIULIA administered by the Allied Military Government are designated zone 'A' and the part of VENEZIA GIULIA administered by the Jugoslav Military Government is designated zone 'B'.
The railways in zone 'A' shall be under the administration of the Allied Military Government and the railways in zone 'B' under the administration of the Jugoslav Military Government.

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3. The members of the Joint Operating Committee shall be named and authorised by the respective Military Governments of Zones A and B.

4. The Joint Operating Committee shall have the following functions:

(a) To settle day to day problems in connection with the interchange of traffic between zones A and B.

(b) To meet as a formal Committee as oftenmes required, and not less than once a month, to deal with matters of common policy regarding operating, technical, traffic and tariff questions. Additional members as necessary may be co-opted by either side for formal meetings of the Committee. Records of proceedings shall be kept and submitted to the appropriate authorities.

(c) To appoint transit (exchange) stations as necessary for new lines open to traffic across the demarcation line between zones A and B.

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Annexure 2 to
Appendix 'C'.
Sheet 2.

5. Each Military Government shall be responsible for the supply of consumable stores and materials in its own zone. Where shortages of certain materials exist in Zone B which the Jugoslav Government is unable to obtain from its own resources, the Allied Government shall do its best to supply from Zone A or elsewhere, so that Zone A and Zone B shall be treated on an equitable basis regarding supplies. Questions of financial adjustment shall be for the ultimate settlement between the Governments concerned.

6. Electric locomotives in Zones A and B shall be used in common. Their equitable distribution shall be decided by the Joint Operating Committee. The Allied Military Government shall supply electrical energy to cover the requirements of electric traction in Zone B.

7. Where facilities, such as for repair of rolling stock, exist in one Zone only, such facilities shall be available to cover the requirements of both zones.

8. Separate accounts shall be kept for all purposes for each zone: all services and materials supplied from one zone to the other shall be recorded.

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7. Where facilities, such as for repair of rolling stock, exist in one Zone only, such facilities shall be available to cover the requirements of both zones.

8. Separate accounts shall be kept for all purposes for each zone: all services and materials supplied from one zone to the other shall be recorded.

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WORKS COMPLETED DURING AUGUST 1945.

Job No.	Agency.	Location.	Description.	Size.	Date of Compltn.
Line 53. MILAN - VERONA - VENICE.					
53/10	40 Fly. Constr. Coy. S.A.E.C.	Ponte di Brenta	Repairs to Br. at Km. 250.85 (Brenta)	1/164' Truss and 2/75' U.C.R.E. Spans.	4.8.45.
Line 61. GENOA - VENTIMIGLIA.					
61/6	160 Fly. Constr. Coy. R.E.	Ventimiglia	Repairs to Tunnel at Km. 143.90	Clearance of debris & repairs to lining.	24.8.45.
Line 65. ROME - CITTE - AREZZO.					
65/124	1 Fly. Bridging Sec. R.E.	Civita Castellana	Additional repairs to Br. 3 at Km. 63.6 (R.Imello)	1/153' Truss span.	31.8.45.
Line 65. PO/OGLIA - PIACENZA.					
65/708	159 Fly. Constr. Coy. R.E.	Rubiera	Repairs to Br. at Km. 48.2 (R.Secchia)	2/65' & 9/60' U.C.R.E. & 1/62' R.S.J. spans.	3.8.45.
65/710	159 Fly. Constr. Coy. R.E.	S. Ilario	Repairs to Br. at Km. 80.89 (R.Enza)	6/65' U.C.R.E. and 2/64' R.S.J. spans.	7.8.45.

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Appendix D
Part 1 Sheet 1.

WORKS COMPLETED DURING AUGUST 1945.

Location.	Description.	Size.	Date of Comptn.	Remarks.
Ponte di Drente	Repairs to Br. at Km. 230.85 (R.Drenta)	1/164' Truss and 2/75' U.C.R.D. spans.	4.8.45.	
Ventimiglia	Repairs to Tunnel at Km. 138.90	Clearance of debris & repairs to lining.	24.8.45.	
Civita Castellana	Additional repairs to Br. 3 at Km. 63.6 (R.Treia)	1/153' Truss span.	31.8.45.	
Rubiera	Repairs to Br. at Km. 46.2 (R.Secchia)	2/65' & 9/60' U.C.R.D. & 1/62' R.S.J. spans.	3.8.45.	
S. Mauro	Repairs to Br. at Km. 80.89 (R.Ensa)	6/65' U.C.R.D. and 2/64' R.S.J. spans.	7.8.45.	

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Job No.	Agency.	Location.	Description.	Size.	Date of Completion.
65/711	159 Rly. Constr. Coy. R.E.	Ponte Taro	Repairs to Br. at Km. 98.09 (R.Taro)	2/53' R.S.J. spans.	3.8.45.
65/712	2 Rly. Bridging Sec. R.E.	Fidenza	Repairs to Br. at Km. 112.6 (R.Stirone)	5/51'-3" I.S.B. plate girder spans.	18.8.45.
65/713	2 Rly. Bridging Sec. R.E.	Ficronzuolo	Repairs to Br. at Km. 126.0 (R.arda)	3/46'-9" I.S.B. spans.	3.8.45.
Line 71. ESTE - UDINE - PONTEBBA.					
71/1	38 Rly. Constr. Coy. S.A.E.C.	Lancenigo	Repairs to Br. at Km. 59.29 (R.Piave)	14/75' U.C.R.B., 5/20m & 3/25m. Yunnan Burma spans.	17.8.45.
71/3	C.R.E. Corps Troops, S.A.E.C.	Fontanafredda	Repairs to Br. at Km. 81.24 (R.Meduna)	Repairs in reinforced concrete.	4.8.45.
71/4	39 Rly. Constr. Coy. S.A.E.C.	Cesano	Repairs to Br. at Km. 97.95 (R.Tagliamento)	11/25m. Yunnan Burma spans.	18.8.45.
71/6	1 Rly. Bridging Sec. R.E.	Gemona	Repairs to Br. at Km. 26.3	1/36' German R.S.J. span.	25.8.45.
71/7	161 Rly. Constr. Coy. R.E.	Resiutta	Repairs to Br at Km. 52.3 (Ferraris Brdg)	5/115' Roth Wagner spans.	24.8.45

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	Location.	Description.	Size.	Date of Completion.	Remarks.
C. E.	Ponte Taro	Repairs to Br. at Km. 98.09 (R.Taro)	2/55' R.S.J. spans.	3.8.45.	
C. E.	Fidenza	Repairs to Br. at Km. 112.8 (R.Stirone)	5/51'-3" I.S.B. plate girder spans.	18.8.45.	
C. E.	Fiorenzuolo	Repairs to Br. at Km. 126.0 (R.Arda)	3/46'-9" I.S.B. spans.	3.8.45.	
PORTIERA.					
Dy. C.	Lucenigo	Repairs to Br. at Km. 39.29 (R.Trebbia)	14/75' U.C.R.E., 3/20m. & 3/25m. Warren Lattice spans.	17.8.45.	
Dy. C.	Fontanafredda	Repairs to Br. at km. 81.84 (R.Meduna)	Repairs in reinforced concrete.	4.8.45.	
Dy. C.	Cusano	Repairs to Br. at Km. 97.95 (R.Tagliamento)	11/25m. Warren Lattice spans.	18.8.45.	
Dy. E.	Gemona	Repairs to Br. at Km. 26.3	1/36' German R.S.J. span.	25.8.45.	
Dy. E.	Resiutta	Repairs to Br at Km. 52.3 (Ferrovia Brdg)	5/115' Roth Wagner spans.	24.8.45	

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WORKS COMPLETED DURING AUGUST 1945. (Cont'd).

Job No.	Agency.	Location.	Description.	Size.	Date of Complt'n.
71/11	161 Rly. Constr. Coy. R.E.	Rosiutta	Repairs to Fr. at Km. 48.235	1/75' U.C.R.D. span.	4.8.45.
Zone 86. FOGGIA - ANCONA.					
86/119	I.S.R.	Foggia	Reconstruction of subway at station.	1/8 metre concrete arch.	19.8.45.

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WORKS COMPLETED DURING AUGUST 1945. (Cont'd).

	Location.	Description.	Size.	Date of Compltn.	Remarks.
. .	Resinttn	Repairs to Br. at Km. 48.255	1/75' U.C.R.D. span.	4.8.45.	
	Foggia	Reconstruction of subway at station.	1/8 metre concrete arch.	19.8.45.	

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WORKS IN PROGRESS AT 31 AUGUST 1945.

Job No.	Agency.	Location.	Description.	Size.	% Progress.	Est'd date of Completion.
Line 50. BUSSOLENO - MODANE.						
50/601	159 Rly. Constr. Coy., R.E.	Meana	Repairs to Br. 1 at Km. 51.630.	Repairs in concrete.	35	-
50/602	159 Rly. Constr. Coy., R.E.	Chiamonte	Repairs to Br. 2 at Km. 62.850.	2/65' & 2/60' U.C.R.B. spans.	40	-
50/603	159 Rly. Constr. Coy., R.E.	Salalbertano	Repairs to Br. 3 at Km. 65.305.	1/120' Lattice Girder span.	55	-
50/604	159 Rly. Constr. Coy., R.E.	Salalbertano	Repairs to Br. 4 at Km. 70.580.	1/187' Roth Waegner span.	25	-
50/605	I.S.R.	Ulzio	Repairs to Br. 5 at Km. 82.51.	Repairs in concrete.	55	-
50/606	I.S.R.	Bardonecchia	Repairs to Br. 6 at Km. 83.662.	Repairs in concrete.	4	-
50/607	61 Tunnelling Coy. S.A.E.C. 62 Tunnelling Coy. S.A.E.C.	Bardonecchia	Repairs to Mont Cenis Tunnel.	Clearance of debris and repairs to tunnel lining.	8	-

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WORKS IN PROGRESS AT 31 AUGUST 1945.

ation.	Description.	Size.	% Progress.	Est'd date of Completion.	Remarks.
na	Repairs to Br. 1 at Km. 51.630.	Repairs in concrete.	35	-	
monte	Repairs to Br. 2 at Km. 62.850.	2/65' & 2/60' U.C.R.B. spans.	40	-	
lbertano	Repairs to Br. 3 at Km. 65.305.	1/120' Lattice Girder span.	55	-	
lbertano	Repairs to Br. 4 at Km. 70.580.	1/187' Roth Waagner span.	25	-	
o	Repairs to Br. 5 at Km. 82.31.	Repairs in concrete.	55	-	
onecchia	Repairs to Br. 6 at Km. 83.662.	Repairs in concrete.	4	-	
onecchia	Repairs to Mont Cenis Tunnel.	Clearance of debris and repairs to tunnel lining.	8	-	

..../to sheet 2.

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WORKS IN PROGRESS AT 31 AUGUST 1945. (Cont'd).

Job No.	Agency.	Location.	Description.	Size.	% Progress.	Est'd date of Completion.
Line 59. PIACENZA - TORTONA - ALESSANDRIA.						
59/1	161 Rly. Constr. Coy., R.E. 2 Rly. Bridging Section, R.E.	Spinetta	Repairs to Br. at Km. 90.30 (R.Orba)	9/65' & 1/75' U.C.R.B. & 1/65' German R.S.J. spans.	2	-
59/2	160 Rly. Constr. Coy., R.E.	S. Giuliano Piemonte	Repairs to Br. at Km.82.00 (R.Tidone)	2/80' & 2/60' U.C.R.B. spans.	2	-
59/3	160 Rly. Constr. Coy., R.E.	Castel San Giovanni	Repairs to Br. at Km.20.46 (R.Scrivia)	13/60' U.C.R.B. spans.	5	-
Line 61. GENOA - VENTIMIGLIA.						
61/4	I.S.R. Contractor	Diano Marina	Repairs to Tunnel at Km. 106	Clearance of debris and repairs to lining.	85	-
61/5	160 Rly. Constr. Coy., R.E.	Ventimiglia.	Repairs to Br. at Km. 148.26	2/70' & 2/60' U.C.R.B. spans.	50	-
61/6	160 Rly. Constr. Coy., R.E.	Ventimiglia	Repairs to Tunnel at Km. 148.90	Clearance of debris & repairs to lining.	30	-
61/8	160 Rly. Constr. Coy., R.E.	Ventimiglia	Repairs to Br. at Km. 152.28	Repairs in concrete.	20	-

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WORKS IN PROGRESS AT 31 AUGUST 1945. (Cont'd).

Location.	Description.	Size.	% Progress.	Est'd date of Completion.	Remarks.
- RAILWAYS.					
Spinetta	Repairs to Br. at Km. 96.30 (R.Frebbio	9/65' & 1/75' U.C.R.B. & 1/65' Gemmen R.S.J. spans.	2	-	
S. Giuliano Piemonte	Repairs to Br. at Km.82.00 (R.Tidone)	2/80' & 2/60' U.C.R.B. spans.	2	-	
Castel San Giovanni	Repairs to Br. at Km.20.46 (R.Scrivia)	13/60' U.C.R.B. spans.	5	-	
Diano Marina	Repairs to Tunnel at Km. 106	Clearance of debris and repairs to lining.	85	-	
Ventimiglia.	Repairs to Br. at Km. 146.26	2/70' & 2/60' U.C.R.B. spans.	50	-	
Ventimiglia	Repairs to Tunnel at Km. 148.90	Clearance of debris & repairs to lining.	30	-	
Ventimiglia	Repairs to Br. at Km. 152.28	Repairs in concrete.	25	-	

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

WORKS IN PROGRESS AT 31 AUGUST 1945. (Cont'd).

Job No.	Agency.	Location.	Description.	Size.	% Progress.	Est'd date of Completion
61/9	160 Rly. Constr. Coy., R.E.	Mentone	Repairs to Br. at Km. 153.67	4/35' R.S.J. spans.	40	-
61/10	160 Rly. Constr. Coy., R.E.	Mentone	Repairs to Tunnel at Km. 154.4	Clearance of debris & repairs to lining.	20	-
61/11	160 Rly. Constr. Coy., R.E.	Mentone	Repairs to Br. at Km. 154.65	1/35' & 3/31' R.S.J. spans.	20	-
61/12	160 Rly. Constr. Coy., R.E.	Bordighera	Repairs to br. at Km. 145.55	2/35' R.S.J. spans.	30	-
Line 65. ROME - ORTE - AREZZO.						
65/104	122 Ind. Rly. Maint. Coy. I.E.	Arezzo	Rome (Ex.) to Arezzo (Inc.)	Maintenance.	-	-
65/109	I.S.R.	Allerona	Additional repairs to tunnel at Km. 139.1	Additional clearance & permanent repairs.	20	31.12.45.
65/111	I.S.R.	Ficulle	Additional repairs to tunnel at Km.144	Additional clearance & permanent repairs.	31	-
65/121	I.S.R.	Castiglion Fiorentino	Additional repairs to Br. at Km.212.1	Permanent repairs in concrete.	65	-

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WORKS IN PROGRESS AT 31 AUGUST 1945. (Cont'd).

Location.	Description.	Size.	% Progress.	Est'd date of Completion.	Remarks.
Mentone	Repairs to Br. at Km. 153.87	4/35' R.S.J. spans.	40	-	
Mentone	Repairs to Tunnel at Km. 154.4	Clearance of debris & repairs to lining.	20	-	
Mentone	Repairs to Br. at Km. 154.65	1/35' & 3/31' R.S.J. spans.	20	-	
Bordighera	Repairs to Br. at Km. 145.55	2/35' R.S.J. spans.	30	-	
AREZZO.					
Arezzo	Rome (Ex.) to Arezzo (Inc.)	Maintenance.	-	-	
Allerona	Additional repairs to tunnel at Km. 139.1	Additional clearance & permanent repairs.	20	31.12.45.	
Ficulle	Additional repairs to tunnel at Km.44	Additional clearance & permanent repairs.	31	-	
Castiglion Fiorentino	Additional repairs to Br. at Km.212.1	Permanent repairs in concrete.	65	-	

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WORKS IN PROGRESS AT 31 AUGUST 1945. (Cont'd).

Job No.	Agency.	Location.	Description.	Size.	% Progress.	Est'd date of Completion.
Line 65. BOLOGNA - PIACENZA - MILAN.						
65/611	I.S.R.	Bologna	Permanent repairs to Br. at Km.3.717 (R. Reno)	Repairs in brickwork.	10	-
65/715	2 Rly. Bridging Sec., R.E.	Pontenure	Repairs to Br. at Km.135.818 (R.Nure)	4/46' I.S.R. Plate Girder spans.	85	3.9.45.
Line 71. MESTRE - UDINE - PONTEBBA.						
71/8	150 Rly. Constr. Coy., R.E.	Dogna	Repairs to Br. at Km.60.9 (Dogna Br.)	1/160' Roth Wagner span.	15	-
71/9	150 Rly. Constr. Coy., R.E.	Pontebba	Udine (Ex.) to Pontebba (Inc.)	General Track Repairs.	80	31.9.45.
71/17	ISR Contractor.	Venzone	Repairs to Br. at Km.52.917 (Rivoli Bianchi)	25/12 m. concrete arches.	5	-
Line 72. UDINE - GORIZIA.						
72/1	10 Rly. Constr. Coy., R.E.	S.Giovanni	Repairs to Br. at Km.141.29 (R.Natisone)	Permanent repairs in concrete.	80	-

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WORKS IN PROGRESS AS AT 31 AUGUST 1945. (Cont'd).

Location.	Description.	Size.	% Progress.	Est'd date of Completion.	Remarks.
- MILAN.					
Bologna	Permanent repairs to Br. at Km.3.747 (R. Reno)	Repairs in brickwork.	10	-	
Pontemuro	Repairs to Br. at Km.139.818 (R.Nure)	4/46' I.S.R. Plate Girder spans.	85	3.9.45.	
ONTEBBA.					
Dogna	Repairs to Br. at Km.60.9 (Dogna Br.)	1/160' Roth Waagner span.	15	-	Open to traffic 31.7.45.
Pontebba	Udine (Ex.) to Pontebba (Inc.)	General Track Repairs.	80	31.9.45.	Open to traffic 31.7.45.
Venzone	Repairs to Br. at Km.32.917 (Nivedi Bianchi)	23/12 m. concrete arches.	5	-	
S.Giovanni	Repairs to Br. at Km.1/1.29 (R.Natisone)	Permanent reprirs in concrete.	80	-	

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WORKS IN PROGRESS at 31 AUGUST 1945. (Cont'd).

Job No.	Agency.	Location.	Description.	Size.	% Progress.	Est'd date of Completion.
72/2	10 Rly. Constr. Coy., R.E.	Gorizia	Repairs to Br. over R. Isonzo.	5/60' U.C.R.E. spns.	50	-
Line 84. TAIESTE - CERVIGNANO.						
84/2	10 Rly. Constr. Coy., R.E.	Cervignano	Repairs to Br. at Km.48.93 (R.Isonzo)	1/70' & 3/55' U.C.R.E. & 2/40' sectional spans extended to 45'.	98	2.9.45.
Line 85. BOLOGNA - FERRARA - PADUA.						
85/5	German P.o.W.	Galliera	S.Pietro (Ex.) to Galliera (Inc.)	6 Km. track repairs.	60	-
85/6	German P.o.W.	Galliera	Repairs to Br.1 at Km.29.867 (R.Riolo)	1/40' sectional span extended to 45'.	28	-
85/7	German P.o.W.	Galliera	Repairs to Br.3 at Km.31.766 (R.Reno)	2/150' truss and 2/85' U.C.R.E. spans.	22	-
85/11	German P.o.W.	Ferrara	Repairs to Br.7 at Km.46.10 (Canale Reno tico)	2/60' U.C.R.E. spns.	10	-
85/12	German P.o.W.	Ferrara	Poggio Renustico (Ex.) to Ferrara (Inc.)	13 Km. track repairs.	20	-

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Section.	Description.	Size.	% Progress.	Est'd date of Completion.	Remarks.
Udine	Repairs to Br. over R. Isonzo.	5/80' U.C.R.B. spans.	50	-	
Cervignano	Repairs to Br. at Km.48.93 (R.Isonzo)	1/70' & 3/55' U.C.R.B. & 2/40' sectional spans extended to 45'.	98	2.9.45.	
BOLOGNA.					
Poggio	S.Pietro (Ex.) to Galliera (Inc.)	6 Km. track repairs.	60	-	
Galliera	Repairs to Br.1 at Km. 29.867 (R.Riolo)	1/40' sectional span extended to 45'.	28	-	
Galliera	Repairs to Br.3 at Km.31.766 (R.Reno)	2/150' truss and 2/85' U.C.R.B. spans.	22	-	
Ferrara	Repairs to Br.7 at Km.46.10 (Canale Reunitico)	2/60' U.C.R.B. spans.	10	-	
Ferrara	Poggio Reunitico (Ex.) to Ferrara (Inc.)	13 Km. track repairs.	20	-	

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WORKS IN PROGRESS AT 31 AUGUST 1945. (Cont'd).

Job No.	Agency.	Location.	Description.	Size.	% Progress.	Est'd date of Completion.
85/14	German P.o.W.	Pontelagoscuro	Repairs to Br. 9 at Km.52.28 (R.Po)	17/80' U.C.R.B. spans.	3	-
85/18	German P.o.W.	Arqua	Repairs to Br.11 at Km.69.825 (Canale Bianco)	1/130' Truss span.	8	-
85/21	German P.o.W.	Rovigo	Repairs to Br.13 at Km.81.70 (Adige)	2/168'-6" & 1/203'-6" I.S.B. truss spans.	2	-
Line 86. FOGGIA - ANCONA.						
86/128	I.S.R.	Foggia	Additional facilities	Repairs to spring shop and entity.	91	-
Line 86. ANCONA - RIMINI - FAENZA - BOLOGNA.						
86/210	122 Ind. Fly. Maint. Coy. I.E.	Rimini	Ancona to Rimini	Maintenance.	-	-
86/217	ISR Contractor	Montemarciano	Reconstruction Br.1 at Km.192.385 (R.Esino)	Permanent repairs in concrete.	88	15.9.45.

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ation.	Description.	Size.	% Progress.	Est'd date of Completion.	Remarks.
Bologna	Repairs to Br. 9 at Km.52.28 (R.Po)	17/80' U.C.R.B. spans.	3	-	
un	Repairs to Br.11 at Km.69.823 (Grande Fiance)	1/130' Truss span.	8	-	
ara	Repairs to Br.13 at Km.81.70 (Reading)	2/168'-6" & 1/203'-6" I.S.H. truss spans.	2	-	
gia	Additional facilities	Repairs to spring shop and smithy.	91	-	
ZA - BOLOGNA.					
ini	Ancona to Rimini	Maintenance.	-	-	
tumarcino	Reconstruction Br.1 at Km.192.385 (R.Esino)	Permanent repairs in concrete.	88	15.9.45.	

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WORKS IN PROGRESS at 31 AUGUST 1945. (Cont'd).

Job No.	Agency.	Location.	Description.	Size.	% Progress.	Est'd date of Completion.
86/219	ISR Contractor	Fano	Reconstruction Br. 44 at Km.159.801 (R.Metauro)	Permanent repairs in concrete.	95	30.9.45
86/237	ISR Contractor	Fabriano	Reconstruction Br. 120 at Km.35.765 (R.Santerno)	Permanent repairs in concrete.	28	30.11.45
86/238	ISR Contractor	Castel San Pietro	Reconstruction Br. 129 at Km.25.752 (R.Sillaro)	Permanent repairs in concrete.	27	30.11.45
86/239	ISR Contractor	Mirandola	Reconstruction Br. 155 at Km.9.167 (R.Idice)	Permanent repairs in concrete.	29	30.11.45
86/240	ISR Contractor	S.Lazzaro	Reconstruction Br. 137 at Km.6.156 (R.Savenna)	Permanent repairs in concrete.	28	30.11.45
86/242	ISR Contractor	S.Lazzaro	Reconstruction Br. 136 at Km.8.442 (Reno Canal)	Permanent repairs in concrete.	50	15.10.45

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WORKS IN PROGRESS AT 31 AUGUST 1945. (Cont'd).

Location.	Description.	Size.	% Progress.	Est'd date of Completion.	Remarks.
Fano	Reconstruction Br. 44 at Km.159.801 (R.Metauro)	Permanent repairs in concrete.	95	30.9.45.	
Gradara	Reconstruction Br. 120 at Km.35.765 (R.Santerno)	Permanent repairs in concrete.	28	30.11.45.	
Castel San Pietro	Reconstruction Br. 129 at Km.25.752 (R.Sillaro)	Permanent repairs in concrete.	27	30.11.45.	
Mirandola	Reconstruction Br. 135 at Km.9.167 (R.Idice)	Permanent repairs in concrete.	29	30.11.45.	
S.Lazzaro	Reconstruction Br. 137 at Km.6.156 (R.Savenna)	Permanent repairs in concrete.	28	30.11.45.	
S.Lazzaro	Reconstruction Br. 136 at Km.8.442 (Canal Cent.)	Permanent repairs in concrete.	50	15.10.45.	

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WORKS IN PROGRESS AT 31 AUGUST 1945. (Cont'd).

Job No.	Agency.	Location.	Description.	Size.	% Progress.	Est'd date of Completion
Line 87. ORTE - FOLIGNO - FABRIANO - FALCONARA.						
87/85	122 Ind. Rly. Maint. Coy. I.E.	Falconara	Orte to Falconara	Maintenance.	-	-
87/100	ISR Contractor	Giuncano	Repairs to tunnel at Km.128 (Balduini Tunnel)	Permanent repairs in brickwork.	27	-

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WORKS IN PROGRESS AT 31 AUGUST 1945. (Cont'd).

Section.	Description.	Size.	% Progress.	Est'd date of Completion.	Remarks.
ILANO - FALCONARA.					
Falconara	Orte to Falconara	Maintenance.	-	-	
Amerino	Repairs to tunnel at Km.128 (Belduini Tunnel)	Permanent repairs in brickwork.	27	-	

Appendix "E"

Daily Average Train Operation August 1943

Central Italy.

	Military Freight				Troop and POW		Amb	Civil
	Wagons							
	Trains	Lds	Mties	Total	Trains	Wgns	Trs	Passr
ORTE - AREZZO	1.6	17	33	50	-	3	-	1.0
AREZZO - ORTE	2	56	6	62	.1	9	-	1.0
ROME - ORTE	6	122	148	270	2.2	48	-	.5
ORTE - ROME	5.7	191	6	197	2.7	68	-	.5
BOLOGNA - FAENZA	2.6	58	43	101	4.3	89	-	3.0
FAENZA - BOLOGNA	3.8	102	14	116	3.7	70	.1	3.3
FAENZA - RIMINI	3.8	97	27	124	4.2	80	-	.2
RIMINI - FAENZA	5.2	137	40	177	3.5	65	-	.2
RIMINI - MONDOLFO	5	140	22	162	4.9	116	-	1.3
MONDOLFO - RIMINI	7.4	182	48	230	3.2	52	.1	1.3
ANCONA - AREA	43.9	1067	341	1428	16.4	332	.3	10.7
JESI - FABRIANO	5.5	139	12	151	2.7	62	-	1.3
FABRIANO - JESI	7	136	82	208	2.2	40	-	1.2
FABRIANO - FOLIGNO	6.2	163	9	172	2.6	55		.5
FOLIGNO - FABRIANO	8.1	128	101	229	2.1	35	-	.4
FOLIGNO - ASSISI	-	-	2	2	-	-	-	2.0
ASSISI - FOLIGNO	-	-	3	3	-	-	-	2.0
TERNI - FOLIGNO	7.5	132	104	236	2.2	34	-	.5
FOLIGNO - TERNI	8.2	168	8	176	2.6	55	-	.5
ORTE - TERNI	8.1	152	56	236	2.1	34	-	2.6
TERNI - ORTE	6.2	164	3	167	2.5	54	-	2.6
ANCONA - PESCARA	7	190	17	207	1.6	43	.1	-
PESCARA - ANCONA	5.7	90	148	238	.8	16	.1	.1
TERMOLI - PESCARA	6.7	83	137	220	.9	15	.1	.5
PESCARA - TERMOLI	6.7	167	19	206	1.5	41	.1	.4
TOTALS	165.9	3911	1459	5370	69.0	4011	.9	37.6

Total trains all classes run	273.4
Average train miles per day	9271.2

MILITARY FREIGHT.

Average Nº. loaded wagons per train	23.6
Average Nº. empty wagons per train	8.8
Average Nº (Total) wagons per train	32.4

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AREZZO - ORTE	2	36	6	42	3.2	48	-	.5
ROME - ORTE	6	123	148	270	3.2	48	-	.5
ORTE - ROME	5.7	191	6	197	2.7	63	-	3.0
BOLOGNA - FAENZA	2.6	58	43	101	4.3	89	-	3.3
FAENZA - BOLOGNA	5.8	102	14	116	3.7	70	.1	.2
FAENZA - RIMINI	6.8	97	27	124	1.2	80	-	.2
RIMINI - FAENZA	5.2	137	40	177	3.5	65	-	1.3
RIMINI - MONDOLFO	5	140	22	162	4.9	116	-	1.3
MONDOLFO - RIMINI	7.4	182	48	230	3.2	52	.1	1.3
ANCONA - AREZ.	43.9	1067	341	1428	16.4	332	.3	10.7
JESI - FABRIANO	5.5	139	12	151	2.7	82	-	1.3
FABRIANO - JESI	7	126	82	208	2.2	40	-	1.2
FABRIANO - FOLIGNO	6.2	163	9	172	3.6	55		.5
FOLIGNO - FABRIANO	8.1	126	101	229	2.1	35	-	.4
FOLIGNO - ASSISI	-	-	2	2	-	-	-	2.0
ASSISI - FOLIGNO	-	-	3	3	-	-	-	2.0
TERNI - FOLIGNO	7.5	132	104	236	2.2	34	-	.5
FOLIGNO - TERNI	6.2	168	8	176	2.6	55	-	.5
ORTE - TERNI	6.1	152	86	238	2.1	34	-	2.6
TERNI - ORTE	6.2	164	3	167	2.5	54	-	2.6
ANCONA - PESCARA	7	190	17	207	1.6	43	.1	-
PESCARA - ANCONA	5.7	90	146	236	.8	16	.1	.1
TERMOLI - PESCARA	6.7	83	137	220	.9	15	.1	.5
PESCARA - TERMOLI	6.7	187	19	206	1.5	41	.1	.4
TOTALS	166.9	3911	1459	5370	69.0	4011	.9	37.6

Total trains all classes run	273.4
Average train miles per day	9271.2
MILITARY FREIGHT.	
Average No. loaded wagons per train	23.6
Average No. empty wagons per train	8.8
Average No (Total) wagons per train	32.4
Average net tons per train	282.5
Average gross tons per train	668.3

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Appendix "F"

Daily Average Train Operation August 1945

East Italy

	Military							
	Freight				Troop & P.O.W.		Ambul ance	Civil Pass
	Trains	Wagons Lds	Mties	Total	Trains	Wagons	Trains	
TERMOLI - FOGGIA	4.9	166	16	182	1.6	52	-	.4
FOGGIA - TERMOLI	6.4	85	136	221	1.1	23	.1	.4
FOGGIA BRANCHES	11.3	73	27	100	-	-	-	-
FOGGIA - CLEV.RO	6.8	158	2	160	.7	7	-	-
FOGGIA - BARI	7.9	280	92	372	3.4	83	.2	2.4
BARI - FOGGIA	8.7	216	121	337	2.2	36	.2	2.4
BARI - BRINDISI	3.4	69	36	105	1.0	11	-	2.4
BRINDISI - BARI	4.3	74	36	110	1.1	11	-	2.4
BARI - TARANTO	1.3	47	24	71	1.4	34	-	3.0
TARANTO - BARI	.3	42	28	70	.6	11	-	3.0
BRINDISI - TARANTO	1.5	20	21	41	.8	9	-	1.6
TARANTO - BRINDISI	3.4	38	6	44	1.0	9	-	1.6
TARANTO - METAPONTO	3.0	32	32	64	-	1	-	1.4
METAPONTO - TARANTO	3.0	68	7	75	-	-	-	1.5
METAPONTO - POTENZA	2.7	40	4	44	-	1	-	.4
POTENZA - METAPONTO	2.5	37	4	41	-	-	-	.5
METAPONTO - SIB.RI	2.0	17	29	46	-	-	-	.1
POTENZA - FOGGIA	.5	5	1	6	-	1	-	-
FOGGIA - POTENZA	.5	2	1	3	-	-	-	-
TOTALS	80.1	1469	623	2092	15.1	292	.5	23.5

Total trains all classes run	119.2
Average train miles per day	6787.7
MILITARY FREIGHT.	
Average No. loaded wagons per train	18.3
Average No. empty wagons per train	7.7
Average No. (Total) wagons per train	26.0
Average net tons per train	276.5
Average gross tons per train	594.4

TERMOLI - FOGGIA	4.9	136	16	152	1.8	52	-	.4
FOGGIA - TERMOLI	6.4	85	136	221	1.1	26	.1	.4
FOGGIA BRANCHES	11.3	73	27	100	-	-	-	-
FOGGIA - CERVARO	6.6	158	2	160	.7	7	-	-
FOGGIA - BARI	7.9	280	92	372	3.4	83	.2	2.4
BARI - FOGGIA	6.7	216	121	337	2.2	36	.2	2.4
BARI - BRINDISI	3.4	69	36	105	1.0	11	-	2.4
BRINDISI - BARI	4.3	74	36	110	1.1	11	-	2.4
BARI - TARANTO	4.3	47	24	71	1.4	34	-	3.0
TARANTO - BARI	.3	42	28	70	.6	11	-	3.0
BRINDISI - TARANTO	1.5	20	21	41	.8	8	-	1.6
TARANTO - BRINDISI	3.4	38	6	44	1.0	9	-	1.6
TARANTO - METAPONTO	3.0	32	32	64	-	1	-	1.4
METAPONTO - TARANTO	3.0	68	7	75	-	-	-	1.5
METAPONTO - POTENZA	2.7	40	4	44	-	1	-	.4
POTENZA - METAPONTO	2.5	37	4	41	-	-	-	.5
METAPONTO - SIBARI	2.0	17	29	46	-	-	-	.1
POTENZA - FOGGIA	.5	5	1	6	-	1	-	-
FOGGIA - POTENZA	.5	2	1	3	-	-	-	-
TOTALS	80.1	1469	629	2098	15.1	292	.5	23.5

Total trains all classes run	119.2
Average train miles per day	6787.7

MILITARY FREIGHT.

Average N°. loaded wagons per train	18.3
Average N°. empty wagons per train	7.7
Average N°. (Total) wagons per train	26.0
Average net tons per train	276.5
Average gross tons per train	591.4

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APPENDIX "G"

RAIL MILEAGE IN OPERATION
ITALY, SICILY AND SARDINIA
AS OF 31 AUGUST 1945.

I.S.R. COMPARTIMENTO	OPERATING PERSONNEL	KILOMETERS USA	UNDER BR	DIRECTION AC	TOTAL
TURIN	ISR		1524		1524
MILAN	ISR		881		881
GENOA	ISR		488		488
TRIESTE	ISR		613		613
VENICE	ISR		564		564
VERONA	ISR		845		845
BOLOGNA	ISR		432		432
ANCONA	ISR		553	40	593
FLORENCE	ISR	406	63	34	503
ROME	ISR	510	165	323	998
NAPLES	ISR	791	88		879
REGGIO	ISR			980	980
BARI	ISR		1111		1111
TOTAL KILOMETERS MAINLAND		1707	7327	1377	10411
SICILY	ISR			1837	1837
SARDINIA	ISR			410	410
GRAND TOTAL IN KILOMETERS		1707	7327	3624	12658
GRAND TOTAL IN MILES		1060	4550	2251	7861

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Appendix ....."H".....

North East Italy
Traffic Handled August 1945.

Section of Line	Daily Average Trains.	Wagons.	Net tons.	Max on any one day Trains.	Wagons.	Net tons	Total Net Tons
MESTRE TRIPS	4.1	97	806	12	247	2930	22546
MESTRE) VICENZA TREVISO)	4.0	135	948	9	326	3008	26538
VICENZA (TREVISO (MESTRE	3.9	128	738	8	253	2709	20676
MESTRE TREVISO	6.2	224	2259	12	481	5190	63250
TREVISO MESTRE	4.9	168	466	9	361	1087	13044
TREVISO UDINE	6.5	251	2300	13	534	8423	64507
UDINE TREVISO	6.7	240	697	10	432	1443	19387
UDINE TARVISIO	8.4	217	2411	15	877	4404	67520
TARVISIO UDINE	6.5	244	361	13	405	489	10206
TRIESTE UDINE	2.8	42	516	8	66	1120	14776
UDINE TRIESTE	3.2	94	314	9	121	477	8791
TRIESTE (San Pietro (DEL CARSO	4.4	116	1466	12	296	3422	41044
SAN PIETRO) TRIESTE DEL CARSO)	3.1	69	42	7	234	120	1165

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MESTRE TRIPS		4.1	97	806	12	247	2980	22546
MESTRE) TREVISO)	VICENZA	4.0	135	948	9	326	3008	26538
VICENZA	(TREVISO (MESTRE	3.9	123	738	8	253	2709	20676
MESTRE TREVISO		6.2	224	2259	12	461	5190	63250
TREVISO MESTRE		4.9	138	466	9	361	1087	13044
TRLVISO UDINE		6.5	251	2300	13	534	3423	64507
UDINE TREVISO		6.7	240	697	10	432	1443	19387
UDINE TARVISIO		6.4	217	2411	15	877	4404	67520
TARVISIO UDINE		6.5	244	361	13	408	439	10206
TRIESTE UDINE		2.8	42	516	8	66	1120	14776
UDINE TRIESTE		3.2	94	314	9	191	477	8791
TRIESTE	(San Pietro (DEL CARSO	4.4	116	1466	12	296	3422	41044
SAN PIETRO) DEL CARSO)	TRIESTE	3.1	69	42	7	234	120	1165

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PORT WORKING STATISTICS - ITALY.

SUMMARY FOR PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 31 AUGUST

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 Tonnage Discha
TARANTO	16	33	Stores		6571		649	6571	
BRINDISI	13	64	Stores		28561		8606	28561	
BARI	46	151	M.T. Stores Coal	61	86 68435 21683		39491	90204	2 =
ANCONA	14	87	Stores Coal		25578 20923		25484	46501	
VENICE	45	171	M.T. Stores	2	4 56271		2473	56275	
TRIESTE	34	81	Stores Coal		18560 11979		-	30539	
GENOA	33	127	Stores Coal		64524 75621		2293	140145	

Total Tonnage Discharged 398,796

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

lighter tonnage is also included in Quay Commodity figure.

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Appendix No. J

PORT WORKING STATISTICS - ITALY.

ARY FOR PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 31 AUGUST 45.

of Days harging	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
33	Stores		6571	649		6571	212	199
64	Stores		28561	8606		28561	921	446
151	M.T. Stores Coal	61	86 68435 21683	-	39491	90204	2 = 3 2208 699	597
87	Stores Coal		25578 20923		25484	46501	825 675	535
171	M.T. Stores	2	4 56271		2473	56275	1815	329
81	Stores Coal		18560 11979	-		30539	599 386	377
127	Stores Coal		64521 75621		2293	140145	2081 2440	1104

Total Tonnage Discharged 398,796

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

is also included in Quay Commodity figure.

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PORT WORKING STATISTICS - ITALY.

SUMMARY FOR PORTS OF TONNAGES LOADED DURING MONTH ENDING 31 AUGUST 4

Port	No. of Ships.	No. of days Loading	Cargo	No. of M.T. & Tons Loaded. M.T. QUAY	Tons QUAY	M.T. LIGHTER	Tons LIGHTER	Total Tonnage	Avera Tonna Loade
TARANTO	32	58	M.T. Stores	3	195 3351	-		3546	
BRINDISI	15	68	Stores		13136	-		13136	
BARI	68	237	M.T. Stores	498	1010 62532	-		63542	16 =
ANCONA	25	111	M.T. Stores	546	1493 19555	-		21048	18 =
VENICE	10	13	Stores		1603	-		1603	
TRIESTE	13	16	M.T. Stores	180	770 1363	-		2133	6 =
GENOA	10	11	Stores Coal		456 335	-		791	

Total Tonnage Loaded 105,799

Notes:- The Stores figure does not include P.O.L. Loaded by Pipe Line.

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

Appendix No.

PORT WORKING STATISTICS - ITALY.

SUMMARY FOR PORTS OF TONNAGES LOADED DURING MONTH ENDING 31 AUGUST 45.

No. of days Loading	Cargo	No. of M.T. & Tons Loaded. M.T. (QUAY)	Tons (QUAY)	M.T. (LIGHTER)	Tons (LIGHTER)	Total Tonnage	Average Daily Tonnage Loaded	Ship Tons per Ship Day
	M.T.	3	195				6	
58	Stores		3351	-		3546	108	61
68	Stores		13136	-		13136	424	193
	M.T.	498	1010				16 = 33	
237	Stores		62532	-		63542	2017	268
	M.T.	546	1493				18 = 48	
111	Stores		19555	-		21048	631	189
13	Stores		1603	-		1603	52	123
	M.T.	180	770	-		2133	6 = 25	
16	Stores		1363				44	133
	Stores		456				15	
11	Coal		335	-		791	11	72

Total Tonnage Loaded 105,799

Figure does not include P.O.L. Loaded by Pipe Line.

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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	112,417	786,392	6,193,314	6,97
August 1945.	61	130,206	268,500	39
Totals to Date	112,478	916,598	6,461,814	7,37
LOADED				
Accumulative Total Brought Forward	24,602	10,794	1,443,149	1,45
August 1945.	1,227	335	101,996	10
Totals to Date	25,829	11,129	1,545,145	1,55
Total DISCHARGED & LOADED to Date.	138,307	927,727	8,006,959	8,93

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Appendix No. L

PORT WORKING STATISTICS - ITALY.

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

M.T. (No.)	COAL TONNAGE	OTHER TONNAGE	TOTAL TONNAGE
112,417	786,392	6,193,314	6,979,706
61	130,206	268,500	398,706
112,478	916,598	6,461,814	7,378,412
24,602	10,794	1,443,149	1,453,943
1,227	335	101,996	102,331
25,829	11,129	1,545,145	1,556,274
138,307	927,727	8,006,959	8,934,686

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PORT WORKING STATISTICS -- ITALY.

TONNAGES CLEARED FROM ITALIAN PORTS DURING MONTH ENDING 31 AUG 45.

	TARANTO	BRINDISI	BARI	ANCONA	VENICE	TRIESTE	GENOA	TO
Road	1090	11917	51278	15655	38148	16944	31051	166
Rail	4922	13161	37073	27236	13964	13765	105915	216
I.W.T.	1183	2622	1796	1378	1930	35	788	9
Totals	7195	27700	90147	44269	54042	30744	137754	391

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Appendix No. M

PORT WORKING STATISTICS - ITALY.

CS CLEARED FROM ITALIAN PORTS DURING MONTH ENDING 31 AUG 45.

INDISI	BARI	ANCONA	VENICE	TRIESTE	GENOA	TOTAL
11917	51278	15655	38148	16944	31051	166083
13161	37073	27236	13964	13765	105915	216036
2622	1796	1378	1930	35	788	9732
27700	90147	44269	54042	30744	137754	391851

1 2 0 21

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HARBOUR CRAFT. Table "D"

Tn. Craft to be Maintained by Users other than Tn. (Br).

	Harbour Tugs.				Powered Lighters.			Dumb Barges.						
	Tanc	Tusa	Sturdy	Others	R.C.Ls.	Z Craft	Minus	Inca	A & C	Higgins	M.E.	Indian	Chevalier.	M
Total Required	20	13	9	1	109	-	10	203	18	42	9	10	27	6
Receipts:														
Italy(West) U.S.Army	8	8	-	-	67	-	6	181	-	-	-	-	-	
Royal Navy: Taranto	-	-	-	-	2	-	-	-	-	-	-	-	-	
Naples	-	-	-	-	2	-	-	-	-	-	-	-	-	
Sicily	1	-	-	-	-	-	-	-	-	-	-	-	-	
Bizerta	-	-	-	-	5	-	-	-	-	-	-	-	-	
Malta	2	3	5	-	13	-	-	6	-	-	-	-	-	
Ancona	-	-	-	-	-	-	-	1	-	-	-	-	-	
Army Fire Service.														
Monopoli	-	-	-	-	1	-	-	-	-	-	-	-	-	
Naples	-	-	-	-	4	-	-	-	-	-	-	-	-	
Algiers	-	-	-	-	1	-	-	-	-	-	-	-	-	
Min. War Transport:														
Naples	-	-	-	-	1	-	-	-	-	-	-	-	-	
Bone	-	-	-	-	-	-	2	1	-	-	-	-	-	
Algiers	-	-	-	-	1	-	2	-	-	-	-	-	-	
South France	5	-	-	-	-	-	-	14	-	-	-	-	-	
Greece	3	-	4	1	-	-	-	-	18	15	9	10	26	6
Jugoslavia (A)	1	2	-	-	-	-	-	20	-	-	-	-	-	
Land Forces Adriatic	-	-	-	-	12	-	-	-	-	-	-	-	-	
Due ex M.E. (for Greece)	-	-	-	-	-	-	-	-	-	27	-	-	1	1
TOTAL	20	13	9	1	109	-	10	203	18	42	9	10	27	6

(A) On loan to UNRRA, Jugoslavia.

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

HARBOUR CRAFT.

Table "D" Part I.

Tn. Craft to be Maintained by Users other than Tn. (Br).

Tugs.		Powered Lighters.				Dumb Barges.								
Sturdy	Others	R.C.Is.	Z Craft	Minus	Minca	A & C	Higgins	M.T.	Indian	Chevalier.	M.W.T. Wood	Steel	Steel	Others
9	1	109	-	10	203	18	42	9	10	27	84	2	5	2
-	-	67	-	6	161	-	-	-	-	-	-	-	-	-
-	-	2	-	-	-	-	-	-	-	-	-	-	-	-
-	-	2	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	5	-	-	-	-	-	-	-	-	-	-	-	-
5	-	13	-	-	6	-	-	-	-	-	-	-	-	-
-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	2	1	-	-	-	-	-	-	-	-	-
-	-	1	-	2	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	14	-	-	-	-	-	-	-	-	-
4	1	-	-	-	-	18	15	9	10	26	69	-	3	1
-	-	-	-	-	20	-	-	-	-	-	-	-	-	-
-	-	12	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	27	-	-	1	15	2	2	1
9	1	109	-	10	203	18	42	9	10	27	84	2	5	2

(A) On loan to UNRRA, Jugoslavia.

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HARBOUR CRAFT. Table "B"

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

	Harbour Tugs.		Powered Lighters.			Dumb
	Tenacs.	Tusa.	R.C.Ls.	Z Craft	Mimus	Mis
Total Required	30	2	107	47	6	1
Receipts:						
South France	-	-	-	7(a)	-	
Italy (West)	-	-	-	19	-	
Italy (East)	30	2	99	12	6	1
Jugoslavia	-	-	-	-	-	
Greece	-	-	8(c)	3	-	
TOTAL	30	2	107	41	6	1

(a) On loan to U.S. Forces - Spares provided by Tn.(Br).
(b) To be transferred to West Coast.
(c) Originally scheduled for M.E. Now being retained Greece.

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APPENDIX N.

Table "B" Part II.

HARBOUR CRAFT.

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

Harbour Tugs.		Powered Lighters.		Dumb Barges.		
naes.	Tugs.	R.C.Ls.	Z Craft	Minus	Mines	M.F. Steel.
30	2	107	47	6	183	10
-	-	-	7(a)	-	-	-
-	-	-	19	-	-	-
30	2	99	12	6	183	10(b)
-	-	-	-	-	-	-
-	-	8(c)	9	-	-	-
30	2	107	41	6	183	10

(a) On loan to U.S. Forces - Spares provided by Tn.(Br).
(b) To be transferred to West Coast.
(c) Originally scheduled for M.E. now being retained Greece.

APPENDIX H.

HARBOUR CRAFT. Table A.

Overall Position as at 31st August 1945.

	Harbour Tugs.	Dumb Barges. Minus	Mince Aire & Higgins Calder	Others	Powered Craft Z Craft	R.C.L's
§ Agreed Theatre Allocation.	75	16	386	18	42	149	41	216
Receipts:								
South France	5	-	14	-	-	-	7	-
Italy(West Coast)	16	6	161	-	-	-	19	74
Sicily	1	-	-	-	-	-	-	-
Malta	10	-	6	-	-	-	-	13
Italy(East Coast)	32	6	184	-	-	10(B)	12	114
Jugoslavia	3(A)	-	20(A)	-	-	-	-	-
Greece	8	-	-	18	15	118	3	8(C)
North Africa	-	4	1	-	-	-	-	7
Total	75	16	386	18	15	128	41	216
Available								
Ex M.E. - For Greece.	-	-	-	-	27	21	-	-
Total	-	-	-	-	27	21	-	-
GRAND TOTAL	75	16	386	18	42	149	41	216

§ Theatre allocation has been reduced where losses have occurred and replacements are not required. (See Losses)

(A) On loan to UNRRA, Jugoslavia.

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	Tugs.	Minus	Minca	Aire & Calder	Higgins	Others	Z Craft	R.C.L's
§ Agreed Theatre Allocation.	75	16	386	18	42	149	41	216
Receipts:								
South France	5	-	14	-	-	-	7	-
Italy(West Coast)	16	6	161	-	-	-	19	74
Sicily	1	-	-	-	-	-	-	-
Malta	10	-	6	-	-	-	-	13
Italy(East Coast)	32	6	184	-	-	10(B)	12	114
Jugoslavia	5(A)	-	20(A)	-	-	-	-	-
Greece	8	-	-	18	15	118	3	8(C)
North Africa	-	4	1	-	-	-	-	7
Total	75	16	386	18	15	128	41	216
Available								
Ex M.E. - For Greece.	-	-	-	-	27	21	-	-
Total	-	-	-	-	27	21	-	-
GRAND TOTAL	75	16	386	18	42	149	41	216

§ Theatre allocation has been reduced where losses have occurred and replacements are not required. (See Losses)

(A) On loan to UNRRA, Jugoslavia.

(B) For transfer to West Coast.

(C) Includes 6 of 18 originally scheduled for return to 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.

From	Port	No. of Ships	Total Tonnage	Principal Items
U.K.	NAPLES BARI	5	1237	6 Nos. Lister Generating Sets Cement - 477 tons Light Steel Trestling (579 tons) 2 Nos. Wheel Lathes Boiler Tubes 6 sets Lifting Jacks 65 cases Crane Spares
U.S.A.	NAPLES BARI ANCONA	5	1873	Heavy Steel Trestling (124 tons) 38 Nos. 70' Deck Spans 15 " 70' Through Spans 3 Sets 'F' 6 boxes Hyster Crane Spares 13 cases R.C.L. Spares 3 boxes Smart Crane Spares
M.E.	NAPLES BARI	2	21	4 Nos. Cummings Engines 7 " International Harvester Engines

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APPENDIX O.

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

t	No. of Ships	Total Tonnage	Principal Items	Ca Demurrage
ES	5	1237	6 Nos. Lister Generating Sets	ORD. 185
			Cement - 477 tons	RE. 372
			Light Steel Trestling (579 tons)	UK. 147
			2 Nos. Wheel Lathes	UK. 217
			Boiler Tubes	UK. 193
			6 sets Lifting Jacks	UK. 205
			65 cases Crane Spares	(UK. 141 (UK. 198
ES	5	1873	Heavy Steel Trestling (124 tons)	UK. 147
NA			38 Nos. 70' Deck Spans	"
			15 " 70' Through Spans	"
			3 Sets 'P'	"
			6 boxes Hyster Crane Spares	-
			13 cases R.C.I. Spares	-
			3 boxes Wharf Crane Spares	UK. 107
ES	2	21	4 Nos. Cummings Engines	-
			7 " International Harvester Engines	-

APPENDIX P.

TN. STORES STATISTICS - AUGUST 1945.

(A) Tonnages of Tn. Stores - Handled in Depots.

	July	August	Increase + Decrease - over July 45
Unloaded	23,606	23,310	- 296
Reconsigned	2,519	2,465	- 54
Loaded and Despatched	18,928	18,332	- 596
	45,053	44,107	- 946

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

	July	August	Total to 31 Aug. 45.
Received in Italy	12,042	18,136	300,041
Issued (a) Italy	8,559	9,867	243,433
(b) S. France	-	-	2,511
Closing Stock	79,255	86,624	-

(C) Indents and Transfer Vouchers.

	July	August
Indents - number	1,515	1,087
- items	6,897	3,918
Transfer Vouchers - number	729	165
- items	3,403	992

(D) Railway Bridging.

Type of Bridging		RECEIVED Aug.	RECEIVED Total to end Aug.	ISSUED Aug.	ISSUED Total to end Aug.	Returned from units.	Stock at end of Aug.
R.S.J. Spans	ft.run	342	15,384	140	9,248	1,075	7,211
" Sectional Spans	"	993	2,262	-	36	36	2,262
Sectional 40'	"	440	10,640	-	7,560	920	4,000
U.C.R.B.	"	2430	25,520	-	17,561	1,541	7,500
Lattice Girder	"	615	4,336	123	1,620	-	2,716
Plate Girder (obs.)	"	-	210	-	180	-	30
Yunnan Butra	"	-	11,455	-	8,008	907	154
Fabricated RSJ Spans	"	-	2,500	-	2,130	210	580
	Total ft.run	5450	66,107	263	46,343	4,689	24,453
Trestling							

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	45,053	44,197	- 946

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

	July	August	Total to 31 Aug. 45.
Received in Italy	12,042	18,136	300,041
Issued (a) Italy	8,555	9,867	243,455
(b) S. France	..	-	2,311
Closing Stock	72,255	86,624	-

(C) Indents and Transfer Vouchers.

	July	August
Indents - number	1,515	1,087
- items	6,097	3,918
Transfer Vouchers - number	329	165
- items	3,603	992

(D) Railway Bridging.

Type of Bridging.		RECEIVED Aug.	RECEIVED Total to end Aug.	ISSUED Aug.	ISSUED Total to end Aug.	Returned from units.	Stock at end of Aug.
R.S.J. Spans	ft.run	342	15,384	140	9,248	1,075	7,211
" Sectional Spans	"	993	2,262	-	36	36	2,262
Sectional 40'	"	40	10,640	-	7,560	920	4,000
U.C.R.B.	"	2,450	23,520	-	17,561	1,541	7,500
Lattice Girder	"	615	4,336	123	1,620	-	2,716
Plate Girder (obs.)	"	-	210	-	180	-	30
Yunnan Bucha	"	-	455	-	3,008	907	154
Fabricated RSJ Spans	"	-	2,500	-	2,130	210	580
Total Ft. run		5450	66,107	263	46,343	4,689	24,453
Trestling							
Light	Tons	359	14,508	67	9,549	1,701	6,660
Heavy	"	1096	3,246	-	1,132	132	2,246

(E) Track.

		RECEIPTS Aug.	RECEIPTS Total to date	RETURNS FROM UNITS Aug.	RETURNS FROM UNITS Total to date	ISSUES Aug.	ISSUES Total to date	Stock
Plain Line (excl. Sleepers)	Miles	2	313	-	-	-	219	94
Sleepers	"	14	396	-	15	-	351	58
Turnouts (Excl. Timbers)	Each	-	1558	-	16	3	930	644
Crossing Timbers	Sets	-	1575	-	26	-	795	806

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SUMMARY OF U.S. AND BRITISH STANDARD GAUGE N.D. LOCOS AND WAGONS - ITALY AND NORTH AFRICA - AS A

DESCRIPTION				HELD IN ITALY	OUTSTANDING FOR ITALY AGAINST DEMANDS	TOTAL IN ITALY WHEN OUTSTANDINGS MET	
LOCOS							
MAIN LINE - Steam	US	2-8-2		31	8 (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	(b)
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				540	-	540 (c)	
Converted to Rail Van				12	-	12	
Chassis used as Flat				15	-	13 (d)	
U.S. Box - 40 ton				5	-	5	
U.S. Box - 40 ton Chassis used as Flat				53	-	53	
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	(c)
Br. Open H.S. - 13 ton				99	-	99	
U.S. " " - 20 ton				19	-	20 (b)	
U.S. Well - 50 ton				3	-	3	(d)

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APPENDIX 9.

BRITISH STANDARD GAUGE U.D. LOCOS AND WAGONS - ITALY AND NORTH AFRICA - AS AT 31 AUG. 45.

	HELD IN ITALY	OUTSTANDING FOR ITALY AGAINST DEMANDS	TOTAL IN ITALY WHEN OUTSTANDINGS MET	REMARKS
	31	8 (c)	39	(a) Ex M.E. Shipment suspended pending decision on ultimate user.
	243	-	243	
	15	-	15	
	5	-	5	
	6	-	6	(b) Includes 5 held in Italy broken down - awaiting assembly.
0-4-4-0 650 HP	116	-	116	
0-6-0 350 HP	4	-	4	
0-4-0 250 HP	1	-	1	
	540	-	540 (c)	
tail Van	12	-	12	
Flat	13	-	13 (d)	
	5	-	5	
e Flat	53	-	53	Difference from July totals accounted for by:-
as Flat	1	-	1	
	50	-	50	
	78	-	78	(c) 3 destroyed Italy.
	99	-	99	2 " North Africa.
	15	-	20 (b)	
	3	-	3	(d) 1 destroyed North Africa.

APPENDIX R.

COAL - AUGUST 1945.

	EAST ITALY TONS	WEST ITALY TONS	TOTAL TONS
OPENING STOCK	48,594	84,038	132,632
RECEIPTS	39,303	43,290	82,593
ISSUES	33,532	28,076	61,608
TRANSFERS	592	8,872	9,464
CLOSING STOCK	+ 53,773	+ 90,380	144,153
STOCK IN DAYS CONSUMPTION BASED ON MONTH'S ISSUES	45	90	65
AVERAGE WEEKLY RECEIPTS	9,826	10,822	20,648
AVERAGE WEEKLY ISSUES	8,383	7,019	15,402

+ Closing Stock includes Grade 'A' Coal (American Low Volatile):-
EAST ITALY - 7,513 tons.
WEST ITALY - 20,766 " .

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

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

Full description of Equipment	Reference to War Office appro where re-transfer falls unde para. 2(i), (ii) and (iii)
(i) From Military-end use to Civilian-end use	
(ii) From or to a Foreign Government	
(iii) From one Theatre to another Theatre	N I L
(iv) From one country in a Theatre to another country within the same Theatre	
(v) From British Troops to U.S. Troops	
(vi) From U.S. Troops to British Troops	

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

APPENDIX 3.

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

Description of Equipment	Reference to War Office approval where re-transfer falls under para. 2(i), (ii) and (iii).	Description of re-transfer.	
		FROM	TO
Military-end use to Civilian-end use			
or to a Foreign Government			
one Theatre to another Theatre			
one country in a Theatre to another country within the same Theatre			
British Troops to U.S. Troops			
U.S. Troops to British Troops			

NIL

APPENDIX 'T'.

24 Aug. 45.

TECHNICAL INSTRUCTION NO. 50

POL SUPPLIES - RAILWAYS - ITALY, AUSTRIA AND VENEZIA GIULIA.

1. In view of the recent changes in the method of supply of POL for strictly Railway purposes to Tn. units and to the Railways of Italy and Austria, it is necessary to clarify the responsibility and procedure for supply.

2. The arrangements outlined below will operate forthwith with the exception of the Compartimenti of Verona and Venice. These Compartimenti will fall into line with all the other Compartimenti in Italy from the 15th September 1945.

3. ITALY.

RAILWAYS.

(a) POL for Railway use as distinct from Road Vehicles ancillary to Railways.

I.S.R. submit requirements of all POL including Diesel and Navy Fuel Oil direct to Petroleum Section, A.F.H.Q., Rome a month in advance giving their requirements for each product, showing separately the requirements of each of the following Compartimenti:-

Reggio Calabria	Bari
Naples	Rome
Ancona	Florence
Bologna	Genoa
Milan	Turin
Verona	
Venice (including any part of the Trieste Compartimento not in Venezia Giulia)	from 15 Sep. 45.

A copy of these requirements is also sent to M.R.S. for information.

Petroleum Section then authorises issue through the Italian distributing agency C.I.P. (Comitato Italiano Petroli).

(b) POL for Road Vehicles ancillary to I.S.R.

I.S.R. submit requirements through Tn. Sub-Commission to Petroleum Section, A.F.H.Q., Rome who release either through C.I.P. or the Italian Government (Ministry of Industry and Commerce).

(c) POL for Contractors working for I.S.R. on Railway reconstruction.

At the moment certain arrangements have been made to enable

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2. The arrangements outlined below will operate forthwith with the exception of the Compartimenti of Verona and Venice. These Compartimenti will fall into line with all the other Compartimenti in Italy from the 15th September 1945.

3. ITALY.

RAILWAYS.

(a) POL for Railway use as distinct from Road Vehicles ancillary to Railways.

I.S.R. submit requirements of all POL including Diesel and Navy Fuel Oil direct to Petroleum Section, A.F.H.Q., Rome a month in advance giving their requirements for each product, showing seppately the requirements of each of the following Compartimenti:-

Reggio Calabria	Bari	
Naples	Rome	
Ancona	Florence	
Bologna	Genoa	
Milan	Turin	
Verona		
Venice (including any part of the Trieste Compartimento not in Venezia Giulia)		from 15 Sep. 45.

A copy of these requirements is also sent to M.R.S. for information.

Petroleum Section then authorises issue through the Italian distributing agency C.I.P. (Comitato Italiano Petroli).

(b) POL for Road Vehicles ancillary to I.S.R.

I.S.R. submit requirements through Fr. Sub-Commission to Petroleum Section, A.F.H.Q., Rome who release either through C.I.P. or the Italian Government (Ministry of Industry and Commerce).

(c) POL for Contractors working for I.S.R. on Railway reconstruction.

At the moment certain arrangements have been made to enable authorised contractors working for the I.S.R. to obtain POL for road vehicles through military channels. These arrangements are under review. It is intended to discontinue supply from military stocks and to arrange supply as in para. 4(b) below.

MRS/TW(BR) units will no longer accept responsibility for supply of POL for road vehicles on rail purposes to the Italian Railways and should refer all applicants for supplies, with the exception of those covered by special arrangements referred to in para. 4(c), to the civil distribution agency. In the event of serious difficulty being experienced in procurement of essential supplies MRS/TW(BR) units are authorised to refer matter to this H.Q. by quickest means to enable action to be taken to intervene and ensure supplies are made available.

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NOTE:- MRS/TN(BR) are no longer responsible for the supply of POL to Italian Railways and the stocks at present in the T.S.Ds. are being handed over to C.I.F. with the exception of those at 525 T.S.D. which are held to cover only the requirements of Venezia Giulia and Austria.

4. VENEZIA GIULIA.

RAILWAYS.

(a) POL for Railway use as distinct from Road Vehicles ancillary to Railways.

Th. Stores Liaison Officer, Venezia Giulia, attached to D.D.T. Trieste will submit requirements every two months to D.L.M.S. for certain sty. oils and greases, which will be supplied direct by mail from 525 T.S.D. Bari. Those items with an asterisk will be supplied by S. & T., Venezia Giulia and such supply will be arranged by Th. Stores Liaison Officer.

Loco Gear and Engine Oil.
Loco Cylinder Oil. Superheated.
" " " Saturated.
+ Kerosene
+ Transformer Oil.
+ Diesel
Loco Gear Grease.
+ M.T. type oils.

(b) POL for Road Vehicles ancillary to Railways.

These requirements will be arranged through A.M.G. and not M.R.S.

It is anticipated in the near future the civil organisation known as E.P.D. will be the suppliers and distributors for all POL in Venezia Giulia.

5. AUSTRIA.

RAILWAYS.

(a) POL for Railway use as distinct from Road Vehicles ancillary to Railways.

Supplies of the following Railway type Oils and Greases will be supplied from T.S.Ds. until such time as a civilian organisation, similar to C.I.F. in Italy, is set up in Austria.

The Railway type Oils and Greases available at T.S.Ds. are:-

Loco Engine Oil.
Loco Cylinder (Saturated) oil. Grade 1

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to Railways.

Th. Stores Liaison Officer, Venezia Giulia, attached to D.D.Tn. Trieste will submit requirements every two months to D.M.R.S. for certain Mly. oils and greases, which will be supplied direct by rail from 325 T.S.D. Bari. Those items with an asterisk will be supplied by S. & T., Venezia Giulia and such supply will be arranged by Th. Stores Liaison Officer.

Loco Car and Engine Oil.
Loco Cylinder Oil, Superheated.
" " " Saturated.
\+ Kerosene.
\+ Transformer Oil.
\+ Diesel.
Loco Gear Grease.
\+ M.T. type oils.

(b) POL for Road Vehicles ancillary to Railways.

These requirements will be arranged through A.M.G. and not M.R.S.

It is anticipated in the near future the civil organisation known as E.P.D. will be the suppliers and distributors for all POL in Venezia Giulia.

5. AUSTRIA.

RAILWAYS.

(a) POL for Railway use as distinct from Road Vehicles ancillary to Railways.

Supplies of the following Railway type Oils and Greases will be supplied from T.S.Ds. until such time as a civilian organisation, similar to C.I.P. in Italy, is set up in Austria.

The Railway type Oils and Greases available at T.S.Ds. are:-

Loco Engine Oil.
Loco Cylinder (Saturated) Oil, Grade 1.
Loco Cylinder (Superheated) Oil, Grade 2.
Loco Gear Grease.

An initial supply of the oils enumerated above to cover 3 months consumption has already been arranged.

Further supplies of these oils will be demanded on a monthly basis, to maintain a minimum of 60 days stock in the BR. Zone, Austria, and D.D.Tn. B.T.A. will be responsible for notifying this H.Q. his requirements a month in advance.

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All other POL will be supplied through S. & T. of the Austrian Zone to which D.D.Tn. Z.T.A. should make application.

D.R.H. CHAPLIN, Lt. Col.,
A.D.Tn.(Stores),
for Brigadier,
Director of Transportation.

DISTRIBUTION:-

G-4 (Mov. & Tn.), A.F.H.Q.
D.D.Tn. Trieste.
D.D.Tn. Austria.
R.C.E. 1) and any
R.C.E. 1212) other Groups.
D.D.Tn. (Const.).
A.D.Tn. (Stores)
D.D.Tn. (Mech.).
D.A.D.Tn.3 (Elect.).
A.D.Tn. (O.s.).
A.D.Tn. (F).
3 Tn. Stores Group.
325 T.S.D.
330 T.S.D.
339 T.S.D.
A.C. Austria (Rail Division).
1 R.C.G.
2 R.C.G.
All Railway Operating Companies.
All Railway Workshop Companies.

Files:- Tn.A. 2/7.
2/7/6.
2/7/7.

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RAILWAY PASSENGER & FREIGHT STATISTICS - ZONE "A" (TRIESTE AREA)

WARRANTED BY BRITISH R.T.O's. PERIOD JULY 13th to AUG 12th 1945

Passenger

Traffic	+ Total warrants	Personnel Entrained	Pass Kilms.	Bag Wgns
British		562	21,918	103

Freight

Traffic	+ Total Warrants	Total Wagons	Total Tons	Wagon Kilo
British		802	12,435	36,380
A.M.G/A.C.C.		461	7,455	20,954
Total	33	1,263	19,890	57,334

Note :- + Only applies to warrants issued for local traffic.

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

APPENDIX No. U.

RAILWAY PASSENGER & FREIGHT STATISTICS - ZONE "A" (TRIESTE AREA)

WARRANTED BY BRITISH R.T.O's. PERIOD JULY 13th to AUG 12th 1945

	+ Total Warrants	Personnel Entrained	Pass Kilom.	Baggages Stores Guns etc.			
				Wgns	Tons	Wag.Kms	Ton [illegible]
		562	21,518	103	500	4,017	19,012

	+ Total Warrants	Total		Wagon Kilons	Ton Kilans
		Wagons	Tons		
		802	12,435	36,389	556,936
		461	7,455	20,934	321,658
	33	1,263	19,890	57,334	878,594

Only applies to warrants issued for local traffic.

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

RAILWAY PASSENGER & FREIGHT STATISTICS - ITALY

HANDLED BY BRITISH R.T.O's. PERIOD JULY 13th to AUG 12th. 1945

Passenger

Traffic	Total Warrants	Personnel Entrained	Pass. Kilams	Baggage Stores Guns etc. Wgns	Tons	Wgn Kms.	Ton Kms
British		158,724	63,803,158	1147	11200	293,638	2,445,963
U.S.A.		39,310	19,014,103	579	6376	253,109	2,561,632
A.M.G/A.C.C.		9,076	2,065,101				
E.F.I.		5	3,438				
Brazilian Military		21	2,737				
French "		11	4,195				
Italian "		2,480	933,910	1	12	322	3,864
U.N.R.R.A.		61	10,504				
Y.M.C.A.		1	413				
British Red Cross		3	534				
French " "		5	2,171				
Swiss " "		4	1,072				
W.V.S.		1	331				
Total	5,180	209,702	85,043,767	1727	17588	547,069	5,011,459

Freight

Traffic	Total Warrants	Total Wagons	Total Tons	Wagon Kilams.	Ton Kilams.	Wag
British		34,191	363,936	8,178,886	89,771,137	
U.S.A.		4,239	97,892	1,029,182	13,259,414	
A.M.G/A.C.C.		3,876	58,581	825,622	12,754,861	
E.F.I.		1,947	11,799	232,184	2,462,959	
French Military		8	89	1,824	20,855	
Italian "		100	993	36,797	297,958	
Coal etc. to IST & S-Est		483	7,069	40,867	634,543	
U.D.F.I.		14	206	8,336	122,690	
American Red Cross		2	4	230	460	
Yugoslav " "		4	31	460	3,565	
U.N.R.R.A.		103	1,246	27,280	294,620	
Total	9,772	44,065	502,616	10,411,650	115,662,153	

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RAILWAY PASSENGER / FREIGHT STATISTICS - ITALY — APPENDIX No.

HANDED BY BRITISH A.T.O's. — PERIOD JULY 13th to AUG 12th. 1945

Personnel Entrained	Pass. Kilomns	Baggage Stores Guns etc. Wgns	Tons	Wgn Kms.	Ton Kms	Average Length of Journey (Kilomns)
158,724	63,803,158	1147	11200	293,638	2,445,963	
39,310	19,014,103	579	6376	253,109	2,561,632	
9.076	2,065,101					
5	3,438					
21	2,737					
11	4,195					
2,480	933,310	1	12	322	3,864	
61	10,504					
1	413					
3	534					
5	2,171					
4	4,072					
1	331					
209,702	85,843,767	1727	17588	547,069	5,011,459	409

Total Wagons	Total Tons	Wagon Kilomns.	Ton Kilomns.	Average Wagon Load (Tons)	Average Wagon Haul (kilomns)
34,191	353,936	8,178,886	83,771,137		
4,239	57,892	1,029,182	13,239,414		
3,876	58,581	825,622	12,754,861		
1,047	11,799	252,134	2,462,950		
6	39	1,824	20,855		
100	993	36,797	297,958		
483	7,869	49,867	634,543		
14	206	8,338	122,690		
2	4	230	460		
4	31	460	3,565		
103	1,246	27,280	294,620		
44,065	502,616	10,411,650	113,662,153	11.1	236

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EVALUATION OF ASSISTANCE RENDERED BY

MILITARY RAILWAY SERVICE TO ITALIAN CO-OPERATORS. AUGUST 1945

A. REHABILITATION OF ITALIAN STATE RAILWAYS.

LINE - ALLOCATED.	F.O.R. (U.K) VALUE OF ALLIED W.D. MATERIAL INCORPORATED	HIRE CHARGES FOR USE OF MECHANICAL EQUIPMENT. BRITISH	AMERICAN	MILI BRITISH
ITALY.	Lire.	Lire.	Lire.	Manhours.
Line 89 Naples - Aversa V. Literno - Rome.	10,312,827	1,267,000	669,060	63,483
Line 217 Pistoia - Prato.	3,000,551	151,000		54,896
Line 218 Pisa - Lucca - Pistoia	31,242,232	2,266,400	128,320	417,319
Total for August 1945	44,555,610	3,684,400	797,380	535,698

B. M.D. MATERIALS SETTLED TO I.S.R. AND OTHER RAILWAY UNDERTAKINGS FOR DOMESTIC USE.

ITEMS.	I.S.R. Lire.	SUD-EST Lire	FERROVIARIA S.A.I.T. Lire.
ITALY			
Materials ex T.S.Ds.	Nil	Nil	Nil
Food Rations.	617,633	Nil	Nil
Total for August 1945	617,633		

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Appendix No. V.

EVALUATION OF ASSISTANCE RENDERED BY

ILITARY RAILWAY SERVICE TO ITALIAN CO-OPERATORS. AUGUST 1945

OF ITALIAN STATE RAILWAYS.

(U.K) OF ALLIED TERIAL RATED	HIRE CHARGES FOR USE OF MECHANICAL EQUIPMENT.		MILITARY MANHOURS.	
	BRITISH	AMERICAN	BRITISH	AMERICAN
re.	Lire.	Lire.	Manhours.	Manhours.
2,827	1,267,000	669,060	63,483	8,051
0,551	151,000		54,896	
2,232	2,266,400	128,320	417,319	688
5,610	3,684,400	797,380	535,698	8,739

LS SETTLED TO I.S.R. AND OTHER RAILWAY UNDERTAKINGS FOR DOMESTIC USE.

I.S.R. Lire.	SUD-EST Lire	FERROVIARIA S.A.I.T. Lire.	FERROVIA CALABRIA - LUC Lire.
Nil	Nil	Nil	Nil
617,633	Nil	Nil	Nil
617,633			

S E C R E T.

Subject: Progress Report - C.M.F.

Transportation (Br) Main,
C.M.F.

TN.A.1/43.

8 September 1945.

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

Herewith my Progress Report N°. 23 for the month of July 1945.

(C.H. BARNETT.)
Colonel,
for Brigadier,
Director of Transportation.

DISTRIBUTION:-

Director of Transportation, War Office. (Air Mail)	(1)
Director of Transportation, War Office. (Sea Mail)	(3)
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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)
D.D.Tn., Trieste.	(1)
H.Q., Movements, West Italy.	(1)
H.Q., Movements, East Italy.	(1)
H.Q., Movements, North Italy.	(1)
Transportation Sub-Commission, A.C.	(1)
Transportation Sub-Commission, Rail Section.	(1)
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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)
6 I.W.T. Group, R.E.	(1)
1 Railway Construction & Maintenance Group, R.E.	(1)
[illegible] Maintenance Group, R.E.	(1)

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

Metropole Buildings,
Northumberland Ave.,
LONDON W.C.2.

Herewith my Progress Report No. 23 for the month of July 1945.

(C.H. BARNETT.)
Colonel,
for Brigadier,
Director of Transportation.

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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)
D.D.Tn., Trieste.	(1)
H.Q., Movements, West Italy.	(1)
H.Q., Movements, East Italy.	(1)
H.Q., Movements, North Italy.	(1)
Transportation Sub-Commission, A.C.	(1)
Transportation Sub-Commission, Rail Section.	(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)
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 Engineers, S.A.E.C.	(1)
4 Indian Railway Construction & Maintenance Group, I.E.	(1)
1 Railway Operating Group, R.E.	(1)
D.D.Tn., B.T.A.	(1)
3 Transportation Stores Group, R.E.	(1)
War Diary.	(2)
File	(1)

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TRANSPORTATION (BR) MAIN. SECRET.

C.M.F.

PROGRESS REPORT No. 23. Copy No. 15

JULY 1945.

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IV. Inland Water Transport.
V. Port Construction and Repair.
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U. Railway Passenger & Freight Statistics - Italy.

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Transportation (BR) Main.

C.M.F.

Progress Report Nº 23.

July 1945.

C.M.F.

I. GENERAL.

1. The first effects are beginning to be felt of the Release Scheme and Python. The withdrawal of personnel under these heads together with the considerable numbers on LIAP has greatly reduced the effective strengths of units. On the other hand the policy of handing back as much as possible of the country's transportation facilities to the Italian authorities will presently reduce the British Tn commitments. A scheme has been worked out for the gradual disbandment of units becoming ineffective through loss of personnel. The critical period will arise for Transportation (as for all other arms and branches) when A/S Groups 25 and 26 come to be released from service as these two groups contain by far the largest bulk of all ranks to be released.

2. There has been an appreciable change during the month in our port working commitments.

3. A considerably increased tonnage was handled at Genoa as the result of more berths becoming available.

4. A Sub Committee of the Mediterranean Shipping Board has evolved a classification of the ports of Italy as a basis for the re-establishment of Italian control of Ports.

5. Railway construction proceeds according to plan. The main object now is to make good all temporary work on essential military lines before the winter. Meanwhile the I.S.R. is proceeding slowly with permanent repairs.

6. The Mont Cenis tunnel still presents many problems and the full extent of the damage done to it has not yet been ascertained.

7. The situation in Trieste has been satisfactory and difficulties between the various parties concerned are being overcome by joint efforts.

II. PORT OPERATING.

8. Employment of Port Operating Groups.

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II. PORT OPERATING.

8. Employment of Port Operating Groups.

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

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Group.	Port.	Operating Units as at 31 Jul. Brit.	Sth. African.	Mauritian.	Italian.	Remarks.
1 Port Op Gp.	Venice.	2	-	-	-	
	Trieste.	1	-	-	-	
5 Port Op Gp.	Taranto.	1 (less det) plus 1(a).	-	-	2	
	Brindisi.	1	Det.	-	2	
	Bari.	6	1 less det.	1(b)	1	Plus Lebanese Shipworking Secs w.e.f. 30 Jul.
7 Port Op Gp.	Ancona.	2	-	-	1	
	Genoa.	1	1	-	-	

(a) Type "A" Company.

(b) 1041 (Mauritian) Port Op Coy was scheduled to move to Middle East in July but was detained in CMF owing to one case of smallpox.

In (Docks) Units employed at other Locations were :-

992 Port Operating Coy., R.E. — Greece.
Det 1030 Port Operating Coy., R.E. — Zara (1/16 Jul).
" 993 " " " " — Vis (1/21 Jul).
" 1007 " " " " — Monopoli (1/16 Jul).
" 1030 " " " " — Barletta (arrived 26 Jul).
" 1007 " " " " — Durazzo (returned 1 Jul).
1222/3) Syrian & Lebanese — Bari (available for Docks
1224/5) Shipworking Sections. work from 30 Jul).

9. General Remarks.

(a) As an example of the combined effects of the Release Scheme, Python and the general increase in the number of LIAP vacancies allotted:- on 30 Jun the actual strength of the 15 Port Operating Companies was 5275 of whom 73 were on LIAP. On 31 Jul the strength was 5110 of whom 307 were on LIAP, i.e. a 7% reduction in effective strength in one month.

(b) Some progress has been made during the month in connection with the handing over of Ports. The Sub-Committee of the Medi-

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5 Port Op Gp.	Taranto.	det) plus 1(a).				
	Brindisi.	1	Det.	-	2	
	Bari.	6	1 less det.	1(b)	1	Plus Lebanese Shipworking Secs w.e.f. 30 Jul.
7 Port Op Gp.	Ancona.	2	-	-	1	
	Genoa.	1	1	-	-	

(a) Type "A" Company.

(b) 1041 (Mauritian) Port Op Coy was scheduled to move to Middle East in July but was detained in CMF owing to one case of smallpox.

Tn (Docks) Units employed at other Locations were :-

992 Port Operating Coy., R.E.		Greece.
Det 1030 Port Operating Coy., R.E.		Zara (1/16 Jul).
" 993 " " " "		Vis (1/21 Jul).
" 1007 " " " "		Monopoli (1/16 Jul).
" 1030 " " " "		Barletta (arrived 26 Jul).
" 1007 " " " "		Durazzo (returned 1 Jul).
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(b) Some progress has been made during the month in connection with the handing over of Ports. The Sub-Committee of the Mediterranean Shipping Board, short title the "Campbell Committee", which was formed earlier in the year to investigate the handing back of ports, recommended that all Italian Ports be classified into one of four Categories in relation to the degree of responsibility which the Italian Government should assume. The classifications recommended and subsequently agreed, were as follows :-

"A" A Port handed back to the Italian Authorities in its entirety.

"B" A Port classified as civilian but with an Allied Naval or Military Commitment.

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"C" An Allied Naval or Military Port Containing a Civilian operated area.

"D" A port under purely Allied Naval or Military Control but with a civilian commitment.

(c) The Mediterranean Shipping Board approved the following classifications in respect of British controlled ports :

TARANTO (Mercantil. Port).	"C" as from 1 Aug 45 but with civil area undefined.
"(Arsenale).	"D"
BRINDISI	"D" until 1 Sep 45, then "C" with civil area undefined.
BARI	"D"
ANCONA	"D" until 1 Sep 45, then "C" with civil area undefined.
VENICE	"C" with civil area undefined until 1 Sep 45, then "B".
TRIESTE	Owing to peculiar circumstances prevailing special arrangements will be made.
GENOA	"B" as from 15 Aug 45.

It is anticipated that considerable teething troubles will be experienced in the early stages.

(d) Port projects are being prepared in respect of all ports for Tn. Equipment which, subject to War Office approval, it is intended to hand over to the Italian Authorities to enable the ports to operate. Pending receipt of W.O. approval arrangements will be made for the loan of the necessary equipment.

(e) Weather conditions during the month have been good.

(f) Average daily tonnages for the month were:

Port.	Daily Averages.								
	EXPORT.			IMPORT.			TOTAL.		
	M.T. No.	Tons.	Stores.	M.T. No.	Tons	Stores	M.T. No.	Tons.	Stores.
Taranto	-	-	137	x	1	930		1	1067
Gallipoli	-	-	44	-	-	230	-	-	274
Brindisi	-	-	840	x	1	946	-	1	1786

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"(Arsenale).	"D"
BRINDISI	"D" until 1 Sep 45, then "C" with civil area undefined.
BARI	"D"
ANCONA	"D" until 1 Sep 45, then "C" with civil area undefined.
VENICE	"C" with civil area undefined until 1 Sep 45, then "B".
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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.
Tersato	-	-	137	x	1	930		1	1067
Gallipoli	-	-	44	-	-	230	-	-	274
Brindisi	-	-	840	n	1	946	-	1	1786
Bari	11	34	1951	5	17	3744	16	51	5695
Ancona	9	53	736	1	7	1551	10	60	2287
Venice	-	-	125	-	-	2566	-	-	2691
Trieste	16	61	50	-	-	1328	16	61	1378
Genoa	-	-	-	-	-	1684	-	-	1684
Zara	-	-	233	-	-	-	-	-	233
Vis.	-	-	92	-	-	-	-	-	92
TOTALS	36	148	4208	6	26	12979	42	174	17187

ZARA - 1/14 Jul 45 inclusive. x 4 vehicles only, during month.
VIS - 1/21 " " " n 8 " " " "

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10. Italian Units.

(a) Italian Docks and I.T.I. Units operating under this H.Q., their strengths relative to W.Es., and their locations as at 31 Jul 45 were as under :

Unit.	No under WE strength.	Location.
921 (Italian) Docks Operating Coy.	78	Brindisi.
922 " " " "	49	Bari.
923 " " " "	118	Taranto.
924 " " " "	98	Ancona.
1061 " " " "	16	Taranto.
1063 " " " "	102	Brindisi.
No.1 (Italian) I.T.I.(Port) Op Coy.	21	Bari.
No.2 " " " " "	6	Venice.
No.3 " " " " "	98	Genoa.
1060 Port Maintenance Section.	10	Ancona.
1062 " " "	-	Bari.

(b) Little or no improvement has been effected in these Docks and Port Operating Companies. 921, 922 and 923 Companies are only moderately satisfactory owing to the poor quality and lack of technical training of their reinforcements. 924 Company at Ancona, however, is definitely well below the minimum standards required of these Companies and authority has been requested for its disbandment.

(c) In the case of the two former Co-operator Companies the 1061 and 1063 Companies, the position is even more unsatisfactory. As was feared their change of status has resulted in considerable discontent which in turn has rendered them practically useless from the point of view of Docks working. It is unlikely that the Italian Command will be successful in their efforts to pull these units together and it is proposed to ask for their disbandment in August. It is also proposed to absorb the British Cadre into other British units since in view of the large Officer and Senior N.C.O. losses generally the continued retention of these small units is not considered justifiable.

(d) It was hoped that the change of status in the Port Maintenance Sections would not have the same effect as in the case of the Docks Operating Companies. These hopes, however, proved to be ill-founded and the Sections have become largely non-effective through leave, sickness and demobilisation. Application for their disbandment will shortly be made.

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923	"	"	"	"	[illegible]	[illegible]
924	"	"	"	"	98	Ancona.
1061	"	"	"	"	16	Taranto.
1063	"	"	"	"	102	Brindisi.
No.1	(Italian)	I.W.T.	(Port)	Op Coy.	21	Bari.
No.2	"	"	"	" "	6	Venice.
No.3	"	"	"	" "	98	Genoa.
1060	Port Maintenance Section.				10	Ancona.
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(e) The selection of personnel of No. 1 I.W.T. Coy at Bari to reinforce No. 2 I.W.T. Coy at Venice has been completed and some 50 reinforcements were obtained. Final application has now been made for the disbandment of No. 1 Company. The same procedure has been agreed in respect of No. 3 I.W.T. Coy at Genoa and the process of selecting suitable personnel is now in hand. It is hoped shortly to ask for the disbandment of No. 3 Company as well.

11. Operations.

The detachment of 1007 Port Operating Company, R.E. returned from DURAZZO on 1 Jul 45.

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The detachments of 993 and 1030 returned from VIS on 21 July and from ZARA on 16 July respectively, on completion of the loading programme.

A detachment of 1030 Port Operating Company, 1 Officer and 50 O.Rs. arrived at Barletta on 25 July to load approximately 700 tons Toxic Ammunition for dumping at sea. The detachment will stay on board to effect the dumping and it is anticipated they will join the main body of the Company at Taranto about 10/12 August.

12. Shore Labour.

The Quay Labour position at all ports has been satisfactory. It is hoped that, in the near future, the employment and payment of all civilian Quay Labour will be effected by the Italian Port Authorities. Negotiations are proceeding to this end.

13. East Italian Port Working.

(a) TARANTO.

The daily average tonnage handled amounted to 1067 tons, a little higher than last month. The unsatisfactory state of affairs existing in the Italian Docks Operating Companies is dealt with later in this report but the arrival of 1030 Port Operating Company towards the month end should ease matters very considerably.

(b) BRINDISI.

(i) As had been anticipated the tonnage handled fell quite considerably, the average daily figure of 1786 tons being nearly 30% less than the corresponding June figure.

(ii) The British Operating Company was fully extended largely in the supervision of Italian military gangs.

(iii) During the month, one vessel loaded a full cargo of U.S.A.A.F. Incendiary bombs in a most satisfactory manner.

(iv) Outward loadings are likely to decrease due largely to the fact that all P.O.L. has been cleared from the local depot.

(c) BARI.

(i) The Port of Bari was worked to capacity during the whole month, the average daily figure of 5695 tons showing a further increase. It is probable that for the next few months this

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(c) BARI.

(i) The Port of Bari was worked to capacity during the whole month, the average daily figure of 5695 tons showing a further increase. It is probable that for the next few months this figure will be maintained.

(ii) Two vessels were loaded with U.S. bombs and as a result of previous experience, all round co-operation and additional equipment and man power, the results were very satisfactory.

(iii) The loading programme continues to be subject to considerable delays due to various difficulties in delivering cargo for shipment as required. The general position, however, is showing signs of improvement.

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(iv) During the month 54,882 tons were dealt with by lighter. A record.

(d) MONOPOLI.

The small supervisory detachment was withdrawn from this port during the month.

(e) ANCONA.

(i) The daily average tonnage handled amounted to 2287 tons as compared with 3697 tons last month.

(ii) Imports are now confined to coal, Civil Supplies and Meat. The port continues to load Coasters for Venice and Trieste and an occasional vessel in connection with the redeployment programme.

(iii) With the drop in the total tonnage handled, the daily tonnage dealt with by I.W.T. fell to 800 tons and, for a period of 12 days at the end of the month no cargo was discharged or loaded overside.

(iv) During the latter half of the month, 1030 Port Op Company and 1031 Port Operating Company were moved from Ancona to Taranto and Bari respectively.

(f) VENICE.

(i) Work in Venice has continued steadily during the month with the Civilian Ship and Shore Labour functioning satisfactorily. Generally speaking, the Port Operating Companies have not been fully extended, being required mainly for Quay Supervision.

(ii) The Lido entrance was cleared on 24 July.

(iii) A start was made with the handing over to the Italian Authorities when, with the arrival of a collier on 28 July, the Civilians undertook her discharge without any military supervision.

(iv) At the beginning of the month the balance of 1015 Port Operating Company was transferred to Trieste.

(g) TRIESTE.

(i) Work at Trieste, as at Venice, progressed satisfactorily, the daily average figure of 1378 tons representing cargoes discharged under military supervision. Early in the month it was arranged that all vessels arriving with full cargoes of civil supplies would be discharged by the local port organisation without any Military supervision and, up to date, this arrangement has

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Trieste and an occasional vessel in connection with the redeployment programme.

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(ii) The local labour continues to be of a high standard.

(iii) The rehabilitation of the port continues.

(iv) Owing to political reasons an organisation for the control of Trieste is more difficult to devise. In general terms the proposal is that the local port authority, the Maggazine Generale, should work as agents for A.M.G. under the direction of a

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somewhat enlarged Port Control Committee, all Italian influence in matters of policy thus being eliminated. The approval of A.F.H.Q. to this proposal is awaited.

14. West Italian Port Working.

(a) GENOA.

(i) The total of 52,210 tons discharged during the month of July shows a considerable increase over the June figure and is due mainly to the opening of additional berths within the harbour.

(ii) The Avamporto is now safe for navigation, thereby giving access to the two new basins, Vittorio Emanuele and Ottobre. N.O.I.C. has declared six Liberty and three Coaster berths as safe for use and the first Liberty type vessel entered the harbour and commenced discharging alongside Calata Canzio on 20 Jul 45.

(iii) Minesweeping and salvage operations continue and further berths will become available as these progress.

(iv) As from 16 Aug 45, this port will revert to a 'B' type port and the withdrawal and redistribution of surplus Th personnel is already taking place.

III. PORT MAINTENANCE.

15. The erection of the Brownhoist crane at Taranto has been completed.

16. The erection of the 3 ton Marion crane on Berth 13 at Bari is approximately 30% complete. Delay is being experienced due to the fact that no rivetting is allowed to take place while bomb ships are loading at this berth.

17. The erection of the overhead crane at Ancona is not to be completed. This work was unavoidably held up for various reasons and it has been decided that the traffic through the port does not now warrent its completion.

18. The maintenance of cranes in the Heel ports becomes more and more exacting as the cranes get older and as skilled tradesmen are lost on LIAP and age/service group release. Steps have been taken to replace a number of the worst of these cranes at Bari by new cranes which were originally set up for Venice and Trieste where they are not now required and arrangements are also being made to attach certain tradesmen from 163 Railway Workshops Company to 1019 Port Maintenance Company to ease the latter's manpow-

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(ii) The Avamporte is now safe for navigation, thereby giving access to the two new basins, Vittorio Emanuele and Ottobre. N.O.I.C. has declared six Liberty and three Coaster berths as safe for use and the first Liberty type vessel entered the harbour and commenced discharging alongside Calata Canzio on 20 Jul 45.

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IV. INLAND WATER TRANSPORT.

19. The movement of craft throughout the theatre was on a reduced scale during themonth and was confined to the movement of five 'B' type 'Z' Craft from Venice to Bari for onward routing to Mideast and India.

20. Preparations are now well in hand for the release of 945 I.W.T.(Port) Operating Coy., R.E. from this theatre for U.K. and all commitments are being taken over by 947 I.W.T.(Port) Operating Coy., R.E.

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21. 347 I.W.T. (Prvt) Operating Coy., R.E. will be the only British Operating Company in Italy and will require to maintain detachments in all British operated ports.

22. Lighterage.

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

Taranto	3742
Brindisi	7126
Bari	54882
Ancona	24971
Venice	6594
Genoa	22590
TOTAL	119905

(b) Commitments in Heel ports, particularly Bari, have increased and plans are now in hand for strengthening the I.W.T. supervisory elements at these ports. Work continues satisfactorily by civilian personnel under I.W.T. supervision.

(c) VENICE.

More cargo lighterage was done this month than in June, but themain I.W.T. commitment continues to be the movement of vehicles and personnel on leave and duty in Venice. During July 117,053 persons were carried in these ferries but this personnel traffic will decline as civilian manned ferries are being introduced.

(d) GENOA.

Lighterage shows a considerable increase over last month, due to an all-over increase in tonnage handled by the port. 'Z' Craft are now manned by civilian personnel and a civilian organisation is available to carry out all lighterage commitments under the supervision of a small British I.W.T. detachment.

(e) ANCONA.

Reduction is shown in tonnage handled during the month and it is anticipated that reducing tonnages will continue with the possibility of releasing more British personnel for work elsewhere.

23. I.W.T. Maintenance.

(a) Tuss tugs Nos 208 and 210 are still awaiting new reduction gears.

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Bari	54882
Ancona	21971
Venice	6594
Genoa	22590
TOTAL	119905

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(e) ANCONA.

Reduction is shown in tonnage handled during the month and it is anticipated that reducing tonnages will continue with the possibility of releasing more British personnel for work elsewhere.

23. I.W.T. Maintenance.

(a) Tuse tugs Nos 208 and 210 are still awaiting new reduction gears.

(b) The supply of tug engines spares from the M.O.W.T. store at Naples has improved slightly and several items have now been issued.

(c) The supply of 'Z' Craft engine spares, although improved since S.P.D.C., Malta, have been supplying this theatre, is still far from satisfactory and it is distressing to find that, after all this time, our craft are not officially covered by the supply of spares to S.P.D.C.

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In particular, no engine spares whatever special to 4 cylinder Gray Marine Diesel engines as fitted to 'A' type 'Z' Craft have been received. It is only by the ingenuity of those responsible for their maintenance and repair and the fact that certain parts for 6 cylinder and 4 cylinder engines are interchangeable that the craft have been kept running.

(d) In this connection it should be noted that all 'B' type craft are earmarked for India leaving only 'A' type in this theatre.

24. 'Z' Craft.

(a) War Office have accepted the offer of 'B' type 'Z' Craft from this theatre for India and as a result 14 craft will be sent.

(b) The first flight of five craft from Bari are due to sail to Mideast early in August, manned by crews of 208 Indian 'Z' Craft Operating Company and three craft from Greece manned by crews of 1206 'Z' Craft Operating Coy., R.E. are due to sail at about the same time.

(c) The second flight of six craft, manned by crews of 1206 'Z' Craft Operating Coy, is expected to leave Bari for Mideast about the middle of August.

(d) 208 Indian 'Z' Craft Operating Coy is being released from this theatre for work in India and now awaits embarkation orders.

(e) 1206 'Z' Craft Operating Coy., R.E. on arrival in Mideast, will be retained for the purpose of ferrying craft from Mideast to India as soon as the monsoon period ends.

Meantime, the commitments of these Companies in Italy are being taken over by civilians under the supervision of I.W.T. personnel.

25. Barge Construction.

(a) Construction of the last eight Minca Barges at Bari has now been completed with the exception of one barge which was short of bilge pumps.

(b) Replacement pumps were not available but the difficulty has been overcome by adapting sludge pumps obtained from R.E. stores, and construction of this final barge is now in hand.

(c) The storage position for KD. barges at 31 July 45 is as follows :-

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(c) The second flight of six craft, manned by crews of 1206 'Z' Craft Operating Coy. is expected to leave Bari for Mid-east about the middle of August.

(d) 208 Indian 'Z' Craft Operating Coy is being released from this theatre for work in India and now awaits embarkation orders.

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Meantime, the commitments of these Companies in Italy are being taken over by civilians under the supervision of I.W.T. personnel.

25. Barge Construction.

(a) Construction of the last eight Mince Barges at Bari has now been completed with the exception of one barge which was short of bilge pumps.

(b) Replacement pumps were not available but the difficulty has been overcome by adapting sludge pumps obtained from R.E. stores, and construction of this final barge is now in hand.

(c) The storage position for KD. barges at 31 July 45 is as follows :

TARANTO	-	3 Minces (complete).
BRINDISI	-	1 Mince (complete).

V. PORT CONSTRUCTION AND REPAIR.

26. 975 Port Repair Ship "PROGRESS" R.E. sailed for U.K. on 7 Jul 45. Some 22 workshops personnel (including 1 officer) were retained in the theatre and posted as reinforcements to other Tn units.

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27. No work of interest or importance was carried out during the month by the Port Constr & Repair Units. The following minor works were done :-

(a) Genoa. construction and hard standings and roads in dock area and maintenance of beach landing hards.

(b) Venice. Berths 4, 5, 6, 7 and 8 dredged to 28 ft at low water. This gives two berths for colliers. Minesweeping in VENICE harbour has now been completed. A drawing showing the state of the quays at VENICE is at Appendix 'C'.

(c) PORTO MARGHERA. 250 ft of quay in No. 1 Basin was damaged when a mine exploded during sweeping operations on 4 Jul. Crane and transportation rails subsided 2 ft.

(d) TRIESTE. Routine maintenance has continued and also the repair and relaying of rail track in the Docks Area.

VI. RAILWAY CONSTRUCTION.

28. There have been no changes in plans during the period under review, and work has proceeded on the lines detailed in the last report. Lines have been opened as follows :-

Line	Section	Agency	Date
71	Gemona - Pontebba	R.C.E.1.	31 July.
53	Padua - Mestre	R.C.E.(SAEC).	31 July.
59	Piacenza - Alessandria	R.C.E.1212.	31 July.

29. It is estimated that the remaining lines in Northern Italy required for military operation will be opened to traffic as under:-

Line	Section	Agency	E.D.C.
65	Modena - Piacenza	R.C.E.1212.	13 August.
71	Treviso - Udine	R.C.E.(SAEC).	14 August.
61	Imperia - Menton	R.C.E.1212.	Mid Novbr.
50	Bussoleno - Modena	RCE 1212) RCE(SAEC))	Uncertain due Mt.Cenis tunnel.
65	Piacenza - Codogno (Po Bridge).	A.C./I.S.R.	15 - 30 Sept.

30. Repairs to Line 85 Bologna to Padua are to be undertaken by German Railway Construction Troops under the control of R.C.E.1.

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(c) PORTO EMPEDOCLE. 250 ft of quay at N.W. Pier head was damaged when a mine exploded during sweeping operations on 4 Jul. Crane and transportation rails subsided 2 ft.

(d) TRIESTE. Routine maintenance has continued and also the repair and relaying of rail track in the Docks Area.

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65	Piacenza - Codegno (Po Bridge).	A.C./I.S.R.	15 - 30 Sept.

30. Repairs to Line 85 Bologna to Padua are to be undertaken by German Railway Construction Troops under the control of R.C.E.1.

31. British units are being increasingly employed on permanent repairs to temporarily repaired bridges to make them fit for the coming winter. Whilst it was hoped that this type of work would be done by Italian contractors, slow progress has made direct military participation necessary, to protect essential military lines of communication.

32. Permanent repairs taken in hand by units are as follows :-

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Line.	Section.	Bridges.	Agency.
71	Udine - Tarvisio.	Dogna.) Resiutta.)	R.C.E.1.
65	Parma - Piacenza.	R. Taro.	R.C.E.1212.
59	Piacenza - Tortona.	R. Trebbia.) R. Tidone.)	R.C.E.1212. " "
	Tortona - Alessandria.	R.Scrivia.	R.C.E.1212.

33. German Railway Construction Troops continue to be employed on the Brenner Line, under the control of the American section, carrying out strengthening of bridges for the winter weather.

34. It is considered that the Italian Railway Engineer Troops are no longer required for British military purposes and action is being taken for these to be handed over to the Italian Army.

35. Redeployment of Units.(a) 38, 39 and 40 Rly Constr Coys. S.A.E.C. having completed all commitments, will be released to U.D.F. H.Q. as from 25 August for movement prior to repatriation.

(b) 61 and 62 Tunnelling Coys., S.A.E.C. are now both employed at the Mont Cenis Tunnel, where they will remain until called for repatriation. It is expected that this will occur at the end of September.

(c) 4 (Indian) Railway Construction & Maintenance Group, although offered for release to India as from 1 September 45, are unlikely to be repatriated before the end of the year. Their maintenance commitments have therefore been extended, to relieve 1212 Group.

(d) 102 Construction Section R.Signals will be disbanded on 31 August. H.Q. 2 Rly Tele Coy., R.Signals and 103 Constr Sec., R.Signals will be disbanded on 30 September. 72 Rly Tele Op Sec will then be transferred to 3 Rly Tele Coy.

No. 1 Railway Bridging Section will be disbanded on 15 September.

36. Line reconstruction and Maintenance. Brief notes of the situation on each line follows :-

(a) Line 65 : Bologna to Milan.
Line 59 : Piacenza to Alessandria.

(i) The through line Bologna - Piacenza to Alessandria will be opened on 13 August, thus providing a second connection between the railway systems of North and South Italy, hitherto confined to the Bologna - Verona link. The opening of the line was

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(a) Line 65 : Bologna to Milan.
Line 59 : Piacenza to Alessandria.

(i) The through line Bologna - Piacenza to Alessandria will be opened on 13 August, thus providing a second connection between the railway systems of North and South Italy, hitherto confined to the Bologna - Verona link. The opening of the line was considerably delayed by the loss in rail transit of steel spans for bridge reconstruction over the River Stirone near Fidenza.

(ii) As detailed in para 32 there are four bridges between Parma and Alessandria which were passed by low level deviations, none of which are fit to withstand winter flood conditions. I.S.R. contractors are at work, replacing the original viaducts in brick and concrete. Progress however does not give hope of completion before flood conditions set in.

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R.C.E. 1212 is therefore to complete single line bridges in military steel over all four bridges, leaving the contractors to continue turning arches on the other line, and where possible, underneath the steel spans. 3,000 feet of U.C.R.E. will be required for this work.

(iii) I.S.R. Contractors are working well on repairs to the Po Bridge at Piacenza. Work is proceeding 24 hours a day and supplies of material and plant are adequate. A great deal of work remains to be done however and the E.D.C. of 15 September to which the I.S.R. are working, allows no margin for unforseen delay. Careful inspection is being maintained of the work in progress.

(iv) R.C.E. 4 has taken over responsibility for maintenance of way, Bologna to Piacenza, relieving R.C.E.1212 of this commitment.

(b) Line 61. Genoa Ventimiglia to Menton and Nice.

(i) Work continues by 160 Rly Constr Coy and I.S.R. between Imperia and Menton.

(ii) The Demari Tunnel, near Latte, has been cleared of mines and a complete examination has been made, entrance to the interior having been effected through an existing vertical shaft. The tunnel is about 900 ft. long. There are two demolitions, near each portal, and about one hundred feet of tunnel is collapsed at each place. The nature of the ground in the demolition is such that tunnelling methods will have to be used in the repairs. Italian tunnelling contractors are being put to work, supervised by 160 Coy. Estimated dates of opening the whole line depend on this tunnel, repairs to which will take at least two months.

(c) Line 50 Turin to Modena.

(i) 159 Rly Constr Coy continue with bridge repairs on the Bussalone Berdonecchia section, against an estimated completion date of September 30.

(ii) The Mont Cenis tunnel however still contains unknown factors, which prohibit any estimate yet being given of the date to opening the line through the Modena. A meeting was held on 27 July in Paris, with C.A.L.A: BAS Paris and S.N.C.F., at which it was agreed that the South African tunnelling Coys would take over repairs at the French portal, and 62 Coy has now moved to Modena and is at work. They will reopen the original entry to the tunnel, which was closed by ground movement many years ago and abandoned for a new alignment.

The work involves new tunnelling throughout the

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(b) Line 61. Genoa Ventimiglia to Menton and Nice.

(i) Work continues by 160 Rly Constr Coy and I.S.R. between Imperia and Menton.

(ii) The Demeri Tunnel, near Letta, has been cleared of mines and a complete examination has been made, entrance to the interior having been effected through an existing vertical shaft. The tunnel is about 900 ft. long. There are two demolitions, near each portal, and about one hundred feet of tunnel is collapsed at each place. The nature of the ground in the demolition is such that tunnelling methods will have to be used in the repairs. Italian tunnelling contractors are being put to work, supervised by 160 Coy. Estimated dates of opening the whole line depend on this tunnel, repairs to which will take at least two months.

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(ii) The Mont Cenis tunnel however still contains unknown factors, which prohibit any estimate yet being given of the date to opening the line through the Modena. A meeting was held on 27 July in Paris, with C.A.L.A; BAS Paris and S.N.C.F., at which it was agreed that the South African tunnelling Coys would take over repairs at the French portal, and 62 Coy has now moved to Modena and is at work. They will reopen the original entry to the tunnel, which was closed by ground movement many years ago and abandoned for a new alignment.

The work involves new tunnelling throughout the whole length of the repair. The length of the blockage is not yet known.

(iii) The second, newer entry was demolished by the enemy. It is being repaired by the S.N.C.F. on a long term basis as a permanent repair. S.N.C.F. will take over from 62 Tunnelling Coy should repatriation of the company occur before the work is completed. The Company will however break the back of the job before moving and will leave behind at site all materials necessary to complete it.

Soute Nationale Chemins de Fer Français

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(iv) At the Italian Portal, 61 Tunnelling Coy SAEC are proceeding with clearance of the first demolition. The flood behind it has been cleared. Mines and booby traps were found in the previously flooded area and were cleared by German P.O.W. A second demolition has been found, 400 feet beyond the first. Over a length of 150 feet the roof has arched and held. This is followed by a complete blockage. An inspection heading is being driven through the block to determine its length.

(d) Line 69 Bologna Verona Brenner. German units, under the control of the American Section, M.R.S. continue with consolidation of bridge works between Verona and Brenner. Most of the line is being doubled at the same time. I.S.R. contractors have started work on permanent repairs to the Po Bridge at Ostiglia, but progress is slow.

(e) Line 53. Milan Verona Vicenza Venice. With the completion of the Brenta Bridge at Padua on 31st July, the normal through Milan Venice route was opened to traffic. I.S.R. contractors are at work throughout on permanent repairs.

(f) Line 71. Venice Udine. Permanent repairs to the bridges between Treviso and Udine will be completed on 14th August.

(g) Line 71. Udine Gemona Pontebba Villach. The Resiutta and Dogna bridges were opended to schedule on 31st July and the link with Austria established. 1 Group continue with permanent repairs at both bridges. The Resiutta Viaduct requires one foundation to be underpinned in coffer dam, whilst the Dogna will be completed by the erection of a single RothWagner span in place of the two U.C.B. spans, and the temporary central pier will be dispensed with. Other permanent repairs on the line to be carried out by I.S.R. contractors will be supervised by R.C.E.1.

(h) Trieste to Udine.

(i) Line 54/188. Trieste - Gervignano - Udine. Permanent repairs to the Isonzo River bridge will be completed on 12th August. The low level deviation has been dispensed with.

(ii) Line 72. Trieste - Gorizia - Udine. 1 group have now in hand temporary repairs in U.C.R.B. to the Isonzo bridge at Gorizia, against a completion date of mid-September. This will coincide with the opening of the Natisone Bridge, under repair by contractors, and the only other demolished structure on the line.

37. Statistics. At Appendix 'D' are summaries of works completed during July and in hand on 1st August.

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(i) Line 84/188. Trieste - Cervignano - Udine. Permanent repairs to the Isonzo River bridge will be completed on 12th August. The low level deviation has been dispensed with.

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37. Statistics. At Appendix 'D' are summaries of works completed during July and in hand on 1st August.

VII. ELECTRIFICATION.

38. The reconstruction of electric railways is proceeding steadily on those sections where military supervision is possible, but progress is slow on sections where direct military assistance cannot be given. In Northern Italy, the electrification of the line from Grizzane to Bologna and Bologna to Trento is limited by the amount of track occupation which can be given to the construction gangs.

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Heavy rail traffic has prevented these occupations being sufficient during the month and consequently the work of repairing the contact line and erecting new wire has been greatly retarded and has extended the completion dates for these sections.

39. In Central and Southern Italy progress on the Rome - Naples re-electrification has been very slow, although an improvement has been made during the month. Men, transport and materials are being supplied from Northern Italy to carry out the large amount of work required on high tension lines and contact lines. Work in the Naples Area has been accelerated.

40. There is no doubt that the difficulty of communication which exists for executives and engineers of the I.S.R. in either telephoning or travelling between Northern and Southern Italy greatly handicaps their efforts for an efficient prosecution of their work.

41. The following is a summary of electric operating statistics for the five weeks period 1st July to 4th August for the section Orte - Falconara. During this period there were several power interruptions due to various causes, such as contact line damage from extraneous sources, power station shut-downs due to a faulty machine, but principally a shut down of Gange mobile substation from 16th to 21st July, when steam working was in use between Fabriano and Falconara.

Route Kilometres in service		202 kms.
No of substations in operation		3
Average number of electric locos in service		28.6
Total electric loco Kilometrage		161,611 Kms.
Average Km per loco per day		159 Kms.
Total gross Ton Km hauled. Freight	43,672,803	T.Kms.
" " " " " Passenger	13,972,800	T.Kms.
" " " " " T + P	57,645,603	T.Kms.
Gross Ton Km per loco per day	56,794	T.Kms.
Average Gross Ton per loco	357.3	
Total energy consumption	2,357,352	K.W.H.
Average Power	2,811	K.Ws.
Energy consumption per 100 ton Km.	4.09	KWHs.

42. Erection of 3000 V. D.C. Contact Line.:-

Section.	Length Kms.	Km erected in July.	Expected Completion.
Grizzana - Bologna	36	12	15 Sept '45.
Falconara - Ortiglia	70	20	30 Sept '45.

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Work in the Naples area has been described.

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Total energy consumption		2,357,352 K.W.H.
Average Power		2,811 K.Ws.
Energy consumption per 100 ton Km.		4.09 KWHs.

42. Erection of 3000 V. D.C. Contact Line.:-

Section.	Length Kms.	Km erected in July.	Expected Completion.
Grizzana - Bologna	36	12	15 Sept '45.
Bologna - Ostiglia	70	20	30 Sept '45.
Verona - Trento	92	25	30 Sept '45.
Rome - Villa Litterno	181	-	Dec.
Rome - Orte.	82	-	Nov.
S.Giovani - T.Annunziata	17	7	15 Sept '45.
Aversa - Villa Litterno	15	-	30 Sept '45.

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

Orte - Florence Line 90% complete.
Florence - Grizzana Line 100% complete.

Work proceeding on several H.T. lines in areas of Rome, Florence, Leghorn, Bologna and Verona.

The limitation of H.T. line repair work will soon be the availability of aluminium - steel conductor and we have been urging de-requisition of suitable factories for production in NorthernItaly.

44. Substations.

Guinzano. Nº 2 Conversion group 100% complete and in service.

Poligno. Nº 1 fixed Group in service.

Genoa. Nº 1 Conversion Group out of service due damaged transformer.
Nº 2 Conversion Group 95% complete.
Mobile N 42 in service.

Ostiglia. Nº 1 Conversion Group 98% complete, awaiting test.
Nº 2 Group 50% complete.

Trento. Nº 1 Conversion Group ready for test.
Nº 2 Group 60% complete.

45. Mobile Substations.

Four have been located along Brenner Line and Two along Udine - Tervise line and they are being moved to Verona and Bologna for inspection and preparation for service along the Grizzana - Trento section.

46. Electric Locomotives.

30 in service Orte - Falconara.
6 ready Florence for service Vernio - Grizzana.

47. Power Supply.

There was a six hour shut-down at Gellato Power Station on 6th July due to failure of hydraulic valve. The railway load was not switched over to the grid supply, as arranged, owing to a simultaneous difficulty of interconnecting the 120 K.V.systems. This interconnection was tested at a later date and the railway fed from N.Italy stations with Gellato disconnected.

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Nº 2 Conversion Group 95% complete.
Mobile N 42 in service.

Ostiglia. Nº 1 Conversion Group 98% complete, awaiting test.
Nº 2 Group 50% complete.

Trento. Nº 1 Conversion Group ready for test.
Nº 2 Group 60% complete.

45. Mobile Substations.

Four have been located along Brenner Line and Two along Udine - Tervise line and they are being moved to Verona and Bologna for inspection and preparation for service along the Grizzana - Trento section.

46. Electric Locomotives.

30 in service Orte - Falconara.
6 ready Florence for service Vernio - Grizzana.

47. Power Supply.

There was a six hour shut-down at Gallato Power Station on 6th July due to failure of hydraulic valve. The railway load was not switched over to the grid supply, as arranged, owing to a simultaneous difficulty of interconnecting the 120 K.V.systems. This interconnection was tested at a later date and the railway fed from N.Italy stations with Gallato disconnected.

48. Prato - Bologna (Line 65).

The Vernio - Grizzana section has been tested mechanically and a mobile substation located at Udine has been despatched to Grizzana, which when it has been connected to the H.T. line and made ready for service will be used to supply the power to the contact line of this section. A second mobile substation will be installed at Bologna later.

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49. Rome - Naples (Line 88).

Progress on this line has been slow owing to many reasons, but the situation is improving as better class firms from N.Italy are being employed on the work. The substations will probably be of the mobile type until the fixed substations are repaired.

50. Bologna - Trento.

Good progress has been made in erection of contact line on this section despite great inconvenience due to lack of track occupations owing to heavy traffic.

51. Bologna - Piacenza.

Repairs to substations and contact line poles etc. commenced.

VIII. RAILWAY OPERATING.

52. Throughout the month relations with the I.S.R. both on the ground and at Headquarters level have continued to be satisfactory. In the Bari Area there was a certain amount of unrest and strike action was threatened towards the end of the month but this was avoided by the Government interviewing the mens' representatives and promising immediate investigation of the grievances. Whilst the men are remaining at work pending the consideration of their demands for increased wages by the Cabinet, this dissatisfaction is undoubtedly having an adverse effect on the working of the area. Brief strikes have also taken place in the Trieste and Venice Areas but they have been of short duration and have not unduly interfered with the working of the railway. At headquarters level the policy of making the I.S.R. responsible for day to day operation of the railway is being actively pursued and is meeting with good response.

53. New P.O.M. method. With the opening up of new lines and also with the alteration in traffic flows consequent upon re-deployment of troops, concentration of stores in base depots etc it had become apparent that the old method of "P.O.M.-ing" by route capacity was no longer satisfactory as route capacity had ceased to be the limiting factor in over all rail lift. Accordingly following several meetings with Mov and other interested parties it was decided to P.O.M. on an average wagon availability figure which M.R.S. records indicated to be 3,500 cars per day including those required for troop moves in freight equipment, docks clearance and internal user. This system was brought into operation at the end of the month and appears to be producing satisfactory results.

54. East Italy.

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54. East Italy.

(a) Due to a temporary power shortagein the Bari Compartimento a considerable congestion of Southbound traffic arose at Termoli and Foggia towards the middle of the month. In spite of continued pressure the I.S.R. appeared to be unable to normalise the situation and accordingly orders were finally given for the suspension of certain civilian passenger trains, thus liberating extra power for freight work.

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This had a salutory effect and due to these engines and others transferred to the area by the I.S.R. augmenting the previous allocation, an immediate improvement was effected.

(b) Details of average daily trains operation etc. are given as Appendix 'F' hereto.

55. North-West Italy.

(a) The rehabilitation of lines, equipment and services in the North West Area has continued to make good progress throughout the month. It has been the policy in this area to give the I.S.R. a comparitively free hand provided that military commitments are satisfactorily covered, and this has produced very good results.

(b) During the month the following equipment has been released from shops and passed into traffic.

Electric Locomotives	86
Steam "	71
Passenger Coaches	524
" Vans	169
Misc Freight Stock	3190

(c) The outstanding operating feature has been the inauguration of the Medloc B services from Milan to Channel Ports which commenced to operate w.e.f. 23rd July. The concentration and repair of suitable equipment for these trains was a considerable task and could not have been carried through successfully without the whole hearted cooperation and interest of the I.S.R. organisation.

56. Central Italy.

(a) The standard of I.S.R. has shown a marked improvement following our refusal to permit the operation of any further passenger trains until an improvement in the handling of Military traffic was effected.

(b) On line 87 the month has produced a large number of electrical power failures totalling 347 hours, brought about principally by repairs being carried out on feeder lines and at power stations on the Grid system. However since the completion of these works a very satisfactory performance has been achieved.

(c) Traffic over Line 86 Central Ancona - Termoli has increased progressively since the opening of the Variano Tunnel on 30 June and by the end of the current month was averaging 7.5 trains per day Southbound and approx 5 trains per day North. On Line 86 North traffic has continued to be fairly heavy particularly in back

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(d) Statistics covering Daily Train Operating etc are attached as Appendix 'E' hereto.

57. North East Italy.

(a) The traffic offering in this area has in the main been handled without great difficulty. There have been during the month a number of one day strikes at both Venice and Trieste which have

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temporarily produced an adverse effect on the traffic working, but the backlogs created thereby have been cleared quickly after resumption of work.

(b) In Trieste, co-operation with the Jugo Slavs Railway Delegation continues to be satisfactory and a certain amount of "give and take" has been introduced over the question of wagon supply in that when the Jugo Slavs were temporarily short of high sidere a number were loaned from I.S.R. sources to avoid a hold up in docks clearance.

(c) From the Venice area loading has remained fairly heavy and this coupled with troop moves and other special business has produced a further increase in tonnage handled over the Treviso - Udine main line. There has also been a similar increase in the reverse direction.

(d) From Trieste docks A.M.G. traffic continues to pass to various destinations in the Udine province at a fairly steady rate. There has also been a fairly considerable volume of UNNRA traffic in the direction of Jugo Slavia in fact at one time 3 UNNRA ships were discharging simultaneously.

(e) A number of new facilities in the form of double line working, improved telephone communications etc. have been brought into operation during the month, but as there are several important facilities nearing completion it is thought better to give a complete picture of the situation in next month's report.

(f) Attached hereto as Appendix 'H' is statement giving particulars of average trains and tonnages handled daily for the various lines in this area.

58. Rail Mileage in Operation.

Attached as Appendix 'G' is statement showing the rail mileage in operation in Italy, Sicily and Sardinia.

IX. MECHANICAL.

59. Locomotive Repairs (Steam).

(a) Work is proceeding satisfactorily. 753 Shop Bn. having departed and left their machinery 'in situ' at NAPLES Smistamento, the I.S.R. have transferred a nucleus of workmen from PIETRARSA Shops to act as foremen and are actively engaged on building up an organisation to fill the gap left by 753 Bn.

(b) The maintenance of the U.S.A. locomotives by the ISR at NAPLES and ROME (San Lorenzo) leaves a lot to be desired and

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(b) The maintenance of the U.S.A. locomotives by the ISR at NAPLES and ROME (San Lorenzo) leaves a lot to be desired and an I.S.R. engineer is now being appointed specially to look after this aspect. The cylinders of the U.S.A. locomotives are very much of an austerity design and are decidedly weak. There are at present six cases of broken cylinders and as no provision was made by U.S. for spares, we are now making arrangements to cast (in steel if possible) at MILAN.

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(c) Repairs to additional locomotives in N.W. and N.E. Italy are proceeding apace. Production at FLORENCE is steadily increasing and both BOLOGNA & VERONA are now carrying out heavy repairs.

(d) The injectors, both live steam and exhaust, on the L.M.S. Stanier locomotives have been giving a great deal of trouble during the hot spell. These injectors have given nothing but trouble since the engines came overseas as will be remembered in both Persia and on the Egyptian State Railways. This is in strong contrast to the Nathen injectors on the 'Mikado' 2-8-2's.

(e) At FOLIGNO the straightening of the frame of the Stanier engine and Tender involved in the collision at Mondolfo on 16 Feb 45 was completed after much work and the locomotive is now back in service. The G.W.R. 0-6-0 locomotive which I mentioned in my January report as being a probable candidate for write off has now had the firebox completely removed and renovated by copper welding.

60. Locomotive Repairs (Diesel).(a) The captured German Diesel from North Africa has at last been put into service. It's repair was delayed by the necessity of specially manufacturing many spare parts.

(b) Of the Whitcomb Diesels only 21 are now under repair.

(c) We have been informed that 49 locomotives will definitely be bid for by A.C. for Italy and that the remaining 67 will be returned to U.S.A. All the 49 are 1200 class and as there are 56 1200 class in Mideast also I have told Tn.2 that the order for 500 cylinder heads on Davey Paxman should stand, also that for 1200 class bearings in order that these locomotives may render proper service wherever they may be. The order for 1300 class bearings I have suggested be cancelled.

(d) Reports on the 3 prototype heads and the reconditioned bearings were sent to you; both were satisfactory with minor reservations, though a still further improved head will result if cast steel ducts are incorporated as suggested by Davey Paxmans.

61. Locomotive Repairs (Electric). 3 locomotives received heavy repairs at FOLIGNO during the month. A large number have also been overhauled at MILAN. In addition 22 of these electric locomotives removed by the enemy to Germany are now on their way back from MUNICH to MILAN.

62. Power to cycle

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(d) Reports on the 3 prototype heads and the reconditioned bearings were sent to you; both were satisfactory with minor reservations, though a still further improved head will result if cast steel ducts are incorporated as suggested by Davey Paxmans.

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62. Power is ample.

63. Oilburning.

(a) Work is proceeding apace with the oil installations on the East Coast and those at BARI & ANCONA will shortly be completed. Whatever may be the situation as regards supply of oil fuel it is felt that these installations will give a considerably greater flexibility of operation.

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(b) A German 52 class Austerity Locomotive has been brought to FOLIGNO and is being converted to oilburning by 163 R.W.S. to act as a prototype should it at any future date be decided to embark on a conversion scheme in Austria.

64. Carriage and Wagon Repair.

(a) The principal occupation during the period under review was the preparation of stock for MEDLOC "B". In all, coaching stock for 13 trains was prepared, whilst 2 trains were provided by the Swiss Federal Railways. A large amount of work was necessary to put washing and lavatory facilities into reasonable order. All 15 buffet cars were got ready. All wooden seats are being fitted with loose cushions and sleeping accommodation for N.A.A.F.I. staff and an M.I. Room are being provided on each train. 50 box cars were thoroughly overhauled and repainted in a distinctive way for MEDLOC M.F.O. traffic.

(b) The situation as regards heater Vans for this service during the coming winter months is now being actively explored. Due to the probability of a requirement of Ambulance Trains for invalid P.O.Ws., etc, an inventory of all available ambulance stock in North Italy is being taken.

(c) 60 coaches without seats or windows were put into service in N.E. Italy for refugee service.

(d) With the completion of the MEDLOC stock proper, repairs to additional coaches available in the MILAN area are being pressed forward with all despatch to improve availability on the MEDLOC feeder services and also in order thatfurther civilian passenger trains may be put into service.

(e) Wagon repairs proceeded normally at all points. Wagon recovery was also carried on at the usual tempo.

65. Rehabilitation.

(a) Continued progress was made at ANCONA and PESCARA. the I.S.R. have carried out quite a fair amount of rehabilitation in RIMINI Shops and have installed a quantity of machinery there. They have also started on repairs to two locomotives there. The Romney Hut which serves as a running shed is satisfactory and a lathe and drilling machine have been installed in it. At BOLOGNA the shed is now working verywell indeed and big strides are being made in the shops. The Traverser can now be operated by hand and will be working normally shortly.

(b) The I.S.R. have made a great deal of progress at

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(b) The I.S.R. have made a great deal of progress at FLORENCE especially at Porto Prato where nearly all the rubble is now removed and repairs to and sleting of demaged roofing is now being engaged in.

(c) Considerable rehabilitation is now being carried out at MESTRE, UDINE and in the TRIESTE AREA.

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(i) At Foligno the Tube shop is now complete and is a great asset. The Ancona wheel lathe being repaired at Foligno is now ready for despatch.

66. Private Firms. Steady progress. Nothing new to report.

67. Stores. Lower demands caused previously critical items to ease. Timber however in N.Italy was still tight.

68. Mobile Workshops. No change.

69. Miscellaneous. The question of repairs to a further ferry-boat of the MESSINA - REGGIO di CALABRIA fleet is in hand.

X. TN STORES.

70. D.D.Tn.(Stores) proceeded to U.K. for release under Age/Service Scheme, 25 Jul 45. The appointment lapses.

71. The following Tn. Stores Depots ceased operation on 31 Jul '45 :-

326 T.S.D., Poggioreale, Naples.
329 T.S.D., Tiburtina, Rome.
332 T.S.D., Trieste, Belzoneto, Genoa.

It is hoped with lessening commitments and the steps taken to concentrate stocks at other depots, it will be possible to close down 334 T.S.D. Porto Marghera, Venice and 331 T.S.D. Colombrone, Leghorn for issue purposes w.e.f. 1 Sep. and 1 Oct 45 respectively. The latter depot will continue to hold stocks of permanent way metals against ultimate disposal instructions.

72. Tn Stores stocks will at 1 Oct 45 be largely concentrated at the following depots which will serve the areas shown :-

Depot.	Stores stocked.	Area served.
325 T.S.D., Modugno, Bari. (Includes sub depot 328 TSSD Naples holding track metals only).	General supplies, less No.1 Section.	South of line Rome - Pescara exclusive.
330 T.S.D., Falconara, Ancona.	General supplies, less bridging and cement.	North of line Rome - Pescara inclusive.
333 T.S.D., Castel Maggiore, Bologna.	Bridging and launching equipment. Timber and cement.	- do -

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69. Miscellaneous. The question of repatriation of the MESSINA - REGGIO di CALABRIA fleet is in hand.

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This concentration will facilitate work involved in reporting stocks when items are considered for disposal, and reduce personnel requirements.

73. To ensure that adequate liaison is maintained with Tn. units working in the N.E. area we are to establish from 1 Sep 45 a detachment of Tn stores personnel at the site of 334 T.S.D. Port Marghera, Venice, to liaise and assist Tn units and, in emergency,

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the I.S.R., Venice Compartiments in obtaining supplies. This detachment will also act as a non accounting agency for distribution of small quantities of stores required for use in the area.

74. With the establishment of The International Zone, Venezia Guilia under the control of Allied Military Government it has been necessary to appoint a Tn stores Liaison Officer to the staff of D.D.Tn. Trieste, to co-ordinate Rly. and Docks stores requirements for the zone. Details of his duties are shown at Appendix 'N'.

75. Convoys reaching Italian Ports during the month contained 8,302 tons of Tn Stores, details appear at Appendix 'O'.

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

Bari to Venice	54 tons.
Naples to Genoa	27 tons.

These shipments were effected before rail communications from the South were established and complete all forward coastwise movement by sea.

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

	Tons per day.
Tn Stores Southern Depots to 333 T.S.D. Bologna.	350
Tn Stores Leghorn & Bologna to Southern T.S.Ds.	95
Fuel Oil - Naples to Rome.	250
- Rome Northward.	20
- Ancona Northward.	60

The tonnage handled by T.S.D.'s during July was 15,000 tons less than that for the previous month. This reduction reflects the decrease in unit demands and the slackening of the rail movement necessary whilst effecting concentration of Tn stores.

78. Statistical information upon the following appears at Appendix 'P'.

(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.

79. Issues of W.D. bridging materials from T.S.Ds. were on a [illegible] during the month. Considerable quantities of

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79. Issues of W.D. bridging materials from T.S.Ds. were on a greatly reduced scale during the month. Considerable quantities of captured enemy steel joists and Roth Wagner bridging have been recovered and used by R.C.Es. Tn Stores statistics do not therefore represent the full consumption of all types of bridging materials for the month of July. Approximately 1000 tons of Roth Wagner bridging ex captured enemy dumps have been removed to construction sites during the month.

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80. The following locomotives were recieved during the month:-

	Type.	From.
4 - Locos, steam, 2-8-2	U.S.	M.E.

Full details of the position appear at Appendix 'Q'.

81. We have not yet heard of any decision by War Dept. Washington in connection with ultimate disposal of the American owned locomotives and rolling stock declared surplus to military requirements in Italy at 1 Sep 45, and recommended to be applied to meet A.C. Italy demands for civil end use. War Dept. Washington have reversed their original decision not to accept the return to American ownership of the 49 - 650 H.P. Diesel Electric Locomotives. War Dept., Washington cable W-30154, 11 July 45 to C.G. MTOUSA states that upon return to U.S. account these 49 locomotives are to be declared to U.S. Army Navy Liquidation Committee as surplus to U.S. requirements, when A.C. Italy may negotiate purchase partially to offset requirements for civil end use in Italy. The balance of 67 Diesel Electric Locos 650 H.P. of U.S. ownership are to be returned to U.S.A. under instructions contained in AGWAR signal WX-47027. date 10 Aug 45 to CONGENMED.

82. Prior to declering surpluses of British owned Locomotives and Rolling Stock in Italy we have requested A.C. Italy, A.C. Austria and U.N.R.R.A. Greece and Jugoslavia to finalise their locomotive and rolling stock requirements to enable British owned or Lend Lease surpluses in Italy and M.E. and bids for diversion to civil end use in Austria, Italy and the Balkans to be considered concurrently.

83. The overall coal position is satisfactory, although allocation of the full quantity (8,000 tons) asked for in BR. Zone, Austria in Aug. has not been made. 4500 tons have been allotted ex shipments through Trieste, the balance to be found by B.T.A. from local Austrian supplies of soft brown coal or from supplies received from the Ruhr. It is however expected that supplies from these sources will cover the deficiency in present allocations. Due to arrival of low volatile coal, in July, heavily in excess of our forecasts, it has been necessary again to revise the recommencement date for future deliveries to Italy. It is estimated that present stocks will enable us to defer resumption of delivery until April 46 provided user does not meantime increase.

84. The general P.O.L. situation, with the exception of fuel oil, is satisfactory. Issue of 60 days supply of Tn type railway lubricants to all compartimenti, except Verona, Venice and Trieste,

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ices ownership of the 49 - 650 H.P. Diesel
War Dept., Washington cable W-30154, 11 July 45 to C.C. MTOUSA
states that upon return to U.S. account these 49 locomotives are
to be declared to U.S. Army Navy Liquidation Committee as surplus
to U.S. requirements, when A.C. Italy may negotiate purchase
partially to offset requirements for civil end use in Italy. The
balance of 67 Diesel Electric Locos 650 H.P. of U.S. ownership are
to be returned to U.S.A. under instructions contained in ACWAR
signal WX-47027. date 10 Aug 45 to CONGENMED.

82. Prior to declering surpluses of British owned Locomotives and Rolling Stock in Italy we have requested A.C. Italy, A.C. Austria and U.N.R.R.A. Greece and Jugoslavia to finalise their locomotive and rolling stock requirements to enable British owned or Lend Lease surpluses in Italy and M.E. and bids for diversion to civil and use in Austria, Italy and the Balkans to be considered concurrently.

83. The overall coal position is satisfactory, although allocation of the full quantity (8,000 tons) asked for in BR. Zone, Austria in Aug. has not been made. 4500 tons have been allotted ex shipments through Trieste, the balance to be found by B.T.A. from local Austrian supplies of soft brown coal or from supplies received from the Ruhr. It is however expected that supplies from these sources will cover the deficiency in present allocations. Due to arrival of low volatile coal, in July, heavily in excess of our forecasts, it has been necessary again to revise the recommencement date for future deliveries to Italy. It is estimated that present stocks will enable us to defer resumption of delivery until April 46 provided user does not meantime increase.

84. The general P.O.L. situation, with the exception of fuel oil, is satisfactory. Issue of 60 days supply of Tn type railway lubricants to all compartimenti, except Verona, Venice and Trieste, has been completed. Future supplies for the Compartimenti concerned will originate through civil distribution channels. P.O.L. supplies for all road vehicles of the I.S.R. will in future be sponsored by Allied Commission. We have until recently needed to ensure supplies for road vehicles engaged in railway reconstruction. Fuel Oil allocated in Aug. is less at 140,000 barrels against 170,000 barrels forecast. Pet.Sec., A.F.H.Q. have agreed to reconsider this allocation in the event of shortage causing cuts in rail services

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but advise this will be at the expense of supplies being allocated to Italian industry.

85. Washington, in response to an enquiry by G-5 branch, A.F.H.Q. as to future potential supply of fuel oil for this theatre, have advised that after Sep.45 the position is precarious and have requested that no further conversion of locomotives to oil burning should be undertaken. Pending clarification of the future supply position, conversion of locomotives for use in BR. Zone, Austria is being limited to one 52 class loco for trial purposes. No further conversions are in hand for Italy.

86. A coal and oil statement is at Appendix 'R'.

87. A disposals programme for TN Stores of all services provision is being formulated to enable all concerned to be fully informed upon the work to be undertaken. Major items such as railway bridging and permanent way materials, mobile cranes and pile driving equipment are to be dealt with as first priority. The procedure with regards to disposal of TN Stores will, in brief, be as follows: -

(a) TN Stores of TN provision. By stated dates detailed stock checks of certain major items or groups of stores will be taken. Theatre reserves to cover potential military projects, maintenance requirements including emergencies etc. will be assessed and details of estimated theatre surpluses passed to A.C. Italy, A.C. Austria and U.N.R.R.A. A.F.H.Q. for them to bid for allocation of supplies required for civil end use. We shall then declare stocks, estimated military future requirements and surpluses and also provide details of any bids made by civil organisations for your consideration.

(b) Stores of other services provision will be reported to the service concerned for disposal instructions as and when they become surplus to our requirements. Initial surpluses are being assessed and returned to ORD. and R.E. on a basis of redundancy, over periods of 6 and 3 months, but in due course stocks will be examined in detail and adjusted to cover estimated future commitments for maintenance of the TN units remaining in the theatre plus an element to cover possible military liability under 'disease and unrest'.

(c) Port and Railway Workshop disposal projects are to be prepared to cover W.D. stores and equipment to be recommended for transfer in situ to Allied Commission

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(c) Port and Railway Workshop disposal projects are to be prepared to cover W.D. stores and equipment to be recommended for transfer in situ to Allied Commission as and when they assume responsibility for operation of ports and railway workshops.

(d) Theatre surpluses of M.W.T. Harbour Craft are to be assessed (i.e. surpluses in excess of estimated requirements of craft for port projects) and bids obtained from civil organisations before submitting to you.

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(e) Plant and equipment requisitioned from Italian sources is being disposed of in accordance with A.F.H.Q. arrangements. Normally the procedure results in return to the Italian Government.

(f) Surplus captured enemy material (peculiar to TN.) will be reported to Q.(AE) A.F.H.Q. who will in agreement with C.G. MTOUSA report final surpluses to L.M.A.B. for disposal.

88. Statement of retransfers of Transportation equipment of U.S. origin for the month is at Appendix 'S'.

XI. FINANCE.

89. Railway Finance.

(a) Costing of Railway Rehabilitation Works.

(i) A large increase in the flow of Field Completion reports is to be reported, 130 having been received during the month under review. New works to the number of 44 were authorised during this period. The estimated F.O.R.(UK) value of Allied War Department materials incorporated into works evaluated during the month amounted to Lire 99,487,252 and mechanical equipment costs Lire 11,346, 730, bringing the gross estimated cost of rail rehabilitation projects, so far costed, inclusive of a charge for military labour employed, up to no less a sum than 701 million lire.

(ii) Appearing as Appendix 'T' 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 for Italy.

(iii) At the request of the Financial Adviser an effort was made to assess charges for mechanical transport utilised in Railway Construction works. Taking a number of representative jobs it was found that the M.T. hours to man-hours worked averaged 15%. This percentage will now be applied retrospectively to all works at a suitable agreed rate and will be shown as a separate item in the Allied Commission Account against the Italian Government.

(b) Use of Milan City Tramways in connection with Medloc Service.

It has been agreed that Military warrents will be issued to cover the movement of personnel utilising the Milan City Tramways and the matter of re-imbursement of the Tramways has beentaken up and

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U.S. origin for the month is at Appendix 'S'.

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(b) Use of Milan City Tramways in connection with Medloc Service.

It has been agreed that Military warrants will be issued to cover the movement of personnel utilising the Milan City Tramways. The matter of re-imbursement of the Tramways has beentaken up and the Private Railway Division of the Ministry of Transport has been instructed to ensure that the warrants when submitted to the local official in charge of the Milan Private Railways Compartimento will be speedily passed forward to the Ministry of the Treasury for settlement.

(c) Accounting for Materials supplied to Private Railways.

As Private Railways Italy are financed under special arrangements through the Italian Ministry of Transport, it has been agreed that all Issue Vouchers for Rail materials supplied from Ta

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stocks should be counter signed by the Ministry. The Ministry will then make any final adjustment deemed necessary with the Private Railway concerned. This Service will record the value of imported W.D. materials for inclusion in the Allied Commission Account, whilst it will recover the Lire value of locally acquired materials purchased out of Army funds from the Ministry of Transport.

(d) Wagon Repairs - I.S.R. Contractors. Certain difficulties have arisen between the I.S.R. and Wagon Repair Contractors regarding the basis of settlement for work performed and the intervention of this Service has been necessary, to ensure amicable settlement and to avoid any interruption in the wagon repair programme.

(e) Labour Troubles. Railway Employees Bari Compartimento.

Railway employees in the Bari Compartimento threatened strike action to adjust their grievances on matters of pay. This Service intervened with the Ministry of Transport and the strike threat has been averted at least for the present. Arrangements were however made to bring in troops for essential military cargoes should this have been necessary.

90. Local Purchase.

The tendency still maintains for the value of bills passed to the I.S.R. to rise and during the month accounts valued at Lire 26,120,938 were disposed of for direct settlement. All materials procured were obtained by British and American units for the reconstruction and operation of the Italian State Railways. The principle items purchased were as follows :-

Commodity.	Quantity.	Value) Lire.
Cement	5,112½ tons	20,781,335
Steel superstructure for Timber Transporters.		318,340
Bricks	344,452	919,956
Sand and Gravel		24,280
Timber for Railway Construction		162,000
Coal for Railway Operating Purposes		136,275
Maintenance and Repairs of Locos and Rolling Stock		3,817,609

91. Docks Finance.

It has been agreed in principle by the Director General, Italian Mercantile Marine, to take over payment of quay labour at military and semi-military ports. Consideration is also being given

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vention if this Service has been necessary, to ensure amicable settlement and to avoid any interruption in the wagon repair programme.

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Sand and Gravel		24,280
Timber for Railway Construction		162,000
Coal for Railway Operating Purposes		136,275
Maintenance and Repairs of Locos and Rolling Stock		3,817,609

91. Docks Finance.

It has been agreed in principle by the Director General, Italian Mercantile Marine, to take over payment of quay labour at military and semi-military ports. Consideration is also being given by him to the assumption of responsibility for payment of all classes of labour at the ports, except that of inboard labour controlled by Ministry of War Transport. The position is however being closely watched for labour reactionsin respect of claims made by the men's unions for a standardised rate of pay for all ports, based on the assumption that the position in the ports can normally only average 12 days work per man per month, and that pay must be sufficientto cover cost of living irrespective of whether the full number of days in the month have or have not been worked.

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92. Recoveries on In Account.

During the month further debits were prepared against the E.F.I. for Port Handling charges and the present position with regard to cash recoveries from the Italian State Railways and non-military bodies etc., is as follows :-

	Billed.	Recovered.	o/s as at 31/7/45.
	Lire.	Lire.	Lire.
E.F.I. (Rail).	13,360,625.00		13,360,625.00
" (Port).	4,793,430.00		4,793,430.00
Italian State Railways.			
Bricks.	3,587,200.00	3,513,200.00	74,000.00
Wages.	212,376.00	212,376.00	-
Lignite.	505,745.80	483,117.80	22,628.00
Contractors.	357,096.20	352,096.20	5,000.00
Totals.	22,816,473.00	4,560,790.00	18,255,683.00

93. Statistics.

Railway (Passenger and Freight) Statistics for all British Operated Areas in Italy are shown as Appendix 'U'.

94. Trieste. During the month visits were made to Trieste by D.In and A.D.In.(P) to examine financial and other implications in the administration of railways and the port of Trieste, in the Allied occupied Zone of Venezia Guilia. The railway position is complicated in that the former Italian State Railway Trieste Compartimento (Division) extended both sides of the disputed territory now administered by the Allied Military Government. Arrangements are now in hand for the partition of that portion of the Compartimento in Italy proper, and for seperateadministration of the railway in Zone A (A.M.G.) and in Zone B (Jugoslav occupied territory). Accounting difficulties involved in the seperation are at present under consideration, these include questions of power supplied from Italy for electric traction, workshops in Trieste for the requirements of loco and wagon repairs etc., utilised for both Zones A & B.

95. NORTH AFRICA.

(a) The three Ransome Rapier Cranes at Algiers, for

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E.F.I. (Rail).	13,360,625.00		13,360,625.00
" (Post).	4,793,430.00		4,793,430.00
Italian State Railways.			
Bricks.	3,587,200.00	3,513,200.00	74,000.00
Wages.	212,376.00	212,376.00	-
Lignite.	505,745.80	483,117.80	22,628.00
Contractors.	357,096.20	352,096.20	5,000.00
Totals.	22,816,473.00	4,560,790.00	18,255,683.00

93. Statistics.

Railway (Passenger and Freight) Statistics for all British Operated Areas in Italy are shown as Appendix 'U'.

94. Trieste. During the month visits were made to Trieste by D.Tn and A.D.Tn.(F) to examine financial and other implications in the administration of railways and the port of Trieste, in the Allied occupied Zone of Venezia Giulia. The railway position is complicated in that the former Italian State Railway Trieste Compartimento (Division) extended both sides of the disputed territory now administered by the Allied Military Government. Arrangements are now in hand for the partition of that portion of the Compartimento in Italy proper, and for seperateadministration of the railway in Zone A (A.M.G.) and in Zone B (Jugoslav occupied territory). Accounting difficulties involved in the separation are at present under consideration, these include questions of power supplied from Italy for electric traction, workshops in Trieste for the requirements of loco and wagon repairs etc., utilised for both Zones A & B.

95. NORTH AFRICA.

(a) The three Ransome Rapier Cranes at Algiers, for which authority has already been accorded for the transfer to the French are still required for use by 60 E.U. for the handling of R.A.F. cargoes and cannot yet be released. A.D. Disposals, B.T.N.A. R.A.F. has been asked to keep in contact with Rear Headquarters, R.A.F. (Movements) M.E.D.M.E. Algiers and advise this Headquarters date of availability for transfer.

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(b) A claim has been preferred by Syndicat des Entreprises de Manuention Maritimes du Port d'Alger for cargo handling gear and equipment utilised and expended by the British Military and Naval Authorities during the period of occupation of the Port of Algiers. The French consider that this claim amounting to francs 937,565 should be offset against the amount billed by the War Department for cargo handling gear supplied to the Port Authorities. Claims and Hirings B.T.N.A. have been advised that whilst it is admitted that the equipment stated represents probable usage by the British Forces, it was utilised in the common prosecution of the War and is therefore to be considered a proper charge against the French Mutual Aid account. On the other hand the transfer of Port handling gear to the French is for civil and use [illegible] and should therefore be considered on a repayment basis according to the authority given in War Office Cable 69140 Tn.2 dated 13 August 1944.

(c) War Office Cable 57852 Tn.2 of 6 July 1945 authorised disposal of cargo handling gear to French at Bone and a debit note has been rendered by this Headquarters to Ponts et Chaussees, Bone for the value of the Tn. gear and cranes handed over, valued at 1,041,971 francs after allowance for depreciation but inclusive of Insurance, freight and departmental charges.

(d) Claims and Hirings, North Africa have submitted a detailed cost statement of W.D Permanent Way materials which have been lifted to date by the Chemins de Fer Algeriens. This statement concerns 20 Sidings, leaving the balance of materials contained in six works on C.F.A. property still to be removed. The quantities removed total 19,582 metres of track and 71 Turnouts representing a total repayment value, after allowances for lifting, of Francs 13,031,758.55 from which a credit of Francs 253,506.10 has been allowed for rails taken from C.F.A. Stocks by the Royal Navy at Djidelli. These figures have been accepted by and agreed with North African Railway Authorities.

(e) The following is the position with regard to recoveries for services provided and supplies made to Non-Military Bodies and Civil organisations in North Africa as at July 31st 1945. Freight and Passenger Rail charges are now only being recovered on E.F.I. traffic, whilst the outstandings shown against Civilian organisations represent the debits raised against the Port Authorities at Algiers and Bone for Cargo handling gear and cranes handed over.

	Billed.	Recovered.	o/s as at 31 July '45
	Francs.	Francs.	Francs.
			397,21

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the French Mutual Aid accounts. [illegible] and Port Handling gear to the French is for civil and use [illegible] should therefore be considered on a repayment basis according to the authority given in War Office Cable 69140 Th.2 dated 13 August 1944.

(c) War Office Cable 57352 Th.2 of 6 July 1945 authorised disposal of cargo handling gear to French at Bone and a debit note has been rendered by this Headquarters to Ponts et Chaussees, Bone for the value of the Th. gear and cranes handed over, valued at 1,041,971 francs after allowance for depreciation but inclusive of Insurance, freight and departmental charges.

(d) Claims and Hirings, North Africa have submitted a detailed cost statement of W.D Permanent Way materials which have been lifted to date by the Chemins de Fer Algeriens. This statement concerns 20 Sidings, leaving the balance of materials contained in six works on C.F.A. property still to be removed. The quantities removed total 19,582 metres of track and 71 Turnouts representing a total repayment value, after allowances for lifting, of francs 13,031,758.55 from which a credit of Francs 253,506.10 has been allowed for rails taken from C.F.A. Stocks by the Royal Navy at Djidelli. These figures have been accepted by and agreed with North African Railway Authorities.

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	Billed.	Recovered.	o/s as at 31 July '45
	Francs.	Francs.	Francs.
E.F.I.	17,187,938	16,790,728	397,21
Other Philanthropic Societies.	177,254	177,254	Nil.
Civilian.	2,810,205	354,323	2,455,882
	20,175,397	17,322,305	2,853,092

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96. GREECE.

(a) The Greek Government issued a Ministerial Decision No.8859 on 23 May 45 which was published in the Government Gazette on 26 June 45 authorising an increase in the rates payable for Quay Labour and Stevedoring from 3 times to 5 times those in operation in 1940. The effective date for this increase was given as 15 May 45. The Financial Adviser was notified of this and agreed that new rates should be negotiated but that the Agricultural Bank should not be re-imbursed from British Funds for amounts paid by them in excess of the new agreed rates.

(b) The existing Quay handling rates at the Ports of Khios, Patras, Iraklion, Volos and Salonika were increased accordingly, the increase dating retrospectively to the 15th May 45. No rates were fixed at Prevaza owing to the difficulty in establishing the 1940 rate. Every effort was however being made to bring about an agreed rate at this Port.

(c) The Greek Ministry of Finance stated that the Government Decision excluded Piraeus and consequently it was not possible to agree any rates at this port. It is thought however that the M.D. will be asked to re-imburse the amounts paid out for the loading and discharge of its cargoes.

(d) In June the Financial Adviser ruled that the M.D. would discontinue to pay the quay handling charges on Greek Armed Forces Cargo (including National Guard and Gendarmerie). During this month however it became apparent that the Greek Government had made no arrangements to pay for the handling of this cargo and owing to labour troubles at the ports it was ruled by the D.A. & Q.M.G., Land Forces Greece that payment from British Funds should be resumed.

(e) The rate of 5/- per ton which has been suggested as a comprehensive charge to cover all port handling services for Non-military Bodies in Greek Ports is still under consideration by Financial Adviser.

C.H.Barnett

(C.H.BARNETT).
Colonel.
for Brigadier.
Director of Transportation.

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(b) The existing Quay handling rates at the Ports of Khios, Patras, Iraklion, Volos and Salonika were increased accordingly, the increase dating retrospectively to the 15th May 45. No rates were fixed at Preveza owing to the difficulty in establishing the 1940 rate. Every effort was however being made to bring about an agreed rate at this Port.

(c) The Greek Ministry of Finance stated that the Government Decision excluded Piraeus and consequently it was not possible to agree any rates at this port. It is thought however that the W.D. will be asked to re-imburse the amounts paid out for the loading and discharge of its cargoes.

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Appendix A.
Part 1, Sheet 1.

LOCATION STATEMENT.
TN. UNITS.C.M.F.
31 July 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.	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.	Det. Taranto.
1006 Docks Operating Coy.R.E.	Taranto.	
1007 Port Operating Coy. R.E.	Bari.	
1014 Port Operating Coy. R.E.	Bari.	
1017 Port Operating Coy. R.E.	Bari.	
1030 Port Operating Coy. R.E.	Taranto.	Det. Barletta.
1031 Port Operating Coy. R.E.	Bari.	
1041 Port Operating Coy. R.E.	Bari.	
1019 Port Maintenance Coy..R.E.	Bari.	Det.Brindisi,Taranto.
4 Docks Workshop Section, R.E.	Bari.	
1061 Italian Docks Operating Coy.	Taranto.	
1062 Italian Port Maint. Section.	Bari.	
1063 Italian Docks Operating Coy.	Brindisi.	
921 Italian Docks Operating Coy.	Brindisi.	
922 Italian Docks Operating Coy.	Bari.	
923 Italian Docks Operating Coy.	Taranto.	
1 Italian IWT (Port) Op. Coy.	Bari.	
Attached No.5 Port Operating Group, R.E.		
1222/3 Shipworking Sections, R.E.	Bari.	
1224/5 Shipworking 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.	
1021 Port Operating Coy. R.E.	Genoa.	

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1027	Port Operating [illegible]	Venice.	Det. Trieste.
1037	Port Maintenance Coy.R.E.	Bari.	Det.Taranto, Brindisi.

H.Q.,No.5 Port Operating Group,R.E.

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.	Det. Taranto.
1006	Docks Operating Coy.R.E.	Taranto.	
1007	Port Operating Coy. R.E.	Bari.	
1014	Port Operating Coy. R.E.	Bari.	
1017	Port Operating Coy. R.E.	Bari.	
1030	Port Operating Coy. R.E.	Taranto.	Det. Barletta.
1031	Port Operating Coy. R.E.	Bari.	
1041	Port Operating Coy. R.E.	Bari.	
1019	Port Maintenance Coy..R.E.	Bari.	Det.Brindisi,Taranto.
4	Docks Workshop Section, R.E.	Bari.	
1061	Italian Docks Operating Coy.	Taranto.	
1062	Italian Port Maint. Section.	Bari.	
1063	Italian Docks Operating Coy.	Brindisi.	
921	Italian Docks Operating Coy.	Brindisi.	
922	Italian Docks Operating Coy.	Bari.	
923	Italian Docks Operating Coy.	Taranto.	
1	Italian IWT (Port) Op. Coy.	Bari.	

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

1222/3	Shipworking Sections, R.E.	Bari.	
1224/5	Shipworking 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.	
1021	Port Operating Coy. R.E.	Genoa.	
1023	Port Operating Coy. R.E.	Ancona.	
3	Docks Operating Coy. S.A.E.C.	Genoa.	
924	Italian Docks Operating Coy.	Ancona.	
1060	Italian Port Maint Section.	Ancona.	
10	IWT Floating Crane Section,R.E.	Ancona.	

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

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

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Appendix A.
Ref 31, Sheet 2.

LOCATION STATEMENT.
TN. UNITS, C.M.F.
31 July 1945.

Unit.	Location.	Remarks.
H.Q.,No.6 I.W.T. Group, R.E.	Venice.	Det. Genoa.
945 I.W.T. (Port) Operating Coy.R.E.	Venice.	Det. Bari.
947 I.W.T. (Port) Operating Coy.R.E.	Genoa.	Dets.Ancona,Taranto, Brindisi, Leghorn.
1065 I.W.T. Workshop Coy.R.E.	Venice	Det. Ancona.
208 'Z' Craft Operating Coy.R.E.	Genoa.	Det. Bari.
1206 'Z' Craft Operating Coy.R.E.	Venice.	Det. Greece.
2 Italian I.W.T.(Port) Op.Coy.	Venice.	
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.	Det. Gorizia.
150 Railway Construction Coy.R.E.	Pontebba.	
161 Railway Construction Coy.R.E.	Moggio.	
1 Railway Bridging Section,R.E.	Civita Castellana.	
29 Railway Survey Coy.R.E. 2 Sec.	Udine.	
H.Q.,1212 Railway Con.& Maint Gp.RE.	Milan.	
159 Railway Construction Coy.R.E.	Susa.	
160 Railway Construction Coy.R.E.	Diano Marina.	
2 Railway Bridging Section,R.E.	Fiorenzuola.	
29 Railway Survey Coy.R.E. H.Q.	Parma.	
No.1 Section.	Bologna.	
No.3 Section.	Vicheffio.	
H.Q.,Railway Construction Engrs ;SAEC.	Sacile.	Det. Turin, Mestre.
38 Railway Construction Coy.SAEC.	Conegliano.	
39 Railway Construction Coy.SAEC.	Casarsa.	
40 Railway Construction Coy.SAEC.	Noventa.	
Dets Railway & Harbour Comp.Cp.Coy.SAEC;	Bardonecchia, Cedroipo.	
61 Tunnelling Coy. S.A.E.C.	Bardonecchia.	
62 Tunnelling Coy.S.A.E.C.	Cedroipo.	
187 Mechanical Equipment(Tn) Coy.R.E.	Iseo.	
45 Mechanical Equipment(Tn) Pln.R.E.	Iseo.	
46 Mechanical Equipment(Tn) Pln.R.E.	Pagagna.	
89 Mechanical Equipment(Tn) Pln.R.E.	Bologna.	
H.Q.,No.4 Indian Rly C.&M. Group, .E.	Bologna.	
120 Railway Construction Coy. I.E.	Bologna.	
[illegible] Railway Construction Coy. I.E.	Ancona.	Det Falconara, Fano.

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208 'Z' Craft Operating Coy.I.E.	Genoa.	Det. Bari.
1206 'Z' Craft Operating Coy.R.E.	Venice.	Det. Greece.
2 Italian I.W.T.(Port) Op.Coy.	Venice.	
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.	Paparіano.	Det. Gorizia.
150 Railway Construction Coy.R.E.	Pontebba.	
161 Railway Construction Coy.R.E.	Moggio.	
1 Railway Bridging Section,R.E.	Civita Castellana.	
29 Railway Survey Coy.R.E. 2 Sec.	Udine.	

H.Q.,1212 Railway Con.& Maint Gp.RE. — Milan.

159 Railway Construction Coy.R.E.	Susa.	
160 Railway Construction Coy.R.E.	Diano Marina.	
2 Railway Bridging Section,R.E.	Fiorenzuola.	
29 Railway Survey Coy.R.E. H.Q.	Parma.	
No.1 Section.	Bologna.	
No.3 Section.	Vicheffio.	

H.Q.,Railway Construction Engrs:SAEC. — Sacile. Det. Turin, Mestre.

38 Railway Construction Coy.SAEC.	Conegliano.	
39 Railway Construction Coy.SAEC.	Casarsa.	
40 Railway Construction Coy.SAEC.	Noventa.	
Dets Railway & Harbour Comp.Op.Coy.SAEC;	Bardonecchia, Codroipo.	
61 Tunnelling Coy. S.A.E.C.	Bardonecchia.	
62 Tunnelling Coy.S.A.E.C.	Codroipo.	

187 Mechanical Equipment(Tn) Coy.R.E. — Iseo.

45 Mechanical Equipment(Tn) Pln.R.E.	Iseo.	
46 Mechanical Equipment(Tn) Pln.R.E.	Faggagna.	
89 Mechanical Equipment(Tn) Pln.R.E.	Bologna.	

H.Q.,No.4 Indian.Rly C.&M. Group, .E. — Bologna.

120 Railway Construction Coy. I.E.	Bologna.	
122 Railway Maintenance Coy., I.E.	Ancona.	Det Falconara, Fano Cortona Foligr
136 Railway Maintenance Coy., I.E.	Bologna.	

40 (R&H) Railway Telegraph Coy.SACS. — Codroipo. Det. Verona.

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Appendix A.
Part 1, Sheet 3.

LOCATION STATEMENT.
TN. UNITS. C.M.F.
31 July 1945.

Unit.	Location.	Remarks.
H.Q.,N°.2 Railway Telegraph Coy.R.Sigs.	Udine.	
102 Construction Section(Rly), R.Sigs.	Fano.	
103 Construction Section(Rly), R.Sigs.	Udine.	Det. Forli.
72 Railway Tele.Operating Sec.R.Sigs.	Udine.	Det.Trieste.
H.Q.,N°.3 Railway Telegraph Coy.R.Sigs.	Milan.	
104 Construction Section(Rly),R.Sigs.	Bologna.	Det. Leghorn.
76 Rly Telegraph Cy. Sec. R.Sigs.	Rome.	Det. Bologna, Venice, Milan.
D.D.Tn(Railways).	Venice.	
H.Q.,N°.1 Railway Operating Group, R.E.	Falconera.	
189 Railway Operating Coy. R.E.	Rimini.	Det. Bologna.
192 Railway Operating Coy. R.E.	Palombina Nuovo.	Det. Senigalli
5 Railway Mobile Workshop, R.E.	Rimini.	
13 Railway Mobile Workshop, R.E.	Ancona.	
H.Q.,N°.2 Railway Operating Group, R.E.	Trieste.	
154 Railway Operating Coy. R.E.	Villach.	Det. St.Veit, Klagenfurt.
190 Railway Operating Coy. R.E.	Venice.	
H.Q.(R & H) Comp. Operating Coy.SAEC.	Genoa.	Det.Milan,Turin.
Workshops.		
2 Railway Mobile Workshop, R.E.	Bari.	
163 Railway Workshops Coy. R.E.	Bologna,	Det;Ancona, Foggia,Foligno, Pescara.
H.Q.,N°.3 Transportation Stores Coy.R.E.	Rome.	
325 Tn.S.D. - 922 Tn.Stores Coy.R.E.	Modugno, Nr. Bari.	
328 Tn.S.S.D.- 922 Tn.Stores Coy.R.E.	Casalnuovo.	
330 Tn.S.D. - 196 Tn.Stores Coy.R.E.	Falconara.	
331 Tn.S.D. - 24 Tn.Stores Coy.R.E.	Leghorn.	
333 Tn.S.D. - 156 Tn.Stores Coy.R.E.	Bologna.	
- 1069 Tn.Stores Coy.R.E.	Bologna.	

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102 Construction Section(Rly), R.Sigs.	Fano.	
103 Construction Section(Rly), R.Sigs.	Udine.	Det. Forli.
72 Railway Tele.Operating Sec.R.Sigs.	Udine.	Det.Trieste.
H.Q.,N°.3 Railway Telegraph Coy.R.Sigs.	Milan.	
104 Construction Section(Rly),R.Sigs.	Bologna.	Det. Leghorn.
76 Rly Telegraph Op. Sec. R.Sigs.	Rome.	Det. Bologna, Venice, Milan.
D.D.Tn(Railways).	Venice.	
H.Q.,N°.1 Railway Operating Group, R.E.	Falconara.	
189 Railway Operating Coy. R.E.	Rimini.	Det. Bologna.
192 Railway Operating Coy. R.E.	Palombina Nuovo.	Det. Senigalli
5 Railway Mobile Workshop, R.E.	Rimini.	
13 Railway Mobile Workshop, R.E.	Ancona.	
H.Q.,N°.2 Railway Operating Group, R.E.	Trieste.	
154 Railway Operating Coy. R.E.	Villach.	Det. St.Veit, Klagenfurt.
190 Railway Operating Coy. R.E.	Venice.	
H.Q.(R & H) Comp. Operating Coy.SAEC.	Genoa.	Det.Milan,Turin.
Workshops.		
2 Railway Mobile Workshop, R.E.	Bari.	
163 Railway Workshops Coy. R.E.	Bologna,	Det;Ancona, Foggia,Foligno, Pescara.
H.Q.,N°.3 Transportation Stores Coy.R.E.	Rome.	
325 Tn.S.D. - 922 Tn.Stores Coy.R.E.	Modugno, Nr. Bari.	
328 Tn.S.S.D.- 922 Tn.Stores Coy.R.E.	Casalnuovo.	
330 Tn.S.D. - 196 Tn.Stores Coy.R.E.	Falconara.	
331 Tn.S.D. - 24 Tn.Stores Coy.R.E.	Leghorn.	
333 Tn.S.D. - 156 Tn.Stores Coy.R.E.	Bologna.	
- 1069 Tn.Stores Coy.R.E.	Bologna.	
334 Tn.S.D. - 156 Tn.Stores Coy.R.E.	Mestre, Nr. Venice.	
18 Tn.Stores Port Section,R.E.	Naples.	Det.Leghorn, Genoa.
19 Tn.Stores Port Section,R.E.	Ancona.	Det.Bari, Venice.

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APPENDIX 'A'.

Part 2, Sheet 1.

Moves ~~of Tn.~~ Units during July 1945.

Unit.	Strength.	Vehicles.	From.	To.	Date.
1 Rly Bridging Sec RE.	25	10	Gemona	Civita Castellana.	4
1 Ital Rly Engr Coy.	150	1	Bologna	Civita Castellana.	6
61 Tunnelling Coy, SAEC	192	35	Sacile	Bardonecchia.	8
HQ 922 Tn Stores Coy, RE	73	5	Rome	Bari.	14
Det 1 (Ital) I.W.T. Port Op Coy.	52	-	Bari	Venice.	19
1031 Port Op Coy, RE	336	6	Ancona	Bari.	20
1030 Port Op Coy, RE less det.	306	7	Ancona	Taranto.	24
Det 1030 Port Op Coy, RE	51	-	Ancona	Barletta.	24
2 Docks Op Coy, SAEC	155	20	Bari	Brindisi.	25
187 Mech Eqpt (Tn) Coy, R.E.	95	38	Bologna	Iseo.	26
45 Mech Eqpt (Tn) Pln, R.E.	67	8	Bologna	Iseo.	26
Det 947 I.W.T.(Port) Op Coy, R.E.	32	-	Genoa	Venice.	30

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ADMINISTRATION.

1. Amendment of Establishments, Formation and Disbandment of Units.

(a) Amendment of Establishments.

A Tn Stores Coy., R.E. (WE IV/20/3).

War Office approval received for amendments to M.T. Scale w.e.f. 9 July 45.

A Tn Stores Port Section, R.E. (WE CM/386/1).

Amendment of WE approved for increase in scale of M.T.

(b) Formation of Units.

1061 Italian Docks Op Coy
1063 Italian Docks Op Coy

Units formed w.e.f. 1 July 1945 on WE CM/85?/1 from Italian personnel ex 1061 and 1063 Co-operator Docks Op Coys.

(c) Disbandment of Units.

NIL.

2. Changes in Officer Personnel.

(a) Tn. Organisation and Administration.

Col.	J.F.M.	Leese	Tn (Br) Sec AFHQ	Relinquishes appointment of DDTn and SOS on posting to UK for new appointment w.e.f. 10 July '45.
Capt.	B.F.	Auger	Tn (Br) Sec AFHQ	Relinquishes appointment as S/Capt (Tn) and is posted to HQ 2 Rly Op Gp w.e.f.

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War Office approval received for amendments to M.T. Scale w.e.f. 9 July 45.

A Tn Stores Port Section, R.E. (WE CM/386/1).

Amendment of WE approved for increase in scale of M.T.

(b) Formation of Units.

1061 Italian Docks Op Coy
1063 Italian Docks Op Coy

Units formed w.e.f. 1 July 1945 on WE CM/857/1 from Italian personnel ex 1061 and 1063 Co-operator Docks Op Coys.

(c) Disbandment of Units.

NIL.

2. Changes in Officer Personnel.

(a) Tn. Organisation and Administration.

Col.	J.F.M.	Lesse	Tn (Br) Sec AFHQ	Relinquishes appointment of DDTn and SOS on posting to UK for new appointment w.e.f. 10 July '45.
Capt.	B.F.	Auger	Tn (Br) Sec AFHQ	Relinquishes appointment as S/Capt (Tn) and is posted to HQ 2 Rly Op Gp w.e.f. 9 July '45.
Col.	C.H.	Bernett	B.M.M. Hungary.	Appointed DDTN, Tn(Br Sec. A.F.H.Q. w.e.f. 10 July 45.
Major	J.E.	Rich	Log Plans A.F.H.Q.	Appointed DADTn, Tn(B Sec A.F.H.Q. w.e.f. 10 July 45.
Capt.	J.B.	Blake	Tn (Br) Sec A.F.H.Q.	SOS on posting to X2 List w.e.f. 16 Apr 45

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APPENDIX 'B'
Sheet 2.

(a) Org. & Admin. (Cont'd).

Lieut.	D.A.	James (Green Howards).	Tn (Br) Sec AFHQ	Promoted A/Capt w.e.f. 29 June 45.
Capt.	E.R.A.	Allman	Tn.Inc. Balkans.	Posted to Tn(Br) Sec A.F.H.Q. w.e.f. 17 Jul '45.
Lieut.	K.	Matheson	X4 List att'd 189 Rly OP Coy.	Appointed S/Capt (Tn) Tn (Br) Sec, AFHQ w.e.f. 11 Jul 45.
Capt.	P.	Pickering	Tn (Br) Sec AFHQ	SOS on posting to X8A list (Release) w.e.f. 11 July 45.
Col.	R.E.	Coward	Tn (Br) Sec AFHQ	SOS on posting to X8a list (Release) w.e.f. 29 Jul 45.
Capt.	E.	Mitford	Tn (Br) Sec AFHQ	SOS on posting to X8a list (Release) w.e.f. 11 Jul 45. (Deceased 28 Jul 45 en route to U.K.)

(b) Railway Operating.

Major	C.F.	Atkinson	189 Rly Op Coy	SOS on posting to X8a List (Release) w.e.f. 10 Jul 45.
Capt.	F.N.	Ward	HQ 2 Rly Op Gp.	Posted to 189 Rly Op Coy and granted A/Rank of Major w.e.f. 10 Jul 45.
Lieut.	L.E.	Castle.	189 Rly Op Coy	SOS on posting to X8(a) list (Release) w.e.f. 10 Jul 45.
Capt.	J.A.	McEvoy	154 Rly Op Coy	Posted to 190 Rly Op Coy and granted A/Rank of Major w.e.f. 21 Jul 45.
Lieut.	C.M.	Sykes	154 Rly Op Coy	Granted A/Rank of Capt. w.e.f. 21 Jul 45.
Major	T.P.	Oldershaw	190 Rly Op Coy	SOS on posting to X8(a) list (Release) w.e.f.

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			att'd 189 Rly OP Coy.	In (Br) Sec, AFHQ w.e.f. 11 Jul 45.
Capt.	P.	Pickering	In (Br) Sec AFHQ	SOS on posting to X8A list (Release) w.e.f. 11 July 45.
Col.	R.E.	Coward	In (Br) Sec AFHQ	SOS on posting to X8a list (Release) w.e.f. 29 Jul 45.
Capt.	E.	Mitford	In (Br) Sec AFHQ	SOS on posting to X8a list (Release) w.e.f. 11 Jul 45.(Deceased 28 Jul 45 en route to U.K.)

(b) Railway Operating.

Major	C.F.	Atkinson	189 Rly Op Coy	SOS on posting to X8a List (Release) w.e.f. 10 Jul 45.
Capt.	F.N.	Ward	HQ 2 Rly Op Gp.	Posted to 189 Rly Op Coy and granted A/Rank of Major w.e.f. 10 Jul 45.
Lieut.	L.E.	Castle.	189 Rly Op Coy	SOS on posting to X8(a) list (Release) w.e.f. 10 Jul 45.
Capt.	J.A.	McEvoy	154 Rly Op Coy	Posted to 190 Rly Op Coy and granted A/Rank of Major w.e.f. 21 Jul 45.
Lieut.	C.M.	Sykes	154 Rly Op Coy	Granted A/Rank of Capt. w.e.f. 21 Jul 45.
Major	T.P.	Olorenshaw	190 Rly Op Coy	SOS on posting to X8(a) list (Release) w.e.f. 21 Jul 45.

(c) Railway Construction.

Capt.	D.	Grewer.	2 Rly Br Sec	SOS on posting to X8(a) List (Release) w.e.f. 9 Jul 45.
Capt.	J.R.	Hammond	1 Rly Br Sec	Posted to 160 Rly Constr Coy and granted A/Rank of Major w.e.f. 25 Jul 45.

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(c) Rly Constr (Cont'd).

Lieut.	T.D.	Wilson	1 Rly Br Sec	Granted A/Rank of Capt w.e.f. 25 Jul 45.
Major	O.S.A.	Jones	160 Rly Constr Coy	SOS on posting to X8(a) list (Relesse) w.e.f. 25 Jul 45.
Major	J.A.	Patterson	HQ 1 R.C.& M Gp.	Posted to HQ 1212 R.C.& M Gp and granted A/Rank of Lt.Col. w.e.f. 21 Jul 45.
Lt.Col.	A.H.	Cantrell	HQ 1212 R. C.& M. Gp.	SOS on posting to X8(a) list (Relesse) w.e.f. 21 Jul 45.
Major	F.E.	Oldfitch	150 Rly Constr Coy	Posted to HQ 1 R.C.& M Gp w.e.f. 21 Jul 45.
Capt	A.E.H.	Parsons	HQ 1 Rly C & M Gp.	Posted to 150 Rly Constr Coy and granted A/Rank of Major w.e.f. 21 Jul 45
Capt	J.	McNab	150 Rly Constr Coy	Posted to HQ 1 Rly C & M Gp w.e.f. 21 Jul 45.
Lieut.	G.C.	Rose	161 Rly Constr Coy	Posted to 150 Rly Constr Coy and granted A/Rank of Capt w.e.f. 21 Jul 45.
Lieut.	L.G.	Broadberry	X4 List att'd HQ 1 R.C.&M Gp.	Posted to 161 Rly Constr Coy w.e.f. 21 Jul 45.

(d) Docks.

Lieut.	R.C.	Channon	1224/5 S/W Sec	Posted to 1222/3 S/W Sec w.e.f. 7 Jul 45.
Major	P.G.	Douglas	993 Port Op Coy	Posted to HQ 1 Port Op Gp w.e.f. 1 Jul 45.
Capt	C.F.	Featherstone	1014 Port Op Coy	Posted to 993 Port Op Coy and granted A/Rank of Major w.e.f. 1 Jul 45.
Capt.	G.H.E.	Brothers	1010 Port Op Coy	Posted to HQ 1 Port Op Gp w.e.f. 1 Jul 45.
			1015 Port	Posted to 1010 Port Op

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Lt.Col.	A.H.	Centrell	HQ 1212 R. C.& M. Gp.	SOS on posting to X8(a) list (Release) w.e.f. 21 Jul 45.
Major	P.E.	Olditch	150 Rly Constr Coy	Posted to HQ 1 R.C.& M Gp w.e.f. 21 Jul 45.
Capt	A.H.	Parsons	HQ 1 Rly C & M Gp.	Posted to 150 Rly Constr Coy and granted A/Rank of Major w.e.f. 21 Jul 45
Capt	J.	McNab	150 Rly Constr Coy	Posted to HQ 1 Rly C & M Gp w.e.f. 21 Jul 45.
Lieut.	G.C.	Rose	161 Rly Constr Coy	Posted to 150 Rly Constr Coy and granted A/Rank of Capt w.e.f. 21 Jul 45.
Lieut.	L.G.	Broadberry	X4 List att'd HQ 1 R.C.&M Gp.	Posted to 161 Rly Constr Coy w.e.f. 21 Jul 45.

(a) Docks .

Lieut.	R.C.	Channon	1224/5 S/W Sec	Posted to 1222/3 S/W Sec w.e.f. 7 Jul 45.
Major	F.G.	Douglas	993 Port Op Coy	Posted to HQ 1 Port Op Gp w.e.f. 1 Jul 45.
Capt	C.F.	Featherstone	1014 Port Op Coy	Posted to 993 Port Op Coy and granted A/Rank of Major w.e.f. 1 Jul 45.
Capt.	G.H.T.	Brothers	1010 Port Op Coy	Posted to HQ 1 Port Op Gp w.e.f. 1 Jul 45.
Lieut	L.G.	Allen	1015 Port Op Coy	Posted to 1010 Port Op Coy and granted A/Rank of Capt w.e.f. 1 Jul 45.
Capt	J.T.	Woodhouse	HQ 7 Port Op Gp.	Posted to 1023 Port Op Coy w.e.f. 7 Jul 45.
Capt	H.	Haslam	1023 Port Op Coy	Posted to HQ 7 Port Op Gp w.e.f. 7 Jul 45.
Capt	A.E.	Rampling RAMC.	HQ 1 Port Op Gp	SOS on posting to X8(a) list (Release) w.e.f. 9 Jul 45

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(d) Docks (Cont'd).

Lieut.	H.	Graham	HQ 1 Port Op Gp	SOS on posting to X8(a) list (Release) w.e.f. 9 Jul 45.
Major Capt Capt Lieut	R.W.T. R.S. E.P. H.S.	Lease) Hunter) Howe) Mirk)	975 Port Repair Ship	SOS this theatre on posting to U.K.
Lieut	F.W.	Guest	208 Ind 'Z' Craft Op Coy	Posted to 1206 'Z' Craft Op Coy and granted A/Rank of Capt w.e.f. 1 Jun 45
Capt	H.	Blackbourn R.A.	X4 List.	Att'd 1007 Port Op Coy w.e.f. 12 Jul 45
Major	R.J.L.	Oldham	1041(M) Port Op Coy	SOS onposting to X8(a) list (Release) w.e.f. 12 Jul 45.
Capt	R.A.	Agnes	1041(M) Port Op Coy	Granted A/Rank of Major w.e.f. 12 Jul 45.
Lieut	J.W.R.	Branch	1041(M) Port Op Coy	Granted A/Rank of Capt w.e.f. 12 Jul 45.
Major	J.	Brims	209 Ind 'Z' Craft Op Coy	Posted to 208 Ind 'Z' Craft Op Coy w.e.f. 12 Jul 45.
Lieut	W.H.	Phillips	1019 Port Maint Coy	SOS on posting to X8(a) list (Release) w.e.f. 23 Jul 45.
Lieut	G.W.	Fleetman	1006 DOcks Op Coy	SOSon posting to UK (Python) w.e.f.19 Jul 45.
Capt	H.	Blackbourn R.A.	X4 List att'd 5 Port Op Group	Transferred to R.E. and posted to 1014 Port Op Coy w.e.f. 13 Jul 45.
Capt	E.D.	Reese	1017 Port Op Coy	Posted to 1007 Port Op Coy and granted A/Rank of Major w.e.f. 7 Jun 45.
Capt	O.H.	Gibson	1027 Port Op Coy	Posted to HQ 1 Port Op Gp w.e.f. 17 Jul 45.
Lieut	J.G.	Carr	392 Port	Posted to 1017 Port Op Coy

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Lieut	F.W.	Guest	208 Ind 'Z' Craft Op Coy	Posted to 1206 'Z' Craft Op Coy and granted A/Rank of Capt w.e.f. 1 Jun 45
Capt	H.	Blackburn R.A.	X4 List.	Att'd 1007 Port Op Coy w.e.f. 12 Jul 45
Major	R.J.L.	Oldham	1041(M) Port Op Coy	SOS onposting to X8(a) list (Release) w.e.f. 12 Jul 45.
Capt	R.A.	Agnes	1041(M) Port Op Coy	Granted A/Rank of Major w.e.f. 12 Jul 45.
Lieut	J.W.R.	Branch	1041(M) Port Op Coy	Granted A/Rank of Capt w.e.f. 12 Jul 45.
Major	J.	Brims	209 Ind 'Z' Craft Op Coy	Posted to 208 Ind 'Z' Craft Op Coy w.e.f. 12 Jul 45.
Lieut	W.H.	Phillips	1019 Port Maint Coy	SOS on posting to X8(a) list (Release) w.e.f. 23 Jul 45.
Lieut	C.A.	Fletman	1006 DOcks Op Coy	SOSon posting to UK (Python) w.e.f.19 Jul 45.
Capt	H.	Blackburn R.A.	X4 List att'd 5 Port Op Group	Transferred to R.E. and posted to 1014 Port Op Coy w.e.f. 13 Jul 45.
Capt	F.D.	Reese	1017 Port Op Coy	Posted to 1007 Port Op Coy and granted A/Rank of Major w.e.f. 7 Jun 45.
Capt	O.H.	Gibson	1027 Port Op Coy	Posted to HQ 1 Port Op Gp w.e.f. 17 Jul 45.
Lieut	J.G.	Carr	992 Port Op Coy	Posted to 1017 Port Op Coy and granted A/Rank of Capt w.e.f. 7 Jun 45.
Capt	E.S.	Firth	HQ 1 Port Op Gp.	Granted A/Rank of Major w.e.f. 21 Apr 45.

(e) Stores.

Lieut.	C.A.	Wakelin	1069 Tn Stores Coy	SOS on posting to U.K. (Python) w.e.f. 2 Jun 45.
Lieut.	F.W.	Ryan	156 Tn Stores Coy.	SOS on posting to X8(a) list w.e.f. 19 Jul 45.

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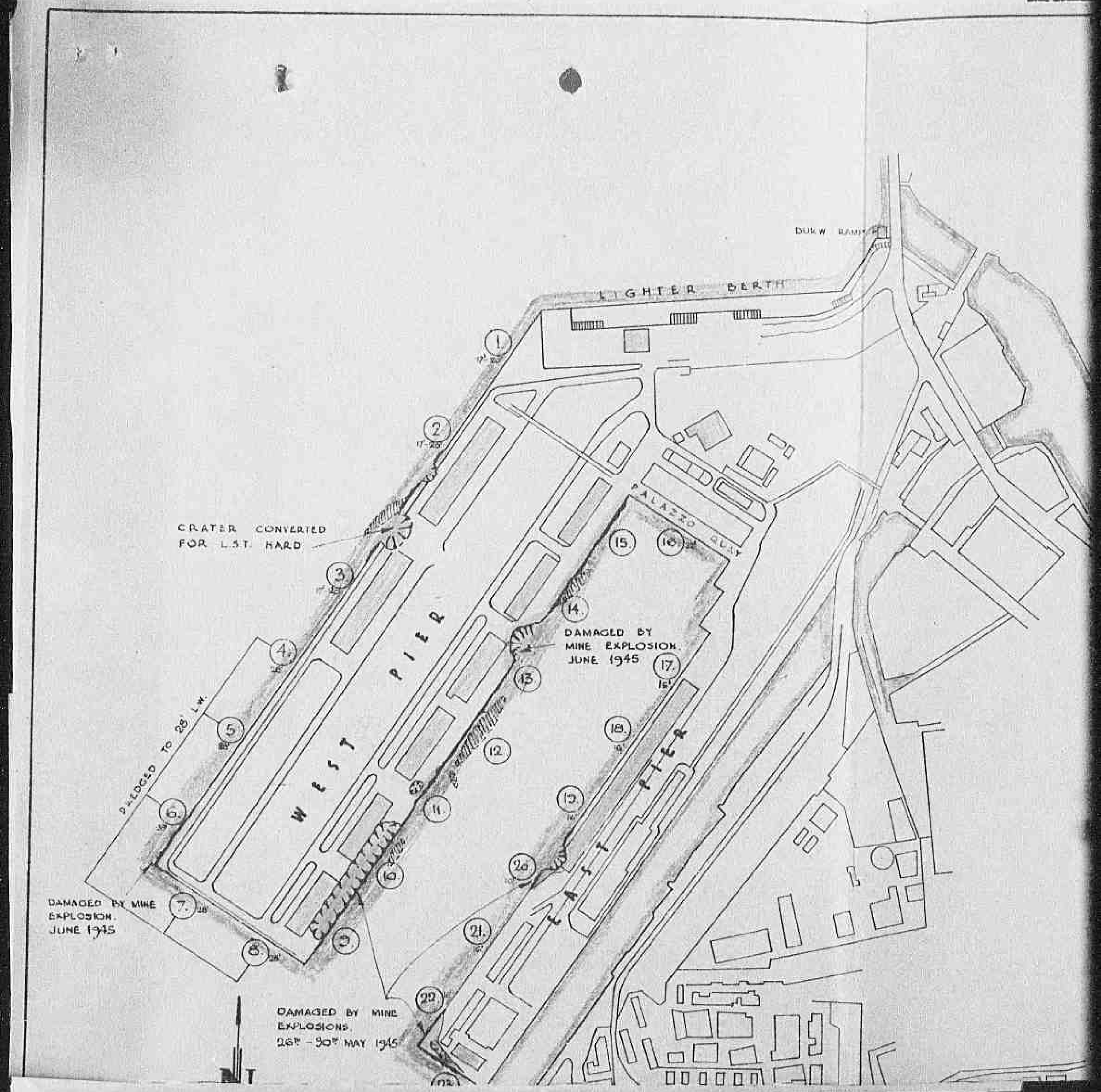
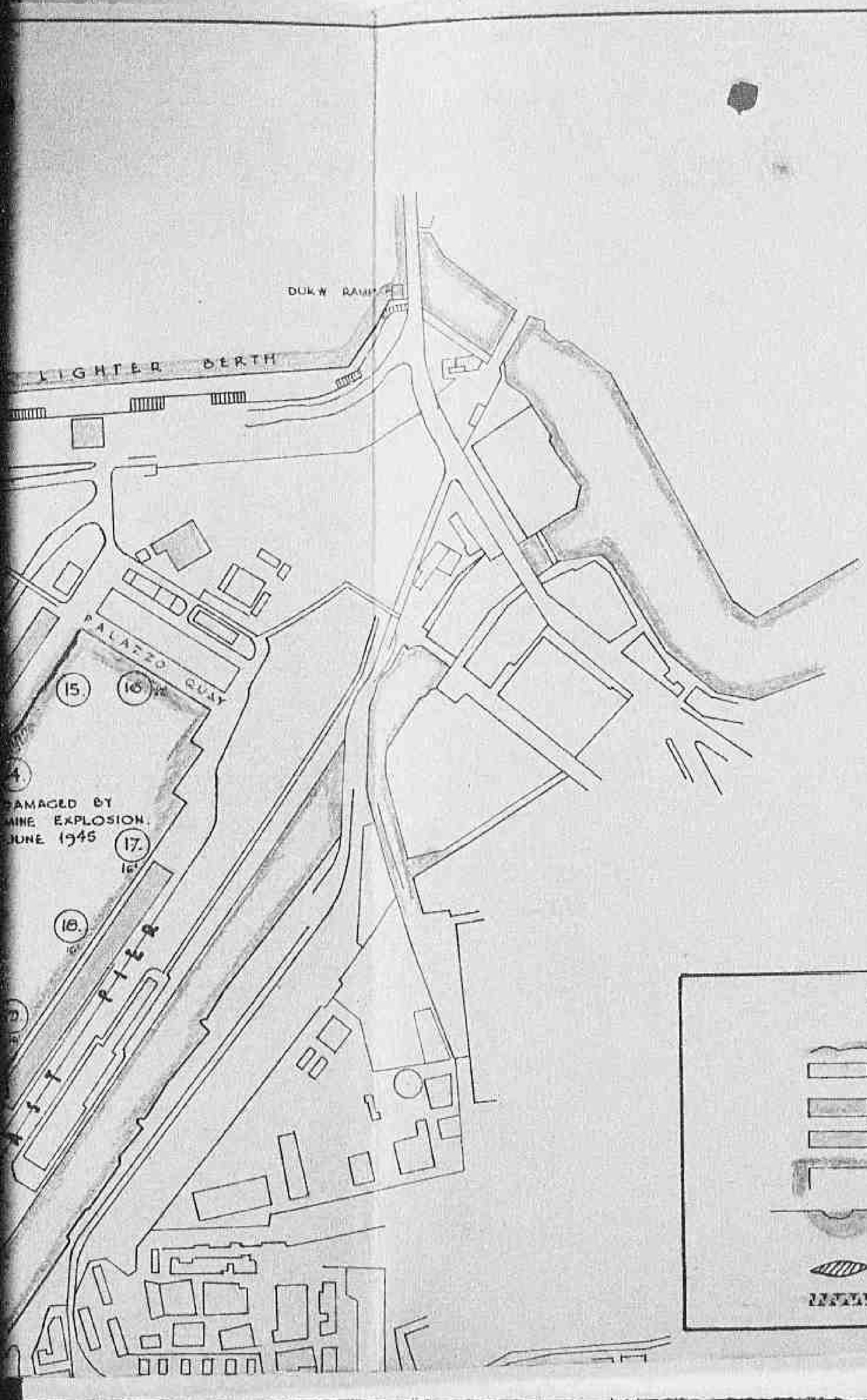
1310

Declassified E.O. 12356 Section 3.3/NND No. 735021



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

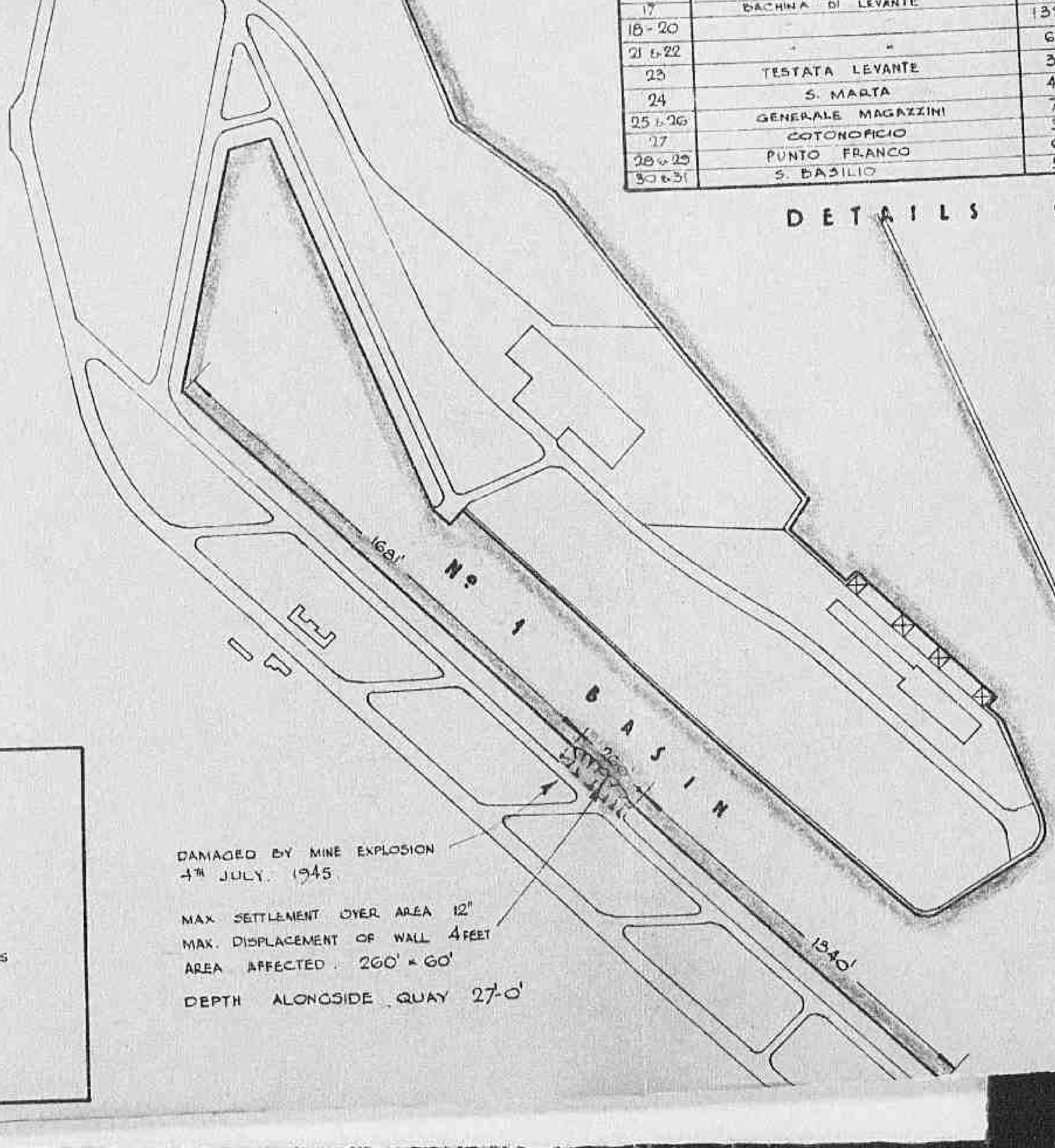


1312

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

BERTH Nº	N A M E.	LENGT
1-3	BACHINA DI PONENTE EX CARB.	1700
4-6	" " " "	1100
7	TESTATA PONENTE	370
8	" "	370
9 & 10	BANCHINA DI PONENTE	790
11-15	" " "	1600
16	BANCHINA PALAZZO	555
17	BACHINA DI LEVANTE	310
18-20		1390
21 & 22	" "	675
23	TESTATA LEVANTE	300
24	S. MARTA	440
25 & 26	GENERALE MAGAZZINI	730
27	COTONIFICIO	300
28 & 29	PUNTO FRANCO	670
30 & 31	S. BASILIO	580

DETAILS O



DAMAGED BY MINE EXPLOSION 4TH JULY. 1945

MAX. SETTLEMENT OVER AREA 12"
MAX. DISPLACEMENT OF WALL 4 FEET
AREA AFFECTED 260' × 60'
DEPTH ALONGSIDE QUAY 27'-0'

E G E N D

DISPLACED QUAYS
QUAYS CLEARED

BUILDING DAMAGED

BUILDING DESTROYED

DAMAGE CAUSED BY MINESWEEPING OPERATIONS

QUAY DAMAGED

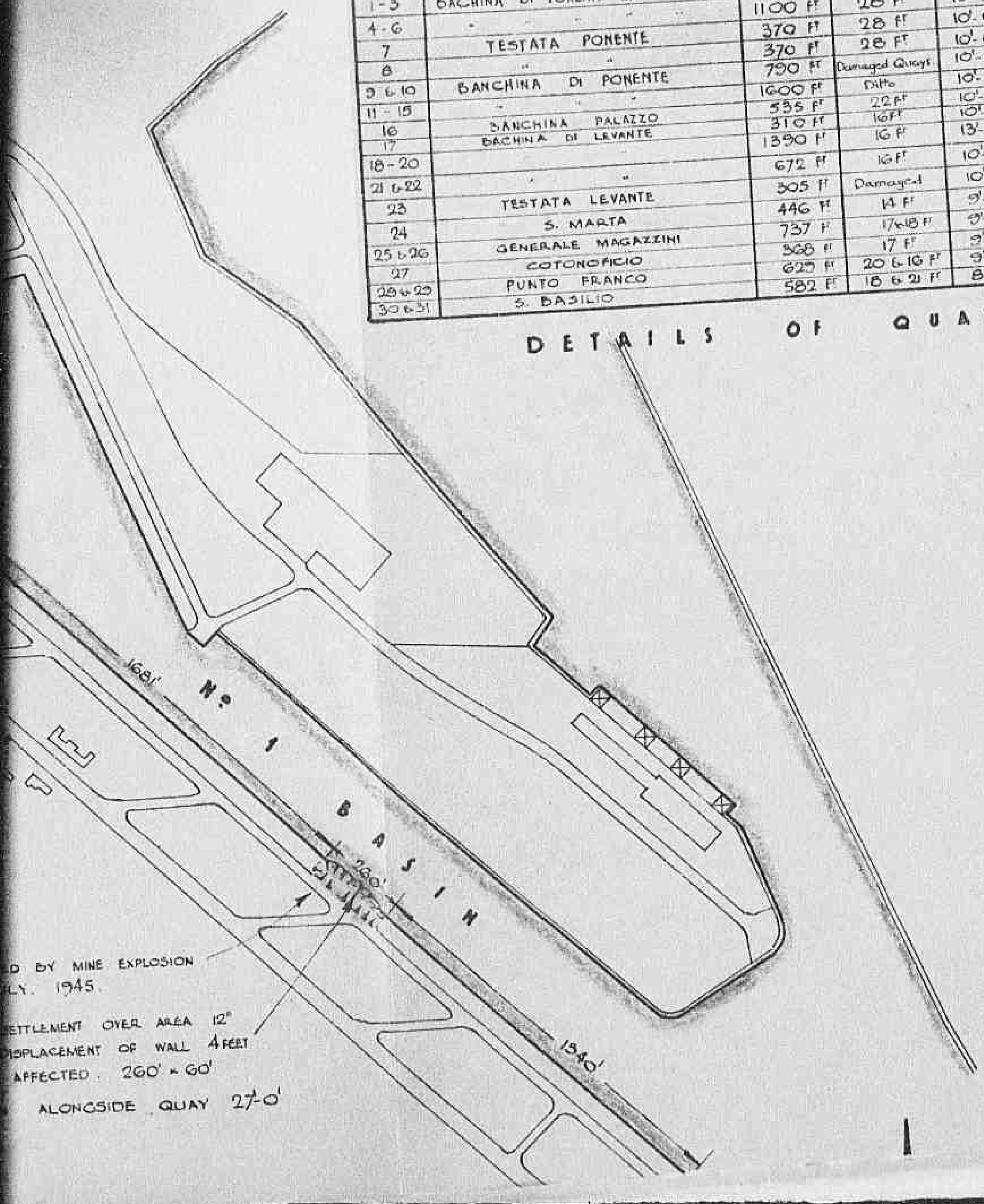
WRECK

SUNKEN AREA

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

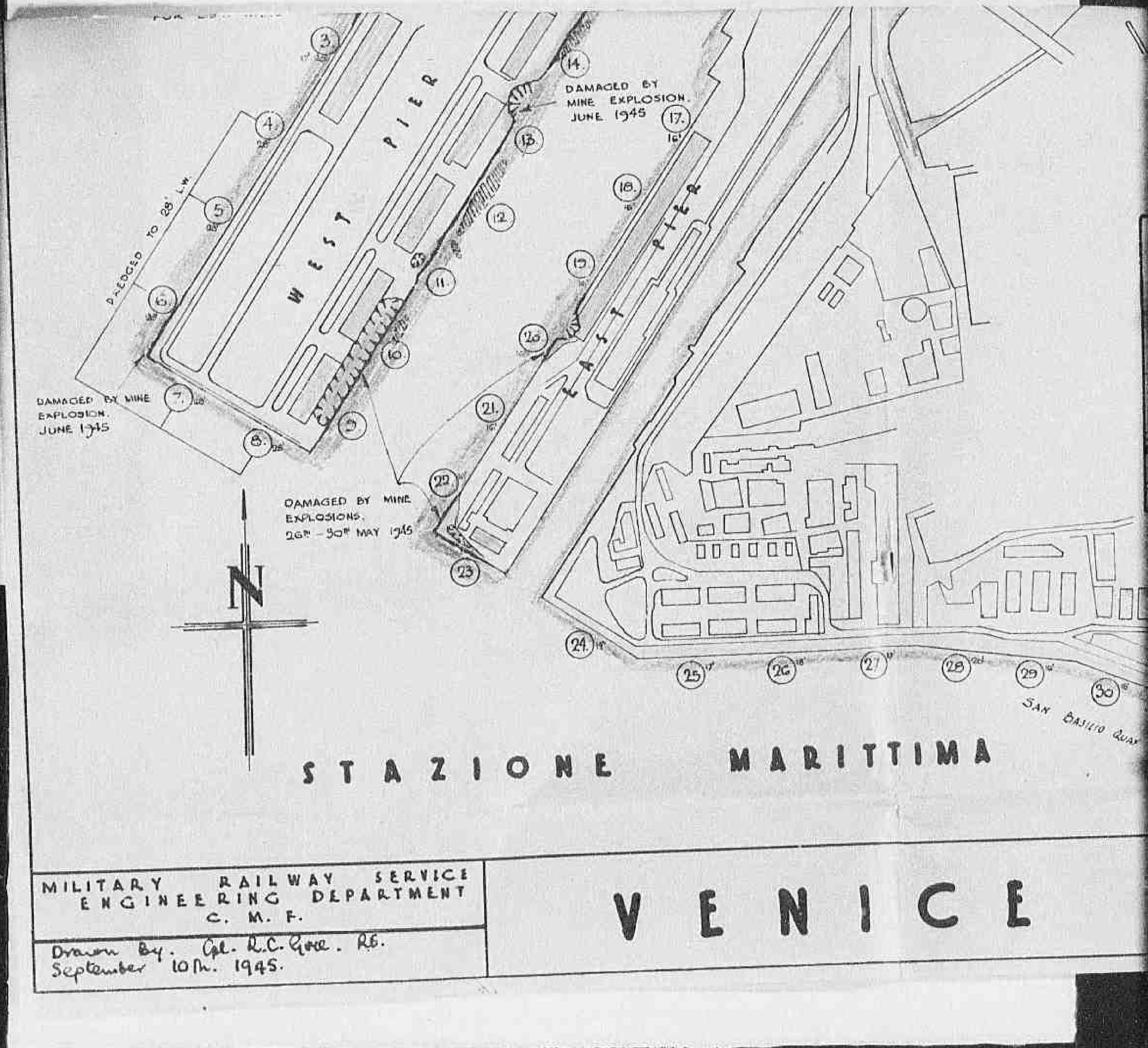
BERTH Nº	N A M E.	LENGTH	EXISTING DEPTH BELOW LOW WATER	QUAY LEVEL ABOVE LOW WATER	SAFE DREDGING LEVEL AT QUAY FACE	SAFE DREDGING LEVEL 6' OFF QUAY
1-3	BACHINA DI PONENTE EX CARB.	1700 FT	17-20 FT	10'-6"	[illegible]	30'
4-6	" " "	1100 FT	28 FT	10'-6"	28'	30'
7	TESTATA PONENTE	370 FT	28 FT	10'-6"	28'	30'
8	" "	370 FT	28 FT	10'-6"	30'	33'
9 & 10	BANCHINA DI PONENTE	790 FT	Damaged Quays	10'-6"	30'	33'
11-15	" " "	1600 FT	Ditto	10'-6"	20'	29'
16	BANCHINA PALAZZO	535 FT	22 FT	10'-0"	32'	35'
17	BACHINA DI LEVANTE	310 FT	16 FT	10'-6"	16'	20' off 19'
18-20	" " "	1390 FT	16 FT	13'-6"	16'	23' on 18'
21 & 22	" " "	672 FT	16 FT	10'-6"	22'	25'
23	TESTATA LEVANTE	305 FT	Damaged	10'-6"	22'	25'
24	S. MARTA	446 FT	14 FT	9'-3"	20'	23'
25 & 26	GENERALE MAGAZZINI	737 FT	17 & 18 FT	9'-3"	20'	23'
27	COTONOFICIO	368 FT	17 FT	9'-3"	20'	23'
28 & 29	PUNTO FRANCO	623 FT	20 & 16 FT	9'-3"	24'	27'
30 & 31	S. BASILIO	582 FT	18 & 21 FT	8'-6"	27'	30'

DETAILS OF QUAYS



1314

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



STAZIONE MARITTIMA

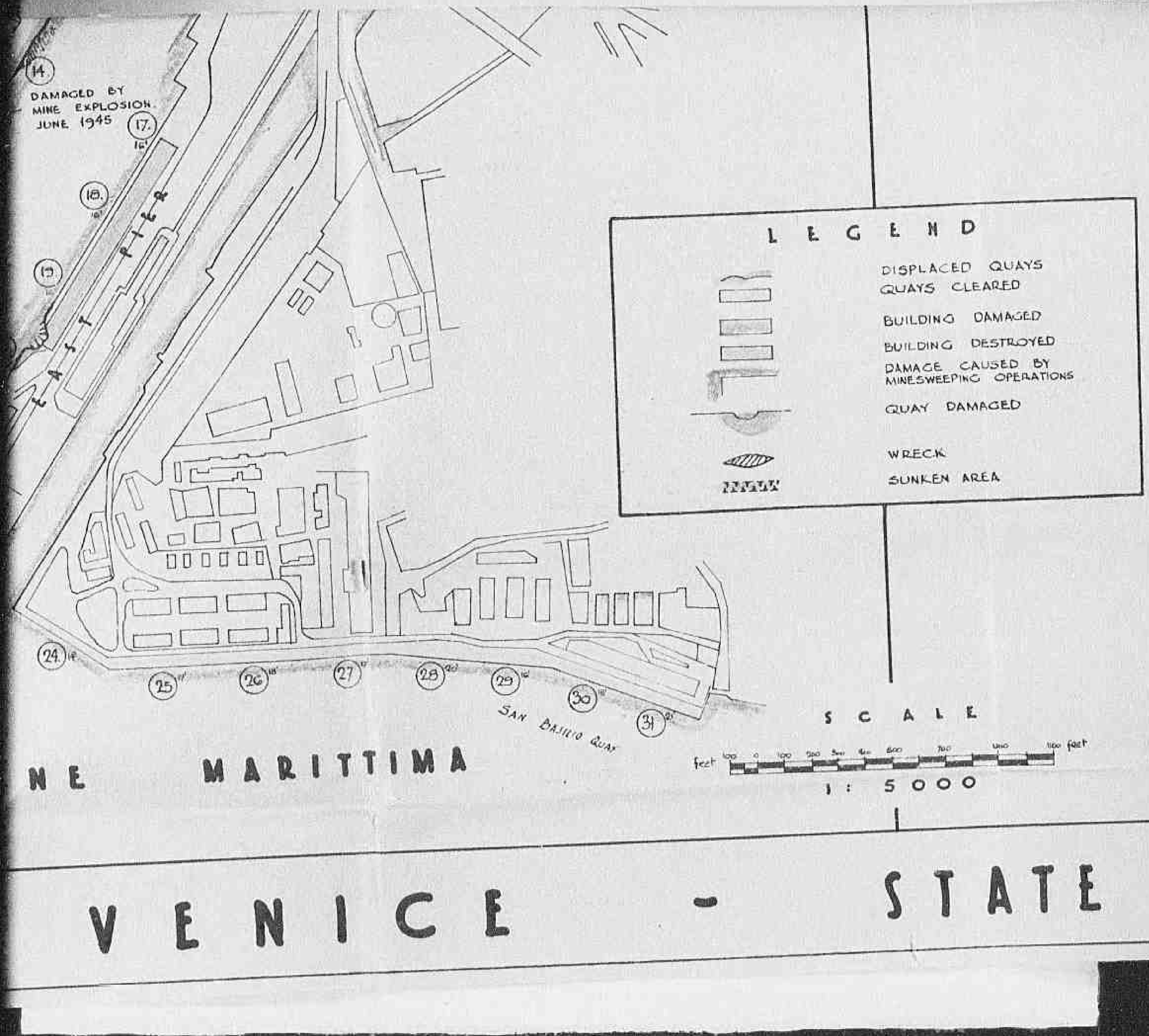
MILITARY RAILWAY SERVICE
ENGINEERING DEPARTMENT
C. M. F.

Drawn By. Cpl. R.C. Gore. RE.
September 10th. 1945.

VENICE

[3] [5]

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

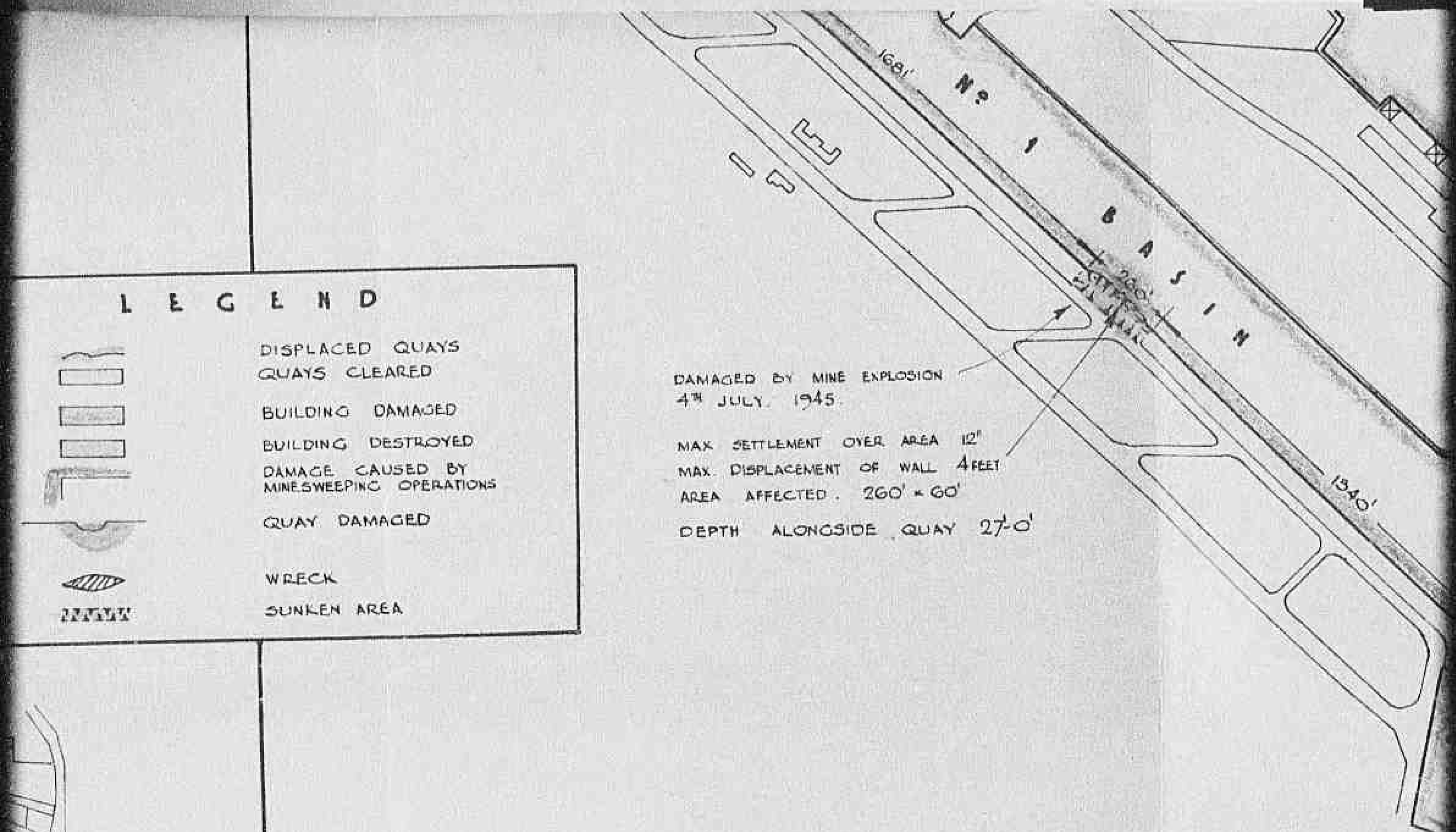


NE MARITTIMA

VENICE - STATE

T 3 1 61

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

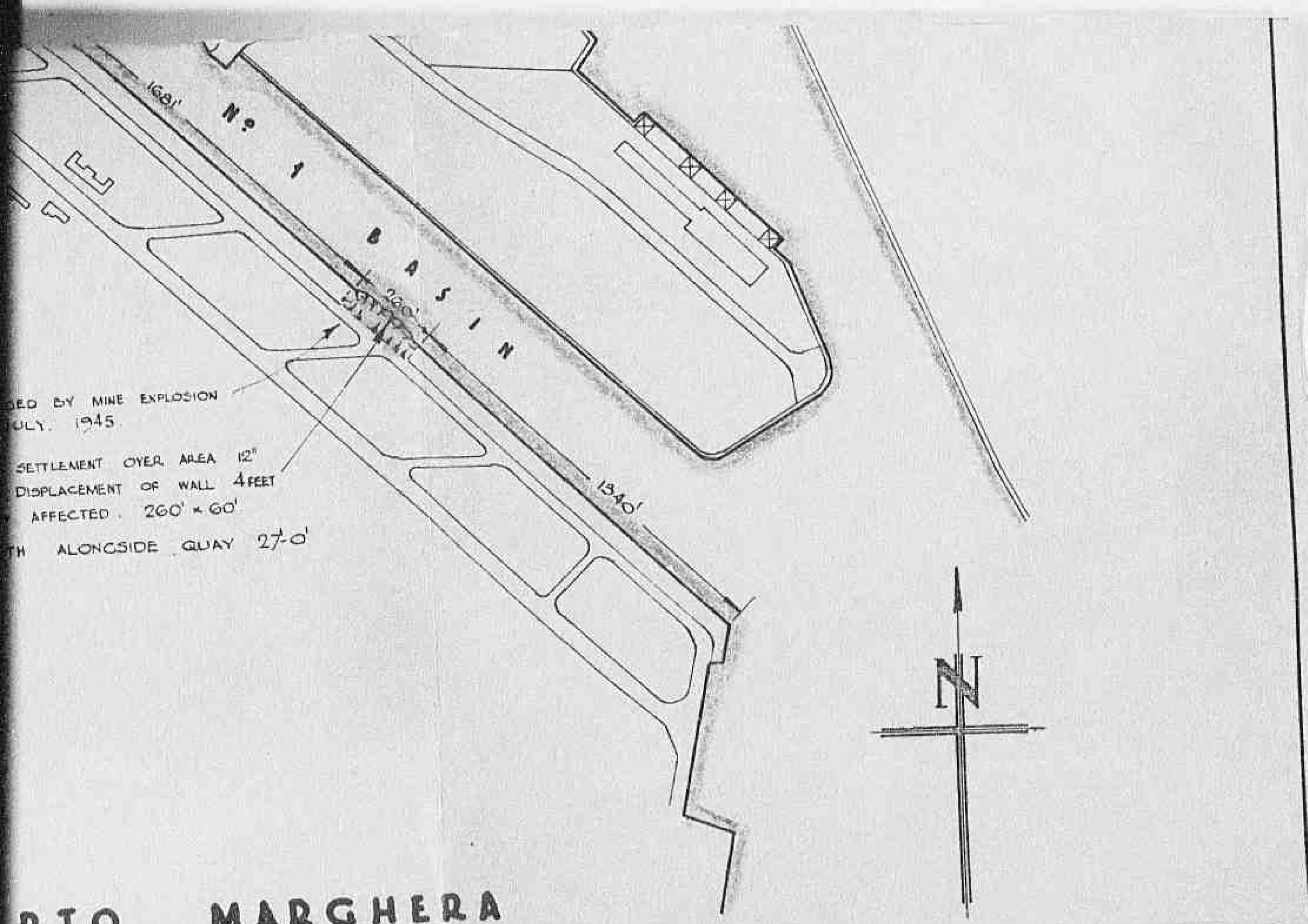


PORTO MARGHERA

STATE OF QUAYS

T 3 1 7

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



ED BY MINE EXPLOSION
ULY. 1945.

SETTLEMENT OVER AREA 12"
DISPLACEMENT OF WALL 4 FEET
AFFECTED. 260' × 60'

TH ALONGSIDE QUAY 27-0'

RTO MARGHERA

OF QUAYS

DRAWING NUMBER
TN/M/175.
Copied From Dwg N° 3 P.C./VEN. 13a

1318

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

WORKS COMPLETED DURING JULY 1945.

Job No.	Agency.	Location.	Description.	Size.	Date of Complte.
Line 53. MILAN - VERONA - VENICE.					
53/8	159 Rly. Constr. Coy.	Vicenza.	Milan (excl.) to Vicenza (incl).	General track repairs.	5.7.45
53/9	40 Rly. Constr. Coy. (S.A.E.C)	Lerino.	Repairs to Bridge at Km. 205.5 (Tesina Canal)	Repairs to German R.S.J. span.	14.7.45
Line 65. BOLOGNA AREA.					
65/607	136 Ind. Rly. Maint. Coy.	Bologna.	Water, fuel oil and diesel supply	Erection of tanks and fittings.	28.7.45
Line 65. BOLOGNA - MODENA - PIACENZA.					
65/703	159 Rly. Constr. Coy.	Samoggia.	Repairs to Bridge at Km. 17.003 (R. Samoggia)	5/32' German R.S.J. spans.	14.7.45
65/706	159 Rly. Constr. Coy.	Modena.	Repairs to Bridge at Km. 32.009 (R. Panaro)	2/85' U.C.R.B. Spans.	14.7.45
65/709	159 Rly. Constr. Coy.	Reggio Emilia.	Repairs to Bridge at Km. 63.85 (R. Crostolo)	Repairs to 5 R.S.J. spans on site.	21.7.45

1319

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

WORKS COMPLETED DURING JULY 1945.

Location.	Description.	Size.	Date of Compltn.	Remarks.
Vicenza.	Milan (excl) to Vicenza (incl).	General track repairs.	3.7.45	
Lerino.	Repairs to Bridge at Km. 205.5 (Tesina Canal)	Repairs to German R.S.J. span.	14.7.45	
Bologna.	Water, fuel pil and diesel supply	Erection of tanks and fittings.	28.7.45	
ENZA.				
Samoggia.	Repairs to Bridge at Km. 17.003 (R. Samoggia)	5/32' German R.S.J. spans.	14.7.45	
Modena.	Repairs to Bridge at Km. 32.009 (R. Panaro)	2/85' U.C.R.E. Spans.	14.7.45	
Reggio Emilia.	Repairs to Bridge at Km. 63.85 (R. Crostolo)	Repairs to 5 R.S.J. spans on site.	21.7.45	

...../to Sheet 2.

13201

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

WORKS COMPLETED DURING JULY 1945 (CONTD)

Job No.	Agency.	Location.	Description.	Size.	Date Com
Line 71. MESTRE - UDINE - POSTUMIA.					
71/2	61 Tunnelling Coy. (S.A.E.C)	Pianzano.	Repairs to Bridge at Km. 65.26 (R. Livenzo)	1/85' U.C.R.B. Span	9.7.
71/5	38 Rly. Constr. Coy. (S.A.E.C)	Udine.	Mestre(excl) to Udine (incl)	General track repairs.	11.7
71/10	38 Rly. Constr. Coy. (S.A.E.C)	Mestre.	Construction of Tn.S.D.	Repairs to existing facilities.	28.7.
71/12	38 Rly. Constr. Coy. (S.A.E.C)	Porto Marghera	Taglinbue Oil Depot.	Repairs to existing facilities.	7.7.
71/13	38 Rly. Constr. Coy. (S.A.E.C)	Porto Marghera	AGIP & NAFTA Oil Depots	Repairs to existing facilities.	28.7.
71/15	38 Rly. Constr. Coy. (S.A.E.C)	Porto Marghera	6 B.S.D.	Lengthening of existing spur.	14.7.

T 3211

Declassified E.O. 12356 Section 3.3/NND No. 7850021

WORKS COMPLETED DURING JULY 1945 (CONTD)

	Location.	Description.	Size.	Date of Complt'n.	Remarks.
TIBER.					
	Pianzano.	Repairs to Bridge at Km. 65.26 (E. Livenza)	1/85' U.C.M.B. Span	9.7.45	
	Udine.	Mestre(excl) to Udine (incl)	General track repairs.	14.7.45	
	Mestre.	Construction of Th.S.D.	Repairs to existing facilities.	28.7.45	
	Porto Marghera	Tagliabue Oil Depot.	Repairs to existing facilities.	7.7.45	
	Porto Marghera	AGIP & NAFTA Oil Depots	Repairs to existing facilities.	28.7.45	
	Porto Marghera	6 B.S.D.	Lengthening of existing spur.	14.7.45	

...../to Sheet 3.

1321

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

WORKS COMPLETED DURING JULY 1945 (Contd).

Job No.	Agency.	Location.	Description.	Size.	Date of Comptn.
Line 86. ANCONA - RIMINI - FAENZA - BOLOGNA.					
86/229	I.S.R.	Ancona.	Additional loco. facilities	Repairs to existing sidings at loco shed.	24.7.45
Line 87. ORTE - FOLIGNO - FABRIANO - FALCONARA.					
87/94	I.S.R.	Fabriano.	Permanent repairs to Bridge 23 at K.m. 225.	Rebuild arches in masonry.	4.7.45

1323

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

WORKS COMPLETED DURING JULY 1945 (Contd).

Job No.	Agency.	Location.	Description.	Size.	Date of Comptn.
Line 86. ANCONA - RIMINI - FAENZA - BOLOGNA.					
86/229	I.S.R.	Ancona.	Additional loco. facilities	Repairs to existing sidings at loco shed.	24.7.45
Line 87. ORTE - FOLIGNO - FABRIANO - FALCONARA.					
87/94	I.S.R.	Fabriano.	Permanent repairs to Bridge 23 at Km. 225.	Rebuild arches in masonry.	4.7.45

383

1324

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

WORKS COMPLETED DURING JULY 1945 (Contd).

Location.	Description.	Size.	Date of Comptn.	Remarks.
A - BOLOGNA.				
Ancona.	Additional loco. facilities	Repairs to existing sidings at loco shed.	24.7.45	
ANO - FALCONARA.				
Fabriano.	Permanent repairs to Bridge 23 at Km. 225.	Rebuild arches in masonry.	1.7.45	

1325

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

WORKS IN PROGRESS AS AT 31 JULY 1945.

Job No.	Agency.	Location.	Description.	Size.	% Progress
Line 50. Bussoleno - Modane.					
50/601	159 Rly. Constr. Coy.	Meana.	Repairs to Bridge 1 at Km. 51.630	Repairs in concrete	8%
50/602	159 Rly. Constr. Coy.	Chiomonte.	Repairs to Bridge 2 at Km. 62.850	2/65' & 2/60' U.C.R.B. spans.	10%
50/603	159 Rly. Constr. Coy.	Salalbertano.	Repairs to Bridge 3 at Km. 65.305	1/120' Lattice Girder span.	10%
50/604	159 Rly. Constr. Coy.	Salalbertano.	Repairs to Bridge 4 at Km. 70.580	1/164' Lattice Girder span.	8%
50/605	I.S.R.	Ulzio.	Repairs to Bridge 5 at Km. 82.31	Repairs in concrete	10%
50/606	I.S.R.	Bardonecchia.	Repairs to Bridge 6 at Km. 83.662	Repairs in concrete	12%
50/607	61 Tunnelling Coy. (S.A.E.C)	Bardonecchia.	Repairs to Mt. Cenis Tunnel.	Clearance of debris & repairs to tunnel lining	6%

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T 5261

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

WORKS IN PROGRESS AS AT 31 JULY 1945.

Location.	Description.	Size.	% Progress	Est. date of Completion	Remarks.
Lecco.	Repairs to Bridge 1 at Km. 51.630	Repairs in concrete	8%		
Chiaverite.	Repairs to Bridge 2 at Km. 62.850	2/65' & 2/60' U.C.R.E. spans.	10%		
Salalbertano.	Repairs to Bridge 3 at Km. 65.305	1/120' Lattice Girder span.	10%		
Salalbertano.	Repairs to Bridge 4 at Km. 70.580	1/164' Lattice Girder span.	8%		
Ulzio.	Repairs to Bridge 5 at Km. 82.31	Repairs in concrete	10%		
Bardonecchia.	Repairs to Bridge 6 at Km. 83.662	Repairs in concrete	12%		
Bardonecchia.	Repairs to Mt. Cenis Tunnel.	Clearance of debris & repairs to tunnel lining	6%		

...../to Sheet 2.

1527

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

WORKS IN PROGRESS AS AT 31 JULY 1945 (Contd)

Job No.	Agency.	Location.	Description.	Size.	% Progress
Line 53.	MILAN - VERONA - VENICE.				
53/10	40 Rly. Constr. Coy. (S.A.E.C)	Ponte Di Brenta.	Repairs to Bridge at Km. 256.85 (R. Brenta)	1/161' Truss & 2/90' U.C.R.E. Spans.	87%
Line 61.	GENOA - MENTONE.				
61/5	160 Rly. Constr. Coy.	Ventimiglia.	Repairs to Bridge at Km. 148.26.	2/70' & 2/60' U.C.R.E. spans.	20%
61/6	160 Rly. Constr. Coy.	Ventimiglia.	Repairs to tunnel at Km. 148.90.	Clearance of debris & repairs to Lining.	45%
61/7	160 Rly. Constr. Coy.	Ventimiglia.	Repairs to tunnel at Km. 150.1	Clearance of debris & Repairs to lining.	25%
61/8	160 Rly. Constr. Coy.	Ventimiglia.	Repairs to Bridge at Km. 152.28	Repairs in concrete	25%
61/9	160 Rly. Constr. Coy.	Mentone.	Repairs to Bridge at Km. 153.87	4/35' R.S.J. spans	25%

1328

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

WORKS IN PROGRESS AS AT 31 JULY 1945 (Contd)

	Location.	Description.	Size.	% Progress	Est. date of Completion	Remarks.
CE.	Ponte Di Brenta.	Repairs to Bridge at Km. 236.85 (R. Brenta)	1/154' Truss & 2/90' U.C.R.B. Spans.	87%		
	Ventimiglia.	Repairs to Bridge at Km. 148.26.	2/70' & 2/60' U.C.R.B. spans.	20%		
	Ventimiglia.	Repairs to tunnel at Km. 148.90.	Clearance of debris & repairs to lining.	45%		
	Ventimiglia.	Repairs to tunnel at Km. 150.1	Clearance of debris & Repairs to lining.	25%		
	Ventimiglia.	Repairs to Bridge at Km. 152.28	Repairs in concrete	25%		
	Mentone.	Repairs to Bridge at Km. 153.87	4/35' R.S.J. spans	25%		

...../ to Sheet 3.

1329

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

WORKS IN PROGRESS AS AT 31 JULY 1945 (Contd)

Job No.	Agency.	Location.	Description.	Size.	% Progress
Line 61. GENOA - MENTONE (Contd)					
61/11	160 Rly. Constr. Coy.	Mentone.	Repairs to Bridge at Km. 154.65.	1/35' & 3/31' R.S.J. spans.	25%
Line 65. ROME - ORTE - AREZZO.					
65/104	122 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 & permanent repairs.	17%
65/111	I.S.R.	Ficulle.	Additional repairs to tunnel at Km. 144.	Additional clearance & permanent repairs.	18%
65/121	I.S.R.	Castiglion Fiorentino.	Additional repairs to Br. 46 at Km. 212.1.	Permanent repairs in concrete.	53%
65/124	1 Rly. Bdg. Section.	Civita Castellane.	Additional repairs to Br. 3 at Km. 63.6 (R. Inelle)	1/153' Lattice Girder span.	20%

1530

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

WORKS IN PROGRESS AS AT 31 JULY 1945 (Contd)

	Location.	Description.	Size.	% Progress	Est. date of Completion	Remarks.
ontd)						
Coy.	Mentone.	Repairs to Bridge at Km. 154.65.	1/35' & 3/31' R.S.J. spans.	25%		
ezzo.						
nt.	Arezzo.	Rane (excl) to Arezzo (incl)	Maintenance.	-	-	
	Allerona.	Additional repairs to tunnel at Km. 139.1	Additional clearance & permanent repairs.	17%		
	Ficulle.	Additional repairs to tunnel at Km. 144.	Additional clearance & permanent repairs.	18%		
	Castiglion Fiorentino.	Additional repairs to Br. 46 at Km. 212.1.	Permanent repairs in concrete.	53%		
n.	Civita Castellana.	Additional repairs to Br. 3 at Km. 63.6 (R. Inalle)	1/153' Lattice Girder span.	20%	31.8.45	

.....to Sheet 4.

13.31

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

WORKS IN PROGRESS as at 31 JULY 1945 (Contd)

Job No.	Agency.	Location.	Description.	Size.	% Progress
Line 65. BOLOGNA - MODENA - PIACENZA.					
65/708	159 Rly. Constr. Coy.	Rubiera.	Repairs to Bridge at Km. 48.2 (R. Secchia)	Repairs to German R.S.J. spans.	95%
65/710	159 Rly. Constr. Coy.	S. Ilario.	Repairs to Bridge at Km. 80.69 (R. Enza)	2/65' U.C.R.B. & 2/64' German TODT spans.	85%
65/711	159 Rly. Constr. Coy.	Ponte Taro.	Repairs to Bridge at Km. 98.09 (R. Taro)	Repairs to 2 R.S.J. spans on site.	97%
65/712	2 Rly. Bdg. Section.	Fidenza.	Repairs to Bridge at Km. 112.8 (R. Stirone)	5/51' 3" I.S.R. Plate Girder spans.	65%
65/713	2 Rly. Bdg. Section.	Fiorenzuola.	Repairs to Bridge at Km. 126.0 (R. Arda)	3/46' 9" I.S.R. Steel spans on site.	90%
65/715	2 Rly. Bdg. Section.	Pontenure.	Repairs to Bridge at Km. 139.818 (R. Nure)	4/46' I.S.R. Plate Girder spans.	65%
Line 71. MESTRE - UDINE - PONTEBBA					
71/1	38 Rly. Constr. Coy. (S.A.E.C)	Lancenigo.	Repairs to Bridge at Km. 39.29 (R. Piave)	14/75' U.C.R.B. 3/20m. & 3/25m. Yunnan Burma spans	70%

83

1321

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

WORKS IN PROGRESS as at 31 JULY 1945 (Cont'd)

Location.	Description.	Size.	% Progress	Est. Date of Completion.	Remarks.
CoNZa.					
Rubiera.	Repairs to Bridge at Km. 48.2 (R. Secchia)	Repairs to German R.S.J. spans.	95%	3.8.45	
S. Ilario.	Repairs to Bridge at Km. 80.89 (R. Enza)	2/65' U.C.R.B. & 2/64' German TODT spans.	85%		
Ponte Taro.	Repairs to Bridge at Km. 98.09 (R. Taro)	Repairs to 2 R.S.J. spans on site.	97%		
Fidenza.	Repairs to Bridge at Km. 112.8 (R. Stirone)	5/51' 3" I.S.R. Plate Girder spans.	65%		
Fiorenzuolo	Repairs to Bridge at Km. 126.0 (R. Arda)	3/46' 9" I.S.R. Steel spans on site.	90%		
Pontenure.	Repairs to Bridge at Km. 139.818 (R. Nure)	4/46' I.S.R. Plate Girder spans.	65%		
EBLA					
Lanceniga.	Repairs to Bridge at Km. 39.29 (R. Piave)	14/75' U.C.R.B. 3/20m. & 3/25m. Yunnan Burma spans	70%		

...../to Sheet 5.

1331

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

WORKS IN PROGRESS AS AT 31 JULY 1945 (Contd)

Job No.	Agency.	Location.	Description.	Size.	% Progress
Line 71. MESTRE - UDINE - PONTEBBA (Contd)					
71/4	39 Rly. Constr. Coy. (S.A.E.C)	Cusano.	Repairs to Bridge at Km. 97.95 (R. Tagliamento)	12/25m. Yunnan Burma spans.	60%
71/6	1 Rly. Bdg. Section.	Gemona	Repairs to Bridge at Km. 26.3.	1/36' German R.S.J. Span.	40%
71/7	161 Rly. Constr. Coy.	Resiutta.	Repairs to Bridge at Km. 52.3 (Peraria Bridge).	5/115' Roth Wagner spans.	95%
71/8	150 Rly. Constr. Coy.	Dogna.	Repairs to Bridge at Km. 60.9 (Dogna Bridge).	2/75' U.C.R.B. spans	98%
71/9	150 Rly. Constr. Coy. 1 Rly. Bdg. Section.	Pontebba.	Udine (excl) to Pontebba (incl).	General track repairs.	78%
71/11	161 Rly. Constr. Coy.	Resiutta.	Repairs to Bridge at Km. 48.235.	1/75' U.C.R.B. span.	98%
Line 72. UDINE - GORIZIA - MONFALCONE.					
72/1	10 Rly. Constr. Coy.	S. Giovanni.	Repairs to Bridge at Km. 141.29 (R. Natisone).	Permanent repairs in concrete.	10%
72/2	10 Rly. Constr. Coy.	Gorizia.	Repairs to Isonzo River Bridge.	5/80' U.C.R.B. spans.	15%

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

	Location.	Description.	Size.	Progress	Est. date of Completion	Remarks.
ITEURE (Contd)						
...oy.	Cusano.	Repairs to Bridge at Km. 97.95 (R. Tagliamento)	12/25m. Yunnan Panna spans.	60%		
...on.	Gemona	Repairs to Bridge at Km. 26.3.	1/36' German R.S.J. Span.	40%		
...oy.	Resiutta.	Repairs to Bridge at Km. 52.3 (Percaria Bridge).	5/115' Roth Wagner spans.	95%		Open to traffic 31.7.45.
...oy.	Dogna.	Repairs to Bridge at Km. 60.9 (Dogna Bridge).	2/75' U.C.R.B. spans	98%		Open to traffic 31.7.45
...oy. ...n.	Pontebba.	Udine (excl) to Pontebba (incl).	General track repairs.	78%	17.8.45	Open to traffic 31.7.45
...oy.	Resiutta.	Repairs to Bridge at Km. 48.235.	1/75' U.C.R.B. span.	98%		Open to traffic 31.7.45
...NFALCONE.						
...y.	S. Giovanni.	Repairs to Bridge at Km. 141.29 (R. Natisone).	Permanent repairs in concrete.	10%		
...y.	Gorizia.	Repairs to Isonzo River Bridge.	5/80' U.C.R.B. spans.	15%		

...../to Sheet 6.

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WORKS IN PROGRESS AS AT 31 JULY 1945 (Contd)

Job No.	Agency.	Location.	Description.	Size.
Line 84. Trieste - Cervignano.				
84/2	10 Rly. Constr. Coy.	Cervignano.	Repairs to Bridge at Km. 48.95 (R. Isonzo).	3/55' & 1/70' U.C.R.B. 2/40' sectional extended to 45'.
Line 86. FOGGIA - ANCONA.				
86/119	I.S.R.	Foggia.	Reconstruction of subway at station.	1/3 metre concrete arch.
86/120	I.S.R.	Foggia.	Additional facilities.	Repairs to spring shop and shifts.
Line 85. ANCONA - RIMINI - FAENZA - BOLOGNA.				
86/210	122 Ind. Fly. Maint. Coy.	Rimini.	Ancona to Rimini.	Maintenance.
86/217	I.S.R. Contractor	Montemarciano.	Reconstruction Bridge 1 at Km. 192.865 (R. Esino)	Permanent repairs in concrete.
86/219	I.S.R. Contractor.	Fano.	Reconstruction Bridge 14 at Km. 159.301 (R. Metauro)	Permanent repairs in concrete.
86/237	I.S.R. Contractor.	Imola.	Reconstruction Bridge 120 at Km. 35.763 (R. Santerno)	Permanent repairs in concrete.

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WORKS IN PROGRESS AS AT 31 JULY 1945 (Contd)

	Location.	Description.	Size.	% progress	Est. date of Completion.	Remarks
y.	Cervignano.	Repairs to Bridge at Km. 48.95 (R. Isonzo).	3/55' & 1/70' U.C.R.E. 2/40' sectionals extended to 45'.	75%	-	
	Foggia.	Reconstruction of subway at station.	1/3 metre concrete arch.	99%		
	Foggia.	Additional facilities.	Repairs to spring shop and mains.	67%		
WAYS - DOLOCKS.						
t.	Rimini.	Ancone to Rimini.	Maintenance.	-	-	
	Montenegrano.	Reconstruction Bridge 1 at Km. 192.835 (R. Reno)	Permanent repairs in concrete.	85%	20.8.45	
	Ferro.	Reconstruction Bridge 4A at Km. 159.801 (R. Returo)	Permanent repairs in concrete.	93%	29.8.45	
	Imola.	Reconstruction Bridge 120 at Km. 35.763 (R. Santerno)	Permanent repairs in concrete.	21%	30.9.45	

...../to Sheet 7.

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WORKS IN PROGRESS AS AT 31 JULY 1945 (Contd)

Job No.	Agency.	Location.	Description.	Size.	Progress	Es Co
Line 86. ANCONA - RIMINI - FAENZA - BOLOGNA (Contd)						
86/238	I.S.R. Contractor	Castel San Pietro	Reconstruction Bridge 129 at Km. 23.752 (R. Sillaro)	Permanent repairs in concrete.	21/-	
86/239	I.S.R. Contractor	Mirandola	Reconstruction Bridge 135 at Km. 9.167 (F. Idice)	Permanent repairs in concrete.	21/-	
86/240	I.S.R. Contractor	S. Lazzaro	Reconstruction Bridge 137 at Km. 6.156 (R. Savena)	Permanent repairs in concrete.	1/-	
86/242	I.S.R. Contractor	S. Lazzaro	Reconstruction Bridge 136 at Km. 8.442 (Russo Canal)	Permanent repairs in concrete.	21/-	
Line 87. ORTE - FOLIGNO - FABRIANO - FALCONARA.						
87/85	122 Ind. Rly. Maint. Coy.	Falconara.	Orte to Falconara.	Maintenance.	-	
87/100	I.S.R. Contractors.	Giuncano.	Repairs to tunnel at Km. 128 (Balduini Tunnel)	Permanent repairs in brickwork.	16/-	
Line 24. FOLIGNO - BASTIA.						
24/11	122 Ind. Rly. Maint. Coy.	Bastia.	Foligno to Bastia.	Maintenance.	-	

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WORKS IN PROGRESS AS AT 31 JULY 1945 (Contd)

Location.	Description.	Size.	% Progress	Est. date of Completion.	Remarks.
- BOLOGNA (Contd)					
Castel San Pietro	Reconstruction Bridge 129 at Km. 23.752 (R. Sillaro)	Permanent repairs in concrete.	21%	15.10.45	
Mirandola	Reconstruction Bridge 135 at Km. 9.167 (R. Idice)	Permanent repairs in concrete.	21%	10.9.45	
S. Lazzaro	Reconstruction Bridge 137 at Km. 6.156 (R. Savena)	Permanent repairs in concrete.	21%	15.9.45	
S. Lazzaro	Reconstruction Bridge 136 at Km. 8.442 (Russo Canal)	Permanent repairs in concrete.	21%	-	
10 - FALCONARA.					
Falconara.	Orte to Falconara.	Maintenance.	-	-	
Giuncano.	Repairs to tunnel at Km. 128 (Balduini Tunnel)	Permanent repairs in brickwork.	16%	-	
Bastia.	Foligno to Bastia.	Maintennnce.	-	-	

Appendix "E"

Daily Average Train Operation July 1945
Central Italy

	Military Freight				Troop and POW		Amb.	Civil
	Trains	Wagons Lds.	Etys.	Total	Trains	Wgns.	Trs.	Pass
ORTE - AREZZO	1.3	13	60	73	-	4	-	-
AREZZO - ORTE	2.3	84	6	90	-	6	-	.4
ROME - ORTE	5.9	151	114	265	1.5	38	.03	.5
ORTE - ROME	6.7	247	6	253	1.6	43	.03	.5
BOLOGNA - FAENZA	1.8	50	8	66	2.2	60	.03	.1
FAENZA - BOLOGNA	3.8	274	8	282	1.4	29	.03	.1
FAENZA - RIMINI	5.1	147	17	164	2.6	66	.03	.1
RIMINI - FAENZA	6.1	171	83	254	2.1	37	.03	-
RIMINI - MONDOLFO	6.3	192	16	208	3.3	80	.1	1.0
MONDOLFO - RIMINI	6.0	225	62	287	1.9	32	.1	1.
ANCONA AREA	52.5	1148	335	1483	10.9	35	.3	9.7
JESI - FABRIANO	6.1	148	10	158	2.0	49	.06	.1
FABRIANO - JESI	6.7	122	39	161	1.6	29	.06	1.
FABRIANO - FOLIGNO	6.4	150	9	159	1.9	47	.1	.
FOLIGNO - FABRIANO	7.9	144	43	187	1.4	25	.06	.
FOLIGNO - ASSISI	-	-	4	4	-	-	-	2.0
ASSISI - FOLIGNO	-	-	1	1	-	-	-	2.0
TERNI - FOLIGNO	7.1	150	53	203	1.4	25	.06	.4
FOLIGNO - TERNI	6.7	165	10	175	1.9	47	.03	.4
ORTE - TERNI	5.6	160	44	204	1.4	25	.06	2.4
TERNI - ORTE	6.6	172	10	182	1.8	43	.06	2.4
ANCONA - PESCARA	6.4	168	7	175	1.2	35	-	-
PESCARA - ANCONA	4.9	52	141	193	.2	3	-	-
TERMOLI - PESCARA	5.6	35	136	171	.2	3	-	.5
PESCARA - TERMOLI	6.5	158	6	164	1.2	38	-	.3
TOTALS	175.7	4357	1205	5562	44.0	799	1.37	28.5

Total trains all classes run 249.6
Average train miles per day 8222.7

MILITARY FREIGHT.
Average No. loaded wagons per train 24.8

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	Trains	Wagons Lds.	Mties.	Total	and POW Trains	Wgns.	Amb. Trns.	Civil Pass
ORTE - AREZZO	1.0	13	60	73	-	4	-	-
AREZZO - ORTE	2.3	84	6	90	-	6	-	.4
ROME - ORTE	5.9	151	114	265	1.5	38	.03	.3
ORTE - ROME	6.7	247	6	253	1.6	43	.03	.5
BOLOGNA - FAENZA	1.8	36	3	66	2.2	60	.03	.1
FAENZA - BOLOGNA	3.8	274	8	282	1.4	29	.03	-
FAENZA - RIMINI	5.1	147	17	164	2.8	66	.03	.1
RIMINI - FAENZA	5.1	171	63	234	2.1	37	.03	-
RIMINI - MONDOLFO	6.3	192	16	208	3.3	80	.1	1.0
MONDOLFO - RIMINI	8.0	235	62	287	1.9	34	.1	1.
ANCONA AREA	52.5	1148	335	1483	10.9	35	.5	3.
JESI - FABRIANO	5.1	143	10	153	2.0	49	.06	1.
FABRIANO - JESI	6.7	122	99	181	1.8	29	.06	1.
FABRIANO - FOLIGNO	5.4	150	9	159	1.9	47	.1	-
FOLIGNO - FABRIANO	5.3	144	43	187	1.4	25	.06	-
FOLIGNO - ASSISI	-	-	4	4	-	-	-	2.0
ASSISI - FOLIGNO	-	-	1	1	-	-	-	2.0
TERNI - FOLIGNO	7.1	150	53	203	1.4	25	.06	-
FOLIGNO - TERNI	5.7	165	10	175	1.9	47	.03	-
ORTE - TERNI	5.5	160	44	204	1.4	25	.06	2.4
TERNI - ORTE	6.5	172	10	182	1.8	43	.06	2.4
ANCONA - PESCARA	5.4	168	7	175	1.2	35	-	-
PESCARA - ANCONA	4.9	52	141	193	.2	3	-	-
TERMOLI - PESCARA	5.8	23	135	158	.2	3	-	.5
PESCARA - TERMOLI	5.5	158	6	164	1.2	36	-	.5
TOTALS	175.7	4857	1205	5562	44.0	799	1.37	26.5

Total trains all classes run 249.6
Average train miles per day 3222.7

MILITARY FREIGHT.

Average No. loaded wagons per train 24.8
Average No. empty wagons per train 6.9
Average No. (Total) wagons per train 31.7

Average net tons per train 297.5
Average gross tons per train 672.4

Grand total increases partly due to inclusion of section ANCONA - TERMOLI in Central Italy effective 1 July 1945 which date line was opened to through traffic.

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Appendix "F"

Daily Average Train Operation July 1945

East Italy

	Military							Civil Pass
	Freight				Troop & P.O.W.		Ambul ance Trains	
	Trains	Wagons						
		Lds.	Mties.	Total	Trains	Wagons		
TERMOLI - FOGGIA	4.1	125	9	134	1.7	53	-	.5
FOGGIA - TERMOLI	5.6	57	146	203	.6	13	-	.5
FOGGIA BRANCHES	11.8	82	22	104	-	-	-	-
FOGGIA - CERVARO	6.6	139	10	149	.6	8	.1	-
FOGGIA - BARI	8.2	278	22	300	3.1	86	.2	2.4
BARI - FOGGIA	8.5	164	176	340	1.8	30	.2	2.5
BARI - BRINDISI	3.2	75	9	85	.9	8	-	2.5
BRINDISI - BARI	4.0	66	31	97	.9	9	-	2.4
BARI - TARANTO	3.4	46	19	65	1.3	36	-	3.0
TARANTO - BARI	3.5	39	51	90	.5	7	-	3.0
BRINDISI - TARANTO	1.6	21	22	43	.5	5	-	1.5
TARANTO - BRINDISI	2.7	28	6	34	.5	8	-	1.4
TARANTO - METAPONTO	3.3	38	41	79	-	2	-	1.4
METAPONTO - TARANTO	3.0	56	7	63	.1	2	-	1.4
METAPONTO - POTENZA	2.8	44	10	54	-	-	-	.4
POTENZA - METAPONTO	2.4	35	2	37	.1	1	-	.4
METAPONTO - SIBARI	2.3	17	33	50	-	-	-	1.0
POTENZA - FOGGIA	.5	2	1	3	.3	1	-	-
FOGGIA - POTENZA	.5	1	2	3	-	-	-	-
TOTAIS	78.2	1314	619	1933	13.2	269	.5	24.3

Total trains all classes run	116.2
Average train miles per day	6554.2

MILITARY FREIGHT

Average N°. loaded wagons per train	16.8
Average N°. empty wagons per train	7.9
Average N°. (Total) wagons per train	24.7
Average net tons per train	252.1
Average gross tons per train	548.7

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	Tra ins	Wagons Lds.	Eties.	Total	P.O.W. Trains	Wagons	ance Trains	Pass
TERMOLI - FOGGIA	4.1	125	9	134	1.7	53	-	.5
FOGGIA - TERMOLI	5.3	57	146	203	.6	13	-	.5
FOGGIA BRANCHES	11.6	82	22	104	-	-	-	-
FOGGIA - CERVARO	6.6	139	10	149	.6	8	.1	-
FOGGIA - BARI	8.2	278	22	300	3.1	66	.2	2.4
BARI - FOGGIA	8.5	164	176	340	1.6	30	.2	2.5
BARI - BRINDISI	3.2	76	9	85	.9	8	-	2.5
BRINDISI - BARI	4.0	66	31	97	.9	9	-	2.4
BARI - TARANTO	3.4	46	19	65	1.3	33	-	3.0
TARANTO - BARI	3.5	39	51	90	.5	7	-	3.0
BRINDISI - TARANTO	1.8	21	22	43	.5	5	-	1.5
TARANTO - BRINDISI	2.7	28	6	34	.8	8	-	1.4
TARANTO - METAPONTO	3.3	38	41	79	-	2	-	1.4
METAPONTO - TARANTO	3.0	56	7	63	.1	2	-	1.4
METAPONTO - POTENZA	2.8	44	10	54	-	-	-	.4
POTENZA - METAPONTO	2.4	35	2	37	.1	1	-	.4
METAPONTO - SIBARI	2.3	17	33	50	-	-	-	1.0
POTENZA - FOGGIA	.5	2	1	3	.3	1	-	-
FOGGIA - POTENZA	.5	1	2	3	-	-	-	-
TOTALS	78.2	1314	819	1933	13.2	269	.5	24.3

Total trains all classes run	116.2
Average train miles per day	6554.2

MILITARY FREIGHT

Average N°. loaded wagons per train	16.8
Average N°. empty wagons per train	7.9
Average N°. (Total) wagons per train	24.7
Average net tons per train	252.1
Average gross tons per train	548.7

The decrease in Grand Totals is due to the section TERMOLI - PESCARA being included in Central Italy Daily Averages as this section was opened to traffic on 1 July 1945 and controlled by ANCONA Compartimento.

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Appendix "G"

RAIL MILEAGE IN OPERATION
ITALY, SICILY and SARDINIA
AS OF 31 JULY 1945

I.S.R. COMPARTIMENTO	OPERATING PERSONNEL	KILOMETRES UNDER DIRECTION USA.	BR.	AC.	TOTAL
TURIN	ISR		1524		1524
MILAN	ISR		852		852
GENOA	ISR		486		486
TRIESTE	ISR		593		593
VENICE	ISR		559		559
VERONA	ISR	845			845
BOLOGNA	ISR	210	112		322
ANCONA	ISR		553	40	593
FLORENCE	ISR	406	68	34	508
ROME	ISR	510	165	323	998
NAPLES	ISR	791	88		879
REGGIO	ISR			980	980
BARI	ISR		1111		1111
TOTAL KILOMETRES MAINLAND		2762	6108	1377	10247
SICILY				1837	1837
SARDINIA				410	410
GRAND TOTAL IN KILOMETRES		2762	6108	3624	12492
GRAND TOTAL IN MILES		1715	3793	2251	7759

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I.S.R. COMPARTIMENTO	OPERATING PERSONNEL	KILOMETRES UNDER DIRECTION USA.	BR.	AC.	TOTAL
TURIN	ISR		1524		1524
MILAN	ISR		852		852
GENOA	ISR		488		488
TRIESTE	ISR		593		593
VENICE	ISR		559		559
VERONA	ISR	845			845
BOLOGNA	ISR	210	112		322
ANCONA	ISR		553	40	593
FLORENCE	ISR	406	68	34	508
ROME	ISR	510	165	323	998
NAPLES	ISR	791	88		879
REGGIO	ISR			980	980
BARI	ISR		1111		1111
TOTAL KILOMETRES MAINLAND		2762	6108	1377	10247
SICILY				1337	1337
SARDINIA				410	410
GRAND TOTAL IN KILOMETRES		2762	6108	3624	12492
GRAND TOTAL IN MILES		1715	3793	2251	7759

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Appendix "H".

NORTH EAST ITALY.
TRAFFIC HANDLED JULY 1945.

Section of Line		Daily Average Trains	Wagons.	Net Tons	Max on any one day Trains	Wagons	Net Tons	Total Net Tons
MESTRE WHPS		5.8	149.9	1094.8	12	453	2422	30914
MESTRE) TREVISO)	VICENZA	2.4	68.3	459	8	222	1706	11901
VICENZA	(MESTRE (TREVISO	1.6	50.4	235	6	217	570	4603
MESTRE-TREVISO		5.3	204.0	2329	6	340	3056	58632
TREVISO MESTRE		5.2	167.2	450	8	425	852	13451
TREVISO UDINE		6.0	219.7	2395	10	354	3287	64663
UDINE TREVISO		6.7	188.5	809	9	346	2199	24390
UDINE GEMONA		4.5	112.3	1304	7	169	2159	36451
GEMONA UDINE		4.5	120.3	238	7	231	540	6733
TRIESTE UDINE		1.7	36.7	585	3	102	1840	19858
UDINE TRIESTE		1.4	43.9	184	3	96	480	4103
TRIESTE	S.PIETRO del CARSO	4.4	47.4	1755	8	174	2530	27921
S.PIETRO del CARSO	TRIESTE	3.3	127.0	19	5	199	134	500

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PORT WORKING STATISTICS - ITALY.

SUMMARY FOR PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 31 JULY 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
TARANTO	35	104	M.T. Stores Coal	4	33 10437 18398		3742	28868
BRINDISI	16	94	M.T. Stores	8	24 29322		7126	29346
BARI	46	195	M.T. Stores Coal	140	526 103064 13001		54882	116591
GALLIPOLI			Stores Coal		725 6398			7123
ANCONA	41	148	M.T. Stores Coal	41	230 36194 11873		24971	48297
VENICE	59	201	M.T. Stores Coal	1	1 69827 9718		6594	79546

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Appendix No. 'J'
Sheet No. ~1

PORT WORKING STATISTICS - ITALY.

RY FOR PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 31 JULY 45.

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 Tonnage Discharged	Ship Tons per Ship Day
104	M.T. Stores Coal	4	33 10437 18398		3742	28868	= 1 337 593	278
94	M.T. Stores	8	24 29322		7126	29346	= 1 946	312
195	M.T. Stores Coal	140	526 103064 13001		54882	116591	5 = 17 3325 419	598
	Stores Coal		725 6398			7123	23 207	
148	M.T. Stores Coal	41	230 36194 11873		24971	48297	1 = 7 1168 383	326
201	M.T. Stores Coal	1	1 69827 9718		6594	79546	2253 313	396

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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	Aver Tonn Disc
TRIESTE	39	93	Stores Coal	25470 15700		41170	
GENOA	40	96	Stores Coal	42589 9621	22590	52210	
						Total Tonn	
						40	

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

Lighter tonnage is also included in Quay commodity figure.

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Appendix No. 'J'
Sheet No. 2

of days harging	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
	Stores		25470				822	
93	Coal		15700			41170	506	443
	Stores		42589				1374	
96	Coal		9621		22590	52210	310	544

Total Tonnage Discharged

403,151

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

ge is also included in Quay commodity figure.

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PORT WORKING STATISTICS - ITALY

SUMMARY FOR PORTS OF TONNAGES LOADED DURING MONTH ENDING 31 JULY 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	Average Daily Tonnage Loaded
TARANTO	38	70	M.T.	1	5				
			Stores		4229	-		4234	137
BRINDISI	28	134	Stores		26048	-		26048	840
BARI	58	236	M.T.	327	1059				11 = 34
			Stores		60474	-		61533	1951
GALLIPOLI			Stores		1373	-		1373	44
ANCONA	49	116	M.T.	289	1636				9 = 53
			Stores		22836	-		24472	736
VENICE	19	33	Stores		3890	-		3890	125
TRIESTE	17	21	M.T.	507	1898				16 = 61
			Stores		1534	-		3432	50
GENOA	1	1	M.T.	1	1				
			Stores		9	-		10	
ZARA	6	16	Stores		3260	-		3260	233
VIS			Stores		1925	-		1925	92

Notes:- ZARA Closed 14th July.
VIS Closed 21st July.
The Stores figure does not include P.O.L. loaded by Pipe Line.

Total Tonnage Loaded 130,177

1351

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Appendix No. 'K'' 7

PORT WORKING STATISTICS - ITALY

PORTS OF TONNAGES LOADED DURING MONTH ENDING 31 JULY 45.

Cargo	No. of M.T. & Tons Loaded QUAY M.T.	QUAY Tons	LIGHTER M.T.	LIGHTER Tons	Total Tonnage	Average Daily Tonnage Loaded	Ship Tons per Ship Day
M.T.	1	5					
Stores		4229	-		4234	137	60
Stores		26048	-		26048	840	194
M.T.	327	1059				11 = 34	
Stores		60474	-		61533	1951	267
Stores		1373	-		1373	44	
M.T.	289	1636				9 = 53	
Stores		22836	-		24472	736	211
Stores		3890	-		3890	125	118
M.T.	507	1898				16 = 61	
Stores		1534	-		3432	50	162
M.T.	1	1					
Stores		9	-		10		10
Stores		3260	-		3260	233	14
Stores		1925	-		1925	92	

Total Tonnage Loaded 130,177

y.
y.
es not include P.O.L. loaded by Pipe Line.

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PORT WORKING STATISTICS - ITALY

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

		M.T. (No.)	COAL TONNAGE	OTHER TONNAGE
DISCHARGED				
	Accumulative Total Brought Forward	112,223	701,683	5,874,872
	July 45.	194	84,709	318,442
	Totals to Date	112,417	786,392	6,193,314
LOADED				
	Accumulative Total Brought Forward	23,477	10,794	1,312,972
	July 45.	1,125		130,177
	Totals to Date	24,602	10,794	1,443,149
	Totals DISCHARGED & LOADED to Date	137,019	797,186	7,636,463

1.6.21

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Appendix No. 'L'

PORT WORKING STATISTICS - ITALY

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

	M.T. (No.)	COAL TONNAGE	OTHER TONNAGE	TOTAL TONNAGE
Total				
rd	112,223	701,683	5,874,872	6,576,555
	194	84,709	318,442	403,151
	112,417	786,392	6,193,314	6,979,706
Total				
rd	23,477	10,794	1,312,972	1,323,766
	1,125		130,177	130,177
	24,602	10,794	1,443,149	1,453,943
GED &				
	137,019	797,186	7,636,463	8,433,649

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PORT WORKING STATISTICS - ITALY

TONNAGES CLEARED FROM ITALIAN PORTS DURING MONTH ENDING 31 JULY 45.

	TARANTO	BRINDISI	BARI	GALLIPOLI	ANCONA	VENICE	TRIESTE
Road	2369	14185	78464	725	15859	47819	25964
Rail	24989	13291	35156	6398	32339	32941	16764
I.W.T.	872	2231	87	-	1485	3814	436
Totals	28230	29707	113707	7123	49683	84574	43164

	TARANTO	BRINDISI	BARI	ANCONA	VENICE	GENOA
Discharged to Lighter	3742	7126	54882	24971	6594	22590
No. of Lighters in use per Port	29	30	88	86	25	28
Av. tons per Lighter	129	238	624	290	264	807

Notes:- In addition 80 Lighters at Venice used for ferrying and transport purposes.

3/1

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Appendix No. 'M'

PORT WORKING STATISTICS - ITALY

TONNAGES CLEARED FROM ITALIAN PORTS DURING MONTH ENDING 31 JULY 45.

ANTO	BRINDISI	BARI	GALLIPOLI	ANCONA	VENICE	TRIESTE	GENOA	TOTAL
369	14185	78464	725	15859	47819	25964	37534	222919
889	13291	35156	6398	32339	32941	16764	13872	175750
872	2231	87	-	1485	3814	436	-	8925
230	29707	113707	7123	49683	84574	43164	51406	407594

	TARANTO	BRINDISI	BARI	ANCONA	VENICE	GENOA	TOTAL
	3742	7126	54882	24971	6594	22590	119905
	29	30	88	86	25	28	286
	129	238	624	290	264	807	419

80 Lighters at Venice used for ferrying and transport purposes.

APPENDIX N.

Transportation (Dr.) Main,
G.M.F.
Tel: Firebox 9349.

Tn.A.1/102.

1 Aug. 45.

ANNEXURE "A" TO
TECHNICAL INSTRUCTION NO. 46.

VENEZIA GUILIA - TRANSPORTATION STORES FOR MILITARY AND CIVIL USERS WITHIN THE SPECIAL ZONE.

1. INFORMATION.

With the establishment of the Special Zone in Venezia Guilia, a portion of the I.S.R. Railway system is no longer administered or controlled by the Italian State Railways, and is therefore without its former resources and channels of supply.

The special zone in Venezia Guilia is divided as follows:-

(a) Area "A" under A.M.G. control.
(b) " "B" " Jugo Slav control.

The stores requirements for operation of the railways and ports in Area "A" for military and essential civil purposes will be an A.M.G. responsibility through M.R.S.(I). In addition it has been agreed that any requirements (coal excepted) for Area "B" and not available from Jugo Slavia, or local resources within the area under Jugo Slav control, may be referred to A.M.G. Area "A" for supply, under M.R.S. arrangements, from railway or other local resources within Area "A" or through other sources of supply available to M.R.S./TN.(BR.).

To advise and assist D.D.Tn. Trieste upon all questions of supply arising out of the establishment of the Special Zone, Venezia Guilia, an H.Q. Tn. Stores representative is attached for liaison duties between this H.Q. and D.D.Tn. Trieste, reporting direct to A.D.Tn.(Stores) this H.Q. upon all matters affecting Tn. Stores provision policy, in conformity with T.I. No.46, 17 Jul.45.

The provisions of Technical Instruction No.38 "Supply of Equipment and Stores to the Italian Railways" will not be applicable within the Special Zone, Venezia Guilia.

2. DUTIES - TN. STORES H.Q. REPRESENTATIVE.

The following duties will be the responsibility of the Tn. Stores H.Q. representative:-

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WITHIN THE SPECIAL ZONE.

1. INFORMATION.

With the establishment of the Special Zone in Venezia Guilia, a portion of the I.S.R. Railway system is no longer administered or controlled by the Italian State Railways, and is therefore without its former resources and channels of supply.

The special zone in Venezia Guilia is divided as follows:-

(a) Area "A" under A.M.G. control.
(b) " "B" " Jugo Slav control.

The stores requirements for operation of the railways and ports in Area "A" for military and essential civil purposes will be an A.M.G. responsibility through M.R.S.(I). In addition it has been agreed that any requirements (coal excepted) for Area "B" and not available from Jugo Slavia, or local resources within the area under Jugo Slav control, may be referred to A.M.G. Area "A" for supply, under M.R.S. arrangements, from railway or other local resources within Area "A" or through other sources of supply available to M.R.S./TN.(BR.).

To advise and assist D.D.Tn. Trieste upon all questions of supply arising out of the establishment of the Special Zone, Venezia Guilia, an H.Q. Tn. Stores representative is attached for liaison duties between this H.Q. and D.D.Tn. Trieste, reporting direct to A.D.Tn.(Stores) this H.Q. upon all matters affecting Tn. Stores provision policy, in conformity with T.I. No.46, 17 Jul.45.

The provisions of Technical Instruction No.38 "Supply of Equipment and Stores to the Italian Railways" will not be applicable within the Special Zone, Venezia Guilia.

2. DUTIES - TN. STORES H.Q. REPRESENTATIVE.

The following duties will be the responsibility of the Tn. Stores H.Q. representative:-

(a) Advise D.D.Tn. Trieste upon Tn. Stores provision policy, and keep him informed upon any question of supply likely to affect the workings of the ports or railways concerned.

(b) Assist Tn. units working within the special zone to obtain Tn. technical stores and equipment in accordance with the general procedure laid down in T.I. 19.

(c) Ensure that Tn.(Finance) branch representative is kept informed upon all Tn. Stores matters concerning accounting, for military and civil supplies entering and leaving the special zone, by providing copies of certified vouchers for all materials issued to Tn. units, to civil railways and port authorities in Areas "A" and "B" separately.

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(d) Co-ordinate details of civil railway stores requirements for the special zone Area "A" and arrange distribution of available civil railway resources within the zone, to meet the requirements of D.D.Tn. Trieste.

(e) In co-operation with Tn.(Finance) Branch representative, arrange local purchase through A.M.G. of civil railway and port authorities stores requirements against the account of the special zone. (Areas "A" and "B" will be dealt with separately) Further instructions in regard to local purchase will be issued as soon as possible.

(f) Transmit, for provision purposes, to A.D.Tn.(Stores), Tn. Main C.M.F. details of any stores required for military and essential civil operation and maintenance of the civil railways and ports of the special zone (Area "A" and Area "B" separately), and not available from:-

(i) Railway stocks within the special zone (Area "A").
(ii) Local resources within the special zone (Area "A").

N.B. In the case of requirements for Area "B", Jugo Slav representatives will certify the items concerned are not available ex Jugo Slavia or Area "B".

(g) Maintain such records as may be required by A.D.Tn.(Stores) of stores supplied, and sources of origin, to Tn. units and the civil railway and port organisations of the special zone (Areas "A" and "B" separately).

3. PROCEDURE.

General Stores Requirements.

(a) (i) Lists of minimum essential requirements will be provided by Rly. Capo, Area "A", Special Zone at two-monthly intervals. These lists will show points at which required, available stocks and locations.

(ii) Indents or requests for supplies for civil port authorities in Area "A" and for all purposes in Area "B" will be dealt with as they arise.

(b) Requirements for both areas will be screened by technical branches of D.D.Tn. Trieste staff, before action is taken by Tn. Stores Liaison Officer to arrange redistribution, local purchase or provision through A.D.Tn.(Stores), Tn.(Br.) Main.

(c) Emergency indents from Rly. Capo Area "A" or the civil port authorities will be accepted by Tn. Stores Liaison Officer and if approved urgent action taken to arrange supply, from railway or civil resources in the area, or failing local supplies, by signalling details to A.D.Tn.(Stores) for provision action.

(d) Tn. Stores required for the use of civil railway and port personnel working under the direct supervision of M.F.S./TN. units may

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C.M.F. details of any stores required for military and essential civil operation and maintenance of the civil railways and ports of the special zone (Area "A" and Area "B" separately), and not available from:-

(i) Railway stocks within the special zone (Area "A").
(ii) Local resources within the special zone (Area "A").

N.B. In the case of requirements for Area "B", Jugo Slav representatives will certify the items concerned are not available ex Jugo Slavia or Area "B".

(g) Maintain such records as may be required by A.D.Tn.(Stores) of stores supplied, and sources of origin, to Tn. units and the civil railway and port organisations of the special zone (Areas "A" and "B" separately).

3. PROCEDURE.

General Stores Requirements.

(a) (i) Lists of minimum essential requirements will be provided by Rly. Capo, Area "A", Special Zone at two-monthly intervals. These lists will show points at which required, available stocks and locations.

(ii) Indents or requests for supplies for civil port authorities in Area "A" and for all purposes in Area "B" will be dealt with as they arise.

(b) Requirements for both areas will be screened by technical branches of D.D.Tn. Trieste staff, before action is taken by Tn. Stores Liaison Officer to arrange redistribution, local purchase or provision through A.D.Tn.(Stores), Tn.(Br.) Main.

(c) Emergency indents from Rly. Capo Area "A" or the civil port authorities will be accepted by Tn. Stores Liaison Officer and if approved urgent action taken to arrange supply, from railway or civil resources in the area, or failing local supplies, by signalling details to A.D.Tn.(Stores) for provision action.

(d) Tn. Stores required for the use of civil railway and port personnel working under the direct supervision of M.R.S./TN. units may be included in indents for materials required by the Tn. unit concerned.

(e) All issues of railway stores for use in maintenance of the civil railways except as in sub-para. (d) above and para. 2(b) (Stores consumed by Tn. units) will be vouchered by issuing T.S.Ds. to civil users through Tn. Stores rep., Venezia Guilia.

(f) Stores obtained and supplied by A.D.Tn.(Stores) from Italian State Railway depots in Italy will be vouchered by forwarding T.S.D. to civil users through Tn. Stores rep., Venezia Guilia as "I.S.R. stores supplied to special zone (Area "A" or Area "B")", as the case may be.

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(g) Indents from Tn. units operating within the special zone will be routed through Tn. Stores rep. for despatch to issuing T.S.Ds. Progress of supply will be undertaken by Tn. Stores rep. at the request of Tn. units.

4. ACCOUNTING PROCEDURE (VOUCHERING).

(a) All stores supplied to the railways and ports of the special zone (Areas "A" and "B"), whether consumed or incorporated in authorised works by Tn. units or civilian personnel, will be debited to the account of the special zone.

(b) The maintenance of records and evaluation of all supplies made available from:-

(i) Local resources of the zone,
(ii) M.R.S. military stocks,
(iii) Italian State Rlys. stocks,

will be a responsibility of the Tn. (Finance) Branch representative, Venizia Guilia.

(c) To assist in maintenance of records referred to in para. (b) above, separate vouchers will be prepared for stores issued to each Area within the special zone, in accordance with instructions in para. 4(d).

(d) Vouchers for stores obtained or supplied through the agency of the Tn. Stores branch representative will be prepared and certified for distribution as under:-

	Stores obtained by/from	Number of copies	Distribution.
(i)	Local resources by local purchase	4	3 copies signed by a Tn. unit or a responsible Railway or Port authority official and distributed:- 1 - Tn. Stores rep. file. 1 - Tn. (Finance) rep. 1 - consignee.
(ii)	M.R.S./TN. Military stocks	5	4 copies signed by a Tn. unit or a responsible Railway or Port authority official and distributed:- 1 - T.S.D. issuing material. 1 - Tn. Stores rep. file. 1 - Tn. (Finance) rep. 1 - consignee.
(iii)	I.S.R. stocks through agency T.S.D.	6	5 copies signed by a Tn. unit or a responsible civil Railway or Port official and distributed:-

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(i) Local resources of the zone,
(ii) M.R.S. military stocks,
(iii) Italian State Rlys. stocks,

will be a responsibility of the Tn. (Finance) Branch representative, Venizia Guilia.

(c) To assist in maintenance of records referred to in para. (b) above, separate vouchers will be prepared for stores issued to each Area within the special zone, in accordance with instructions in para. 4(d).

(d) Vouchers for stores obtained or supplied through the agency of the Tn. Stores branch representative will be prepared and certified for distribution as under:-

	Stores obtained by/from	Number of copies	Distribution.
(i)	Local resources by local purchase	4	3 copies signed by a Tn. unit or a responsible Railway or Port authority official and distributed:- 1 - Tn. Stores rep. file. 1 - Tn. (Finance) rep. 1 - consignee.
(ii)	M.R.S./TM. Military stocks	5	4 copies signed by a Tn. unit or a responsible Railway or Port authority official and distributed:- 1 - T.S.D. issuing material. 1 - Tn. Stores rep. file. 1 - Tn. (Finance) rep. 1 - consignee.
(iii)	I.S.R. stocks through agency T.S.D.	6	5 copies signed by a Tn. unit or a responsible civil Railway or Port official and distributed:- 1 - Tn.(Br.) Main for H.Q., Stores Sect. I.S.R. 1 - T.S.D. despatching supply. 1 - Tn. Stores rep. file. 1 - Tn. (Finance) Branch. 1 - consignee.

5. PROJECT STORES AND SPECIAL REQUIREMENTS.

(a) Requirements for military projects carried out within the special zone will be supplied as far as possible from local resources under control of A.M.G. or if not otherwise available from M.R.S. resources.

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(b) Requirements of the civil railways for non-military projects will be submitted by civil railway representative through Tn. Stores Liaison Officer to A.M.G. If such projects are approved and materials required are not otherwise available and are necessary to prevent disease and unrest, assistance may be rendered by M.R.S. in arranging supplies, from civil or military resources, provided such assistance can be rendered without prejudice to purely military requirements.

(c) Applications for assistance in obtaining releases of A.M.G. controlled stores allotments from production, power etc. will be submitted by Capo, Special Zone to Tn. Stores Liaison Officer who will co-ordinate action with Tn. (Finance) branch and A.M.G. according to the nature of the request.

6. COAL.

(a) Responsibility for supplying estimates of railway requirements to Coal Section A.F.H.Q. will rest with A.D.Tn.(Stores). These estimates will be based upon recommendations made by D.D.Tn. Trieste.

(b) If possible, the services of the former Italian Agenzia Marittima Trieste will be utilised for arranging, in conjunction with Movements and any other authorities, the detailed distribution of railway coal arriving at the port of Trieste, maintaining records and rendering through Tn. Stores Liaison Officer weekly returns of receipts, issues and stocks within the zone, and also details of receipts and despatches to Italy and Austria.

(c) Coal Section A.F.H.Q. advise that issue of railway coal to Jugo Slavia is unauthorised and will not be made without their authority. Any applications for supplies will be referred to A.D.Tn.(Stores).

7. PETROL, OIL AND LUBRICANTS.

Supplies of railway lubricants will be made available from M.R.S. stocks until arrangements have been concluded for the civil organisation known as E.P.D. (corresponding to C.I.P. in Italy) is made responsible for supply and distribution. Vouchering ex T.S.Ds. will conform to general instructions in para. 4.

Petrol, kerosene etc. for essential railway purposes will be obtained and supplied from civil sources through A.M.G. against monthly estimates submitted by Rly. Capo, Area "A" to Tn. Stores Liaison Officer and screened by technical branches of D.D.Tn. Trieste staff.

Applications for supply of petrol, kerosene etc. to Area "B" will be referred to A.M.G. Area "A" for such action as they consider necessary. Tn. Stores Liaison Officer will not be responsible for provision of supplies of this nature.

8. Tn. Stores H.Q. Liaison Officer, Venezia Guilia will not be responsible for supply of Tn. stores to Tn. units outside the special area [illegible]

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to co-ordinate action with Tn. (Finance) branch and A.M.G. according to the nature of the request.

6. COAL.

(a) Responsibility for supplying estimates of railway requirements to Coal Section A.F.H.Q. will rest with A.D.Tn.(Stores). These estimates will be based upon recommendations made by D.D.Tn. Trieste.

(b) If possible, the services of the former Italian Agenzia Marittima Trieste will be utilised for arranging, in conjunction with Movements and any other authorities, the detailed distribution of railway coal arriving at the port of Trieste, maintaining records and rendering through Tn. Stores Liaison Officer weekly returns of receipts, issues and stocks within the zone, and also details of receipts and despatches to Italy and Austria.

(c) Coal Section A.F.H.Q. advise that issue of railway coal to Jugo Slavia is unauthorised and will not be made without their authority. Any applications for supplies will be referred to A.D.Tn.(Stores).

7. PETROL, OIL AND LUBRICANTS.

Supplies of railway lubricants will be made available from M.R.S. stocks until arrangements have been concluded for the civil organisation known as E.P.D. (corresponding to C.I.P. in Italy) is made responsible for supply and distribution. Vouchering ex T.S.Ds. will conform to general instructions in para. 4.

Petrol, kerosene etc. for essential railway purposes will be obtained and supplied from civil sources through A.M.G. against monthly estimates submitted by Rly. Capo, Area "A" to Tn. Stores Liaison Officer and screened by technical branches of D.D.Tn. Trieste staff.

Applications for supply of petrol, kerosene etc. to Area "B" will be referred to A.M.G. Area "A" for such action as they consider necessary. Tn. Stores Liaison Officer will not be responsible for provision of supplies of this nature.

8. Tn. Stores H.Q. Liaison Officer, Venezia Guilia will not be responsible for supply of Tn. stores to Tn. units outside the special zone or that portion of the I.S.R. Trieste Compartimento excluded from the special zone and still under I.S.R. control.

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

From	Port	No. of ships containing Tn. Stores	Approx. Total Tonnage Tn. Stores.	Principal Items.
U.K.	NAPLES BARI	4	1704	16 - 70' Deck U.C.R.B. 4 - 123' Lattice Girder Bridges 9 - 40' Sectional Welded Bridges 7 - 39' R.S.J. Bridges 14 - 36' " " 4 - 35' " " 1 - 31' " " 200 - Boiler Tubes
U.S.A.	NAPLES BARI ANCONA	6	2508	18 - 70' Deck U.C.R.B. 10 - 70' Through " 1 - 123' Lattice Girder Bridge 431 tons Light Steel Trestling 495 " Heavy " "
M.E.	T.RANTO ERITREA ANCONA	3	4090	4 - U.S.A. 2-8-2 Locos 14 miles Sleepers 8¾ miles Track 45 sets Crossing Timbers 23 tons Light Steel Trestling 142 " Heavy " " 13 tons Bush Cast Iron for I/C Engines 3 - Burns Tands 1 - 40' Braithwaite Tower
N.A.	-	NIL	-	
			8302	

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APPENDIX O.

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

CTD

No. of ships containing Tn. Stores	Approx. Total Tonnage Tn. Stores.	Principal Items.	Demand No.
4	1704	16 - 70' Deck U.C.R.B. 4 - 123' Lattice Girder Bridges 9 - 40' Sectional Welded Bridges 7 - 39' R.S.J. Bridges 14 - 36' " " 4 - 35' " " 1 - 31' " " 200 - Boiler Tubes	MED/TN2/UK. 147 MED/TN2/UK. 193
6	2508	18 - 70' Deck U.C.R.B. 10 - 70' Through " 1 - 123' Lattice Girder Bridge 431 tons Light Steel Trestling 495 " Heavy " "	MED/TN2/UK. 147
3	4090	4 - U.S.A. 2-8-2 Locos 14 miles Sleepers 8½ miles Track 45 sets Crossing Timbers 23 tons Light Steel Trestling 142 " Heavy " " 13 tons Bush Cast Iron for I/C Engines 3 - Burns Tands 1 - 40' Braithwaite Tower	MED/TN2/ME. 94 MED/TN2/ME. 107 MED/TN2/ME. 106 MED/TN2/ME. 99 MED/TN2/ME. 72
NIL	"		
	8302		

APPENDIX P.

TN. STORES STATISTICS.

(1) Tonnages of Tn. Stores - Handled in Depots.

	June	July	Increase + Decrease - over June 45.
Unloaded	27,902	23,606	- 4,296
Reconsigned	8,119	2,519	- 5,600
Loaded and Despatched	23,890	18,928	- 4,962
	59,911	45,053	- 14,858

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

	June	July	Total to 31 July 45.
Received in Italy	19,755	12,042	282,005
Issues (a) Italy	18,120	8,553	233,566
(b) S. France	-	-	2,311
Closing Stock	75,824	79,255	-

(3) Indents and Transfer Vouchers.

	June	July
Indents - number	1,732	1,515
- items	6,265	6,897
Transfer Vouchers - number	471	329
- items	4,026	3,603

(4) Railway Bridging.

		RECEIVED		ISSUED		Returned from units	Stock at end of July
Type of Bridging.		July	Total to end July	July	Total to end July		
R.S.J. Spans	ft.run	1715	15,042	54	9,108	1075	7,009
" Sect. Spans	"	1047	1,269	-	36	36	1,269
Sectional 40'	"	960	10,600	-	7,560	920	3,960
U.C.R.B.	"	3040	20,060	580	17,561	1541	4,040
Lattice Girder	"	277	3,721	154	1,497	-	2,224
Plate Girder (Obs.)	"	-	210	..	180	-	30
Yunnan Burma	"	-	7,255	246	8,008	804	51
Fabricated RSJ Spans	"	[illegible]	[illegible]	-	2,130	210	580
Total	ft.run	744	60,657	1034	46,080	4586	19,163
Trestling							
Light	Tons	654	14,139	333	9,482	1625	6,282
Heavy	"	289	2,150	4	1,132	124	1,142

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quantitative accounts, and excluding transfers between depots.

	June	July	Total to 31 July 45.
Received in Italy	19,755	12,042	282,605
Issues (a) Italy	18,120	8,553	233,566
(b) S. France	-	-	2,311
Closing Stock	75,824	79,255	-

(3) Indents and Transfer Vouchers.

	June	July
Indents - number	1,732	1,515
- items	6,265	6,897
Transfer Vouchers - number	471	329
- items	4,026	3,603

(4) Railway Bridging.

Type of Bridging.		RECEIVED July	RECEIVED Total to end July	ISSUED July	ISSUED Total to end July	Returned from units	Stock at end of July
R.S.J. Spans	ft. run	1715	15,042	54	9,108	1075	7,009
" Sect. Spans	"	1047	1,269	-	36	36	1,269
Sectional 40'	"	960	10,600	-	7,560	920	3,960
U.C.R.B.	"	3040	20,060	580	17,561	1541	4,040
Lattice Girder	"	277	3,721	154	1,497	-	2,224
Plate Girder (Obs.)	"	-	210	..	180	-	30
Yunnan Burma	"	-	7,255	246	8,003	804	51
Fabricated RSJ Spans	"	1[illegible]	[illegible]	-	2,130	210	580
Total ft. run		7444	60,657	1034	46,080	4586	19,163
Trestling							
Light	Tons	654	14,159	333	9,482	1625	6,282
Heavy	"	289	2,150	4	1,132	124	1,142

(5) Track.

		RECEIPTS July	RECEIPTS Total to date	RETURNS FROM UNITS July	RETURNS FROM UNITS Total to date	ISSUES July	ISSUES Total to date	Stock
Plain Line (excl. Sleepers)	Miles	9	311	-	-	2	219	92
Sleepers	"	16	382	-	13	3	351	44
Turnouts (Excl. Timbers)	Each	120	1358	-	16	27	927	647
Crossing Timbers	Sets	150	1575	-	26	11	795	806

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

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	-	31	8 (a)	-	39	
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	
Converted to Mail Van	-	12	-	-	12	
Chassis used as Flat	1 (b)	13	-	1	14	
U.S. Box - 40 ton	-	5	-	-	5	
Chassis used as Flat	-	53	-	-	53	
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 Q.

AND BRITISH STANDARD GAUGE U.K. LOCOS AND WAGONS - ITALY AND NORTH AFRICA - AS AT 31 JULY 45.

ON	HELD IN		OUTSTANDING FOR ITALY		TOTAL IN ITALY WHEN OUTSTANDINGS MET	REMARKS
	NORTH AFRICA	ITALY	AGAINST DEMANDS	AGAINST TRANSFERS		
	-	31	8 (a)	-	39	(a) Ex M.E.
	-	243	-	-	243	
	-	15	-	-	15	
	-	5	-	-	5	
	-	6	-	-	6	
US 0-4-4-0 650 HP	-	116	-	-	116	
ES3 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.
to Mail Van	-	12	-	-	12	
ed as Flat	1 (b)	13	-	1	14	
	-	5	-	-	5	
ed as Flat	-	53	-	-	53	
ted as Flat	-	1	-	-	1	
ton	-	50	-	-	50	
ton	-	78	-	-	78	
ton	-	99	-	-	99	
ton	-	3	-	-	3	

APPENDIX R.

COAL - JULY 1945.

	EAST ITALY TONS	WEST ITALY TONS	TOTAL TONS
OPENING STOCK	22,021	60,851	82,872
RECEIPTS	≠ 65,097	∅ 50,717	113,814
ISSUES	32,116	24,143	56,259
TRANSFERS	4,408	3,367	7,795
CLOSING STOCK	+ 43,594	+ 84,056	132,632
STOCK IN DAYS CONSUMPTION BASED ON MONTH'S ISSUES	42	97	66
AVERAGE WEEKLY RECEIPTS	14,483	11,868	26,351
AVERAGE WEEKLY ISSUES	8,029	6,036	14,065

\+ Closing stock includes Grade A Coal (American Dgw Volatile):-
EAST ITALY - 8,200 tons.
WEST ITALY - 21,156 tons.

≠ Includes opening stocks Venice 4730 tons, Trieste 436 tons. } Not previously shown.
∅ " " " Genoa 598 tons, Turin 1420 tons, Milan 1226 tons. }

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

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

	CYL. SAT. STEAM	CYL. SUP. STEAM	LUB. ENGINE
OPENING STOCK	3960	1688	7013

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RECEIPTS	≠ 65,097	≠ 50,717	113,814
ISSUES	32,116	24,143	56,259
TRANSFERS	4,408	3,387	7,795
CLOSING STOCK	+ 48,594	+ 84,038	132,632
STOCK IN DAYS CONSUMPTION BASED ON MONTH'S ISSUES	42	97	66
AVERAGE WEEKLY RECEIPTS	14,483	11,868	26,351
AVERAGE WEEKLY ISSUES	8,029	6,036	14,065

\+ Closing stock includes Grade A Coal (American Low Volatile):-
EAST ITALY - 8,200 tons.
WEST ITALY - 21,156 tons.

≠ Includes opening stocks Venice 4730 tons, Trieste 436 tons.
ø " " " Genoa 598 tons, Turin 1429 tons, Milan 1226 tons. } Not previously shown

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

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

	CYL. SAT. STEAM	CYL. SUP. STEAM	DUB. ENGINE
OPENING STOCK	3960	4688	7013
RECEIPTS DURING MONTH	10	1	392
ISSUES DURING MONTH	843	513	2407
CLOSING STOCK	3127	4176	4998

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

Full Description of Equipment		W.T. No.	Reference to War Office a where Re-Transfer falls para. 2(i), (ii) and (
(i) From Military-end use to Civilian-end use NIL			
(ii) From or to a Foreign Government NIL			(Amend 40 ton Box Wagon No. 6723 on Jan./F statement to read No. 6773).
(iii) From one Theatre to another Theatre.			
(a) Locos, Steam Std. Gauge 2-8-2	each 4	71119, 71120, 71028, 71087.	War Office letter MM/TN1/ 14 Feb. 45 and Hidcast ca TN2/02746 - 8 Apr. 45.
(b) Rolling Stock) NIL (c) Craft)			
(d) Cranes, Steam Loco, "Orton", 10 ton	1 (Received in May 45).	1142	Tn. Inc. signal 955 TN2, to M.E. Inform. S.O. and P.R. No. 33 refers.
Cranes, Steam, Loco, "Drownhoist", 20 ton	1 (Received in May 45).	136	Troopers 96864 TN2, 23 Ma PAIC repeated Freedom.
	Not known whether Dollar Purchase or Lend Lease		
(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 S.

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

ription of 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
use to Civilian-end use					
gn Government			(Amend 40 ton Box Wagon No. 6723 on Jan./Feb. 45 statement to read No. 6773).		
o another Theatre.					
Std. Gauge 2-8-2 each	4	71119, 71120, 71026, 71087.	War Office letter IM/TN1/ME.12 14 Feb. 45 and Mideast cable TM2/02746 - 8 Apr. 45.	D.Tn., M.E.F.	D.Tn., Italy.
) NIL)					
Loco, "Orton", 10 ton	1 (Received in May 45).	1142	2n. Inc. signal 555 TM2, 17 Feb. 45 to M.E. Inform. W.O. and F.O. P.R. No. 33 refers.	D.Tn., M.E.F.	D.Tn., Italy
, Loco, "Bromhoist", 20 ton	1 (Received in May 45). Not known whether Dollar Purchase or Lend Lease	136	Troopers 96864 TM2, 23 May 44 to PAIC repeated Freedom.	D.Tn., PAIC, via M.E.	D.Tn., Italy.
n a Theatre to another same theatre.					
s to U.S. Troops.					
o British Troops					

Appendix No. -

EVALUATION OF ASSISTANCE RENDERED BY MILITARY RAILWAY SERVICE TO ITALIAN CO-OPERATORS. JULY 1945.

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 EQUIPMENT.		MILITARY MANHOURS.	
		BRITISH.	AMERICAN.	BRITISH.	AMERICAN.
ITALY.	Lire.	Lire.	Lire.	Manhours.	Manhours.
Line 69.					
Bologna - Verona.	12,333,032		1,073,340		48,873
Line 50.					
Rome - Civitavecchia. Leghorn.	743,962	500	655,340	3,176	18,528
Line 219.					
Florence - Pisa.	18,401,935		4,839,860		328,256
Line 227.					
Vicarello - Pisa.	3,665,247		466,190		21,570
Line 65.					
Rome - Orte - Chinsi Florence.	2,315,027	94,000		50,651	
Line 86.					
Brindisi - Bari Foggia - Ancona.	58,620,031	4,082,000		507,649	
Line 87.					
Orte - Terni - Foligno - Ancona.	3,408,018	135,500		33,744	
Total for July 1945.	99,487,252	4,312,000	7,034,730	595,220	417,227

B. W.D. MATERIALS SUPPLIED TO I.S.R. AND OTHER RAILWAY UNDERTAKINGS FOR DOMESTIC USE.

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Line 62.					
Bologna - Verona.	12,333,032		1,073,340		48,873
Line 50.					
Rome - Civitavecchia. Leghorn.	743,962	500	655,340	3,176	18,528
Line 219.					
Florence - Pisa.	18,401,935		4,839,860		328,256
Line 227.					
Vicarello - Pisa.	3,665,247		466,190		21,570
Line 65.					
Rome - Orte - Chinsi Florence.	2,315,027	94,000		50,651	
Line 86.					
Brindisi - Bari Foggia - Ancona.	58,620,031	4,082,000		507,649	
Line 87.					
Orte - Terni - Foligno - Ancona.	3,408,018	135,500		33,744	
Total for July 1945.	99,487,252	4,312,000	7,034,730	595,220	417,227

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 CALA... LUCANO. Lire.
ITALY.				
Tn. Materials ex T. S. Ds.	723,362	-	-	-
W.D. Food Rations.	567,638	-	-	-
Total for July 1945.	1,291,000	-	-	-

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RAILWAY PASSENGER & FREIGHT STATISTICS - ITALY.

WARRANTED BY BRITISH R.T.O's. PERIOD JUNE 13th. to JULY 12th. 19

Passenger.

Traffic.	Total Warrants.	Personnel Entrained	Pass. Kilcms.	Baggage Stores Guns etc. Wgns	Tons	Wgn Kms.	Ton Kms.
British.		166,693	50,028,401	1,173	7,784	325,432	1,882,323
U. S. A.		15,312	3,590,045	481	5,876	158,289	2,048,944
A.M.G./A.C.C.		63,493	31,457,928	2	10	1,096	5,480
E.F.I.		8	2,317				
French Military.		1,328	194,024				
Brazilian Military.		6	1,026				
Italian Military.		6,056	2,777,465	3	9	987	2,898
British Red Cross.		1	855				
Too. H.		2	1,042				
U.N.R.R.A.		74	22,574				
Total	6,438	252,973	88,075,677	1,659	13,679	485,804	3,939,045

Freight.

Traffic	Total Warrants.	Total Wagons.	Tons.	Wagon Kilcms.	Ton Kilcms.
British.		43,297	486,892	9,589,438	106,164,437
U. S. A.		5,508	65,471	923,671	10,682,483
A.M.G./A.C.C.		3,273	51,703	397,298	5,902,257
E.F.I.		1,251	13,602	323,052	3,043,657
French Military.		3	26	1,021	8,994
Italian Military.		383	2,101	162,799	776,165
Coal etc., to I.S.R. & Sud-Est.		2,460	42,816	216,182	3,646,671
U.D.F.I.		6	91	2,622	39,767
American Red Cross.		4	45	2,012	22,635
British Red Cross.		8	79	384	3,792
U.N.R.R.A.		22	192	2,239	17,795
Total.	12,886	56,215	663,018	11,614,718	130,308,658

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ANNEX No. 'U'.

RAILWAY PASSENGER & FREIGHT STATISTICS - ITALY.

WARRANTED BY BRITISH R.T.O's. PERIOD JUNE 13th. to JULY 12th. 1945.

Personnel Entrained	Pass. Kilcms.	Baggage Stores Guns etc. Wgns	Tons	Wgn Kms.	Ton Kms.	Average Length of Journey (Kilcms)
166,693	50,028,401	1,173	7,784	325,432	1,882,323	
15,312	3,590,045	481	5,876	158,289	2,048,914	
63,493	31,457,928	2	10	1,096	5,480	
8	2,317					
1,328	194,024					
6	1,026					
6,056	2,777,465	3	9	987	2,898	
1	855					
2	1,042					
74	22,574					
25[illegible],973	88,075,677	1,659	13,679	485,804	3,939,615	343

Total Wagons.	Total Tons.	Wagon Kilcms.	Ton Kilcms.	Average Wagon Load (Tons)	Average Wagon Haul (Kilcms)
43,297	486,892	9,583,438	106,164,437		
5,508	65,471	923,671	10,652,488		
3,273	31,703	397,298	5,902,257		
1,251	13,602	323,052	3,043,657		
3	26	1,021	8,994		
383	2,101	162,799	776,165		
2,460	42,816	216,182	3,646,671		
6	91	2,622	39,767		
4	45	2,012	22,635		
8	79	384	3,792		
22	192	2,239	17,795		
56,215	663,018	11,614,718	130,308,658	11.2	207

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