ACC 10/25 /TN6 10000/148/3460 FLOT
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10000/148/3460 FLOTING EQUIPMENT
MAY-SEPT. 1945 OPERATING REPORTS

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

DEPARTMENT OF STATE
SECRET

OPENED : 27 MARCH 1945
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22

10000/148/3460

THIS FOLDER
CONTAINS PAPERS
FROM FEB 45
TO SEPT. 45
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Declassified E.O. 12356 Section 3.3/NND No. 785021

TRANSPORTATION INCREMENT. SECRET.

C. M. F.

PROGRESS REPORT N° 18.

FEBRUARY 1945.

ITALY.

1. GENERAL.

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

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

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

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

(e) Railway reconstruction has made good progress. We now railheads have been opened, but line 65/217 is now open from FLORENCE to the Eastern portal of the Serravalle Tunnel, where work continues on four faces and on the lining of the entrances.

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

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

(h) Progress on the reconstruction of line 86, CHIOCIA - ANCONA, is satisfactory but shortage of cement has held up the work to some extent. 1212 Rly Constr & Maint Group is taking charge of this work and will move across to the neighbourhood of ANCONA early in [illegible] and 160 Coys will be employed on this work.

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(h) Progress on the reconstruction of line 86, CHIOCA - ANCONA, is satisfactory but shortage of cement has held up the work to some extent. 1212 Rly Constr & Maint Group is taking charge of this work and will move across to the neighbourhood of ANCONA early in March. 159 and 160 Coys will be employed on this work.

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

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

/to sheet 2...

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

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

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

(n) The locomotive situation is slightly improved. 12 American 2-8-0 locos were imported during the month and a number of repaired engines turned out of shops.
Repairs to 15 Electric Locos were completed during the month. There are now 15 more electric locos available than can be utilised at present and will be available for use on line 87 when fully electrified and also on the Appennine line 65 between PRATO and BOLOGNA.

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

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

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

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

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

2. PORT OPERATING.

(a) General

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

2. PORT OPERATING.

(a) General.

(1) Employment of Port Operating Groups.

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

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

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

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

1010 Port Operating Coy.	Greece.
002 " " "	"
1021 " " "	Leghorn.
No.3 South African Docks Op Coy.	Naples.
Det. 1027 Port Operating Coy.	Civitavecchia.
" 990 Port Maintenance Coy.	

(2) General Remarks.

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

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

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

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

	Daily averages. Export.	Import.	Total.

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					Secs. of Lebanese.
Barletta.	Det	-	-	1	
No. 7 Port Cr Gr. Ancona.	43	-	1	-	

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

1016	Port Operating Coy.	Greece.
992	" " "	"
1021	" " "	Leghorn.
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Det. 1027	Port Operating Coy. }	Civitavecchia.
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Port.	Daily averages. Export. M.T. No.	Tons.	Stores.	Import. M.T. No.	Tons.	Stores.	Total. M.T. No.	Tons.	Stores.
TARANTO.	86	329	200	36	143	1185	122	472	1385
GALLIPOLI.	-	-	80	-	-	67	-	-	147
BRINDISI.	5	14	935	10	52	1473	15	66	2408
MANFREDONIA.	-	-	93	-	-	35	-	-	128
BARI.	5	46	1522	16	76	5217	21	122	6739
BARLETTA.	-	-	98	4	1	135	4	1	233
ANCONA.	-	-	38	30	193	4162	30	193	4200
LEGHORN.	77	398	13	3	29	370	80	427	383
NAPLES.	17	54	135	14	89	302	31	143	437
Total.	190	841	3114	113	583	12946	303	1424	16060

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(3) Operations.

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

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

(4) Shore Labour.

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

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

(5) Docks Working Experiments.

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

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

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

(ii) Slinging of Locomotives.

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

(iii) Simons Belt Conveyor.

Experiments have been carried out at B.R.I. in [illegible] operated Simons belt conveyor for use in the

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(iii) Simons Belt Conveyor.

Experiments have been carried out at B.A.R.I. in adapting an electrically operated Simons belt conveyor for use in the discharge of barges. The adapted conveyor has proved a great success when operated with bagged cargo and light cartons.

(B) EAST ITALIAN PORT WORKING.

TARANTO.

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

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

CALLIPOLI.

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

BRINDISI.

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

BIZERTE.

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

BARI.

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

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

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

BARLETTA.

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

ANCONA.

Better weather was experienced in February and in consequence some improvement was made in the state of the roadways and quays. This was possible in spite of a restricted supply of stone. Rail construction in the port is nearly complete. Full use [illegible] will not, however, be possible for some time

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

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

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

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

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

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(c) WEST ITALIAN PORT WORKING.

LEGHORN.

For the first part of the month the usual average tonnage of cargo was discharged. However, after the 12th Feb., 1621 Port Operating Coy., R.E. commenced a relatively heavy M.T. loading programme. Average daily discharge figures show a decrease of nearly 50% on those for the previous month, whilst loading increased by an average daily M.T. tonnage of 398. The total tonnage, both discharged and loaded, handled by the company during the month was on a par with that of the previous month of January.

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

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

NAPLES.

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

CIVITAVECCHIA.

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

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

(a) Lifting concrete blocks in way of berth at PONTILE SARDIGNA.
(b) Raising sunken derrick barge at MOLO LAZZARETTO - not

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

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(D) PORT MAINTENANCE.

The maintenance of mobile cranes has been satisfactory cohsidering the lack of spare parts. The "availability curves" never between 60% and 75% for all ports while that for TARANTO has kept well up to, and frequently over, the 75% mark.

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

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

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

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

A modified form of tank lifting gear has been made up by 9.0 Port Maintenance Coy and an opportunity for trying it out is now awaited.

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

(E) BARGE CONSTRUCTION.

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

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

The overall position is shown at Appendix 5.

(F) WATER TRANSPORT.

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

The work of Nos. 1 and 3 Italian I.W.T. Companies which was referred to in this H.Q. January Progress Report, has not yet shown any signs of improvement. Steps have, however, been taken by F.C.L.I. to improve the standard of Officers and O.R's.

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

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at 325 T.S.D.

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

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

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(F) WATER TRANSPORT.

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

The work of Nos. 2 and 3 Italian I.W.T. Companies which was referred to in this H.Q. January Progress Report, has not yet shown any signs of improvement. Steps have, however, been taken by F.C.L.I. to improve the standard of Officers and O.R's.

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

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

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

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

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

TARANTO.	2,190 tons.
BRINDISI.	8,916 "
BARI.	36,276 "
ANCONA.	61,844 "
LEGHORN.	38,150 "
	147,376 "

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

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

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

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

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

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

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

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ANCONA.	38,150	"
	147,376	"

(G) L.C.T. MAINTENANCE AND REPAIR.

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

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

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The installation of tank engines in Z.28 has been successfully completed by 1019 Port Maintenance Coy., and the craft is now back in service. Z.32 is now being similarly converted by the same Company.

3. PORT CONSTRUCTION AND REPAIR.

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

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

Under Command for Works Only.

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

B. [illegible].

(i) Road Communications.

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

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

(ii) Rail Communications.

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

(iii) Quay Repairs.

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

(iv) Quay Grading and Surfacing.

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

A strip 60 feet wide has been regraded and resurfaced [illegible] to provide access to surfaced area of quay

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

B. WORKS.

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(iv) Quay Grading and Surfacing.

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

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

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

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

(v) Protective Works.

(a) Molo Clementino.

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

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

(b) Molo Mendracchio.

The casting of the 150 concrete blocks 3'6" x 3'6" x 2'6" mentioned in last month's report has been completed.

(vi) Oil Line.

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

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

(vii) Quarrying Operations.

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

(viii) General.

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

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

C. B.RI.

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

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

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

D. R.VENN. and CORSINI.

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

(i) R.VENN.

The access road to Berths 1, 2 and 3 was found to be extensively and littered with wrecked rolling stock. First work

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from the tankers to the intake.

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(i) R.VENN.

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

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

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

Berth No.	Length.
1.	-
2.	150 feet.
3.	170 feet.
4.	170 feet.
5.	506 feet.

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(ii) PORTO SCASINI.

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

S.MOLE.

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

Quay Repairs.

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

4. RAILWAY CONSTRUCTION.

a. GENERAL.

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

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

(a) Reconstruction of Line 219 PISA - EMPOLI to FLORENCE has been put in hand. Two and a half battalions of U.S. Engineers are employed, together with two 'A' Companies of Rly Op Battalions and three Italian Rly Construction Companies.
Progress has been extremely rapid, and the line will be open to traffic on 1 April.

(b) Repairs to the Serravalle Tunnel on Line 216, PISA - PISTOIA to FLORENCE are also proceeding at greatest possible speed and the present indications are that it will be opened during April.

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

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

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

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

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

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

(e) Reconstruction of Line 86 under A.C. control between ANCONA and ORTONA has proceeded satisfactorily, though delays have occurred at several points due to cement shortage.
1212 Group is now established in the area and units are at work on the line.

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

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

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

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

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

B. RAILHEADS.

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

Line 86 Faenza 31 March.
Line 219 Florence (Campo Marte) 1 April.

C. RECONNAISSANCE AND DEMOLITIONS.

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

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

D. LINE RECONSTRUCTION.

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

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

Double track is now in service between Civita Castellana and Orte. R.C.E. 4 is taking over general supervision, and is placing a section of 130 Indian Railway Construction Coy. on the works to expedite completion of the remainder.

(b) Line 65, Prato to Bologna.

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

The tunnel work is proceeding in accordance with schedule against a completion date of 15 May. The heading being driven from

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

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

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

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

(b) Line 65, Prato to Bologna.

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

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

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

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

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

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

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

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

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

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

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

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

4. Line 86.

(a) Ancona - Bologna.

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

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

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

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

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

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

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

(b) Ortona - Ancona.

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

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

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

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

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

5. Line 89, Campoleone - Rome.

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

6. Line 227 - Colle Silvetti to Pisa.

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

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

7. Line 50, Rome - Orvietello doubling.

Long sections of one track were removed by the [illegible] between Tarquinia and

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complete. All first priority sidings have been laid, but there is much work yet to be done in the completion of the remaining sidings, the ballasting of the yards, and the provision of engine facilities and other accommodation.

(b) Ortona - Pescara.

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

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

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7. Line 50, Rome - Orbetello doubling.

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

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

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E. LINE MAINTENANCE.

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

Line 65 - Rome to Arezzo - 4 (Ind) Rly Constn. & Maint Group.

Line 218 - Pisa to Florence - American Section.

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

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

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

F. STATISTICS.

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

5. RAILWAY ELECTRIFICATION.

A. General.

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

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

While the section from Fossato to Fabriano has been de- [illegible] been possible to carry out a thorough revision of [illegible] further failures.

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

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

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

F. STATISTICS.

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

5. RAILWAY ELECTRIFICATION.

A. General.

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

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

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

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

B. Electric Operation.

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

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26th January to 3rd February 1945.

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

3rd February to 3rd March 1945.

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

C. Labour .

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

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

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

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

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

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

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

F. Substations.

Quinoano S/stn.

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

Foligno S/stn.

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Total Electric Loco Kilometrage		89,111 Km.
Average Km per day per loco		159 Km.
Total Gross Ton Km hauled - Freight		22,723,400 T Km.
" " " " - Passenger		2,353,600 T Km.
" " " " - F + P		25,077,000 T Km.
Gross ton Km per loco per day		57,800 T Km.
Average Gross Ton per loco		363 T.
Total Energy Consumption		1,143,320 K.W.H.
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Employment.	Terni -	Orte	25 I.S.R.
	Fabriano -	Falconara	75 I.S.R.
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Track - kilometres renewed	10 Km.	80 Km.

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

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

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

F. Substations.

Guincana S/stn.

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

Foligno S/stn.

Fixed substation 60% complete.

Fossato S/stn.

Mobile Substation rectifier is under repair.

Genga S/stn.

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

G. Electric Locomotives.

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

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H. Power Supply.

1. Galleto Power Station.

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

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

2. Anversa - Sanzitterio Power Station.

Repair work at this station is progressing satisfactorily.

3. Orte Transformer Station.

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

I. Prato - Bologna Line (65).

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

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

J. Rome - Naples, Line (80).

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

6. RAILWAY OPERATING.

A. CIRCULATION.

1. Area.

There was an alteration in the area under control of the I.R.S. during the month - the route has therefore remain the same as reported last month.

2. Officer changes.

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

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Repair work at this station is progressing satisfactorily.

3. Orte Transformer Station.

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

I. Prato - Bologna Line (65).

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

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

J. Rome - Naples Line (89).

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

6. RAILWAY OPERATING.

a. ORGANIZATION.

1. Area.

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

2. Officer changes.

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

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

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

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The following officers, posted to Increment to Rly Op Gp (M.A) HQ, reported for duty and were attached to units shown :-

Lt. F.V. HEDGES 2/Lt. P.W. HODGKINS	} 153 Rly Op Coy.
Lt. K.C. ELLIOTT Lt. D.G. MUIR	} 189 Rly Op Coy.
Lt. J.W. BECK	192 Rly Op Coy.

3. Relations with Italian State Railways.

(a) Organisation.

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

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

(b) Welfare.

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

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

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

4. State of Tn Railway Units.

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

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(c) Organisation.

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

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189 Rly Op Coy have taken over the line North of PESARO to RH so that 192 Rly Op Coy are now concentrated in one area except for their detachments in the PARI Compartimento and the footplate crews attached to 153 and 190 Rly Op Coys.

B. RAILWAY OPERATING CENTRAL ITALY.

1. Opening of New Lines.

No new lines were opened during the month.

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2. New Operating Facilities on Lines Open to Traffic.

(a) Line 65.

AREZZO - various road improvements have been carried out.

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

S TST. ETC - new roads up to No.23 were handed over to traffic, and work was completed on new departure road to SETTE BAGNI 27 Feb.

(b) Line 87.

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

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

(c) Line 86.

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

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

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

CESEN. - The side loading dock has been completed.

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

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

3. Signalling Arrangements.

Colour light signalling was brought into use at ..LBACIN.. on 20 Feb. Power signalling was introduced at MONTEC.ROTTO 28 Jan. FALCON.R. West Block Post, equipped with colour light signals, was brought into use 18 Feb. Installation of colour light signalling at North end of FALCON.R. Voiding Line is in hand. Restoration of colour

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4. Freight Train Working.

(a) Line 86 ANCON. - CESEN.

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

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(b) Line 87 ORTE - FALCONARA.

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

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

(c) Line 65 ROME - AREZZO.

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

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

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

5. Passenger Train Services.

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

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

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5. Passenger Train Services.

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

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

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

B. RAILWAY OPERATING EAST ITALY.

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

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

	Feb.	Jan.
Loaded wagons passed to West via Foggia and Potenza.	6481	5280
Wagons loaded out of Bari Docks	3349	3431
" " " " Taranto "	1679	1011
" " " " Brindisi"	1316	1895

D. OPERATING STATISTICS.

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

E. LOCOMOTIVE RUNNING.

1. General.

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

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

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

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

The daily kilometrage figures shows an improvement

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

E. LOCOMOTIVE WORKING.

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

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

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

The daily kilometrage figures show an improvement for all types of engines, and for the week ending 24 Feb Mikados at FABRIANO Depot averaged 140.3 Km per day per engine allocated. It is unfortunate that three oil burning locomotives had to go into shops for casual repairs as the result of damage received in collision and derailment on line 86. The ISR converted oil burners on line 87 are still giving continual trouble with heavy recurrent firebox repairs, for which shopping is the only immediate remedy.

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

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2. Mechanical Training.

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

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

3. Stores.

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

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

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

Arrangements were made for four vans to be converted at ANCONA for use as inter-stores depot vans for Nº 3 Tn Stores Gp., R.E.

Industrial Gases.

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

Coal.

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

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

Fuel Oil.

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

4. Future Developments.

(i) Line 86.

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

(ii) Line 65.

CHIUSI loco depot is being equipped to accommodate coal burning locomotives for use on line 65.

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

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

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

Industrial Gases.

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

Coal.

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

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

Fuel Oil.

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

4. Future Developments.

(i) Line 86.

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

(ii) Line 65.

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

5. Loco Statistics.

Appendix 11 gives the Locomotive Power Situation throughout liberated Italy.

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

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7. MECHANICAL ENGINEERING.

A. Location of Units and Personnel.

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

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

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

B. Locomotive Repairs (Steam).

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

TARANTO (Tubi & Nuova Italia Shops)	3	
FOGGIA	3	
Pietrarsa (NAPLES)	3	+ 10 miscellaneous.
753 Shop (NAPLES)	8	
FOLIGNO	4	
FLORENCE (Rouito and Porta Prato)	2	
San Lorenzo (RGaE)	6	
T O T A L	47	+ 10 Miscellaneous.

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

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

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

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

A Mikado 2-8-2 was damaged at CONDOFO on 16 Feb due to [illegible] on 22 Feb a collision

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Group. He has b en replaced by Major S. Webster, RE previously DAD Tn.(Mech) at D.D.Tn.Alys H.Q., who in his turn was replaced by Major A.Gardner RE, ex OC 193 Rly Op Coy.

B. Locomotive Repairs (Steam).

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

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

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

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

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

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

C. Locomotive Recovery.

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

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

D. Locomotive Repairs (Diesel).

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

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

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

E. Locomotive Repairs (Electric).

Six electric locomotives received heavy repairs at Ansaldo Bagnoli Shop NAPLES.

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

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

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

F. Power Position.

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

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

F. Power Position.

The steady increase in Italian steam and electric power put on to the road continues. With the approach of the yearly and two-yearly inspections there is likely to be a slight increase of US. 2-8-0 power in shops. Two L.M.S. staniers are still due from MIDEAST and it is hoped the TARANTO crane will be ready in mid-March to receive them. Arrangements are now complete to obtain two L.M.S. Diesels and eight 2-6-2 mikados from MIDEAST and four mikados from FAIFORCE. Enquiries re other mikados and Staniers from MIDEAST and FAIFORCE are proceeding.

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

The monthly census is attached as Appendix II.

G. Oilburning.

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

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

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

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

H. Carriage and Wagon Repairs.

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

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

Wagon repairs have proceeded normally. Some timber has been coming forward and our bids for steel plate for future all-steel repairs have been accepted. It is hoped to make an early start on

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

The following are the monthly figures of repaired wagons and stock :-

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

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	Coaches.		Wagons.	
	Heavy.	Light.	Heavy.	Light.
Pattison Shops, NAPLES.	19	51	87	214
Bufala Shops, NAPLES.	-	-	79	389
Trastevere, ROME.	-	-	1	328
San Pisiana, ROME.	-	48	-	245
Porta Maggiore, ROME.	27	3	158	37
Wagon Lits, ROME.	5	-	-	3
FOGGIA.	2	10	176	271
BARI.	8	25	108	306
TARANTO.	4	22	57	400
LECCE.	-	-	39	77
FLORENCE.			42	2
Total.	73	166	940	2703

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

I. Rolling Stock Recovery.

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

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

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

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

J. Rehabilitation of Shops and Sheds.

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

Minor loco facilities are being arranged for CRTE and

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Minor loco facilities are being arranged for ORTE and [illegible].

With a view to putting Lines 85 and 90 on coal, a survey of what loco facilities are required at midway points is now being undertaken.

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

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

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

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

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

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

K. Private Firms.

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

L. Stores.

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

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

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

Otherwise no difficulties have been experienced.

M. Mobile Workshops.

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

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

N. Miscellaneous.

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

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There is no change in the operation of Nos. 5 and 13. The vehicles and equipment of No 2 Mobile Workshop have just arrived from P.A.I.C and preliminary reports indicate that it is in very poor condition.

N. Miscellaneous.

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

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

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

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

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8. TRANSPORTATION STORES.

(a) Tn. Stores Depots.

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

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

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

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

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

(b) Shipment of Tn. Stores.

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

Principle items were :-

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

Further details appear at Appendix 13.

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Spare Parts have been erected at 325 T.S.D. (BARI). The total number of Romneys in all depots is now 72.

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

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10 - 70-ft. Through " "	U.S.A.
70 tons Locomotive Spares.	U.K.
600 tons I.S. Trestling.	U.S.A. - U.K.
275 tons V Trestling.	U.K.
290 tons KCHN Bridging.	SARDINIA.

Further details appear at Appendix 13.

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

NAPLES to ANCONA.	3800 tons.
NAPLES to LEGHORN.	1810 "
BARI to ANCONA.	670 "
	6370 "

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

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

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

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

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

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

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

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

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

(d) Tonnages of Tn. Stores.

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

	Jan.	Feb.	Increase + Decrease -
Unloaded.	19,246	17,669	- 1,577
Reconsigned.	1,662	1,673	+ 71
Loaded and despatched.	19,902	33,075	+ 13,173
	40,750	52,417	+ 11,667

Tonnages of stores received, issued, and in stock, based

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Reconsigned.	1,602	1,673	+ 71
Loaded and despatched.	19,902	33,075	+ 13,173
	40,750	52,417	+ 11,667

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

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

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(e) Indents and transfers.

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

(f) Railway Bridging.

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

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

The general bridging position is summarised below :-

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

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

(g) Track.

Nearly 40 miles of track and 50 miles of sleepers were issued during Feb., the bulk of it for doubling Line 86 north of [illegible] and repairs between [illegible] and [illegible]. These are the

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

NOTES: (a) Includes 3291 ft. run to S. France.
(b) " 1030 tons " " "

(g) Track.

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

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

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(h) Locos and Rolling Stock.

The following were received in the month:-

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

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

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

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

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

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

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

(i) Timber.

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

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

Although our allocated tonnages for Jan. and Feb. were supplied in full by D.E.P. & S. only 20% of the baulk demanded was included, boarding being supplied in lieu of the remainder. This

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

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

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

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

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

(i) Timber.

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

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

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

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

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

(j) Cement.

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

In Feb. in lieu of rapid-hardening cement. 2400 tons of R.H. cement are due in K.L.B.86 of which 2000 tons will be released to Tn. ex Docks. -- Demand has been placed on D.E.P. & S. for 4500 tons of R.H. cement for April-June requirements which are being shipped from U.K. against Tn. tonnage bids.

500 tons of Cement Fondu were released by D.E.P. & S.

(k) Industrial Gases.

Monthly requirements have increased to:-

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

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

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

(l) Coal.

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

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

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

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300 tons of cement which were released by D.E.F. in Feb. in lieu of rapid-hardening cement. 2400 tons of R.H. cement are due in M.J.S.88 of which 2000 tons will be released to Tn. ex Docks. A Demand has been placed on D.S.F. & S. for 4500 tons of R.H. cement for April-June requirements which are being shipped from U.K. against Tn. tonnage bids.

(k) Industrial Gases.

Monthly requirements have increased to:-

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

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

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

(l) Coal.

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

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

Details of the A.M.G. coal position appear at Appendix 15A.

(m) Fuel and Diesel Oil.

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

(n) Lubricating Oils and Greases.

Ample stocks of Tn. Oils are held. Details of stocks appear at Appendix 15B.

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

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

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

(e) Spare Parts.

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

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

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

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

(f) Local Resources and Production.

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

Our bid to A.F.L.R.S. for 830 tons of steel sections for delivery in March from Italy production was accepted in full. The heavy increase over our Feb. bid of 260 tons is due to the decision to use steel for repair of wagons (1/16" - 1/8" sheet for sides and ends, 3/16" - 1/4" for floors), and so overcome difficulties arising

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

(F) Local Resources and Production.

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

Our bid to A.F.L.R.S. for 830 tons of steel sections for delivery in March from Italy production was accepted in full. The heavy increase over our Feb. bid of 266 tons is due to the decision to use steel for repair of wagons (1/16" - 1/8" sheet for sides and ends, 3/16" - 1/4" for floors, and so overcome difficulties arising from shortage of timber.

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

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

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

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

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

An order has been placed through A.F.H.Q. on No 1 A.B.W. for some 10,000 rubber mouldings, chiefly for Westinghouse brakes.

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

Local manufacture of wagon sheets has been stopped and work concentrated on the conversion of tarpaulins received from U.S. and CRD. 540 have been placed at the disposal of Movements in addition to the 250 mentioned in my Feb. report. A further 886 have been remade and are being stencilled by 329 T.S.D. at the rate of 40 a day.

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

(g) Supply of Stores to Italian State Railways.

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

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

An application has been received from the I.S.R. for 770

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of workshops etc. An order for 7000 coach windows (80 tons of glass) has been completed.

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

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

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

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

/9. FINANCE.

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9. FINANCE.

... RAILWAY FINANCE.

1. Costing of Railway Rehabilitation Works.

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

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

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

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

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

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

2. Accounting for Transportation Charges of Allied

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the month under review, additional completion reports posted have increased this figure to 2¾ million lire.

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

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

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

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Movements have since issued the necessary instructions to all concerned.

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

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

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

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

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

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

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

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

B. STORES.

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

2. Italian State Railways Fund.

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

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

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

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

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

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C. FINANCE SUB-COMMITTEE - ALLIED RAILWAY BOARD.

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

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

D. ISSUE OF SPECIAL W.D. RATIONS.

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

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

E. RECOVERIES ON TH. ACCOUNT.

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

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

F. STATISTICS.

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

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

Authority was also obtained for the issue of Emergency Rations for snow clearing gangs on Line 67 between CHTE and F.LCTI-.R.. Returns are awaited for the quantity of rations issued under this Authority, when accounting action will be taken as described in the preceding paragraph.

E. RECOVERIES ON TN. ACCOUNT.

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

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

F. STATISTICS.

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

(R.D.W.ACHORN).
Brigadier.
Director of Transportation.

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APPENDIX 1.

Part 1. Sheet 1.

LOCATION ST [illegible].

TN. UNITS. C.M.F.

28 FEBRUARY 1945.

Unit.	Location.	Remarks.
H.Q. No 1 Port Operating Group, R.E.	Brindisi.	Det Taranto.
992 Port Operating Coy., R.E.	Greece.	
997 Port Operating Coy., R.E.	Brindisi.	
1010 Port Operating Coy., R.E.	Greece.	
1015 Port Operating Coy., R.E.	Taranto.	
1027 Port Operating Coy., R.E.	Brindisi.	
1037 Port Maintenance Coy., R.E.	Brindisi.	Det Taranto.
		N. Africa.
2 (Italian) I.T. Port Operating Coy.	Taranto.	Det Brindisi.
1060 (Italian) Port Maintenance Section.	Brindisi.	
1061 (Italian) Docks Operating Coy.	Taranto.	
1063 (Italian) Docks Operating Coy.	Brindisi.	
923 (Italian) Docks Operating Coy.	Taranto.	
924 (Italian) Docks Operating Coy.	Brindisi.	
3 Docks Operating Coy., R.A.F.C.	Naples.	
H.Q. No 5 Port Operating Group, R.E.	Bari.	Det Barletta.
991 Port Operating Coy., R.E.	Bari.	
1007 Port Operating Coy., R.E.	Bari.	Det Monopoli, Force 266.
1014 Port Operating Coy., R.E.	Bari.	
1017 Port Operating Coy., R.E.	Bari.	Det Barletta.
1019 Port Maintenance Coy., R.E.	Bari.	Det Barletta.
1021 Port Operating Coy., R.E.	Leghorn.	
1041 Port Operating Coy., R.E.	Bari.	
4 Docks Workshop Section, R.E.	Bari.	
10 I.W.T. Floating Crane Section, R.E.	Bari.	
1063 (Italian) Port Maintenance Section.	Bari.	
921 (Italian) Docks Operating Coy.	Barletta.	
922 (Italian) Docks Operating Coy.	Bari.	
1 (Italian) I.W.T. Port Operating Coy.	Bari.	
Attached No 5 Port Operating Group, R.E.		

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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. N. Africa.
2 (Italian) I.T.Port Operating Coy.	Taranto.	Det Brindisi.
1060 (Italian) Port Maintenance Section.	Brindisi.	
1061 (Italian) Docks Operating Coy.	Taranto.	
1063 (Italian) Docks Operating Coy.	Brindisi.	
923 (Italian) Docks Operating Coy.	Taranto.	
924 (Italian) Docks Operating Coy.	Brindisi.	
3 Docks Operating Coy., R.A.F.C.	Naples.	
H.Q. No 5 Port Operating Group, R.E.	Bari.	Det Barletta.
991 Port Operating Coy., R.E.	Bari.	
1007 Port Operating Coy., R.E.	Bari.	Det Monopoli, Force 266.
1014 Port Operating Coy., R.E.	Bari.	
1017 Port Operating Coy., R.E.	Bari.	Det Barletta.
1019 Port Maintenance Coy., R.E.	Bari.	Det Barletta.
1021 Port Operating Coy., R.E.	Leghorn.	
1041 Port Operating Coy., R.E.	Bari.	
4 Docks Workshop Section, R.E.	Bari.	
10 I.T.F. 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.P. 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., R.A.F.C.	Bari.	Det Brindisi, Taranto.
H.Q. No 7 Port Operating Group, R.E.	Ancona.	
990 Port Maintenance Coy., R.E.	Ancona.	Det Civitavecchia.
993 Port Operating Coy., R.E.	Ancona.	
994 Port Operating Coy., R.E.	Ancona.	
1023 Port Operating Coy., R.E.	Ancona.	

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APPENDIX 1.
Part 1, Sheet 2.

Unit.	Location.	Remarks.
H.Q. No 7 Port Operating Group, R.E. (Continued).		
1030 Port Operating Coy., R.E.	Ancona.	
1031 Port Operating Coy., R.E.	Ancona.	Det N. Africa.
1054 Docks Operating Coy., R.E.	Ancona.	
3 (Italian) I T Port Operating Coy.	Ancona.	
H.Q. No 3 Port Constr & Repair Group, R.E.	Ancona.	
932 Port Constr & Repair Coy., R.E.	Bari.	Det Ancona.
41 Harbour Construction Coy., S.A.E.C.	Ancona.	Det Ravenna.
H.Q. No 6 I.W.T. Group, R.E.	Ancona.	
945 I T (Port) Operating Coy., R.E.	Ancona.	Det Bari, Pesaro, Senigallia.
947 I T (Port) Operating Coy., R.E.	Ancona.	Det Brindisi.
1065 I T Workshop Coy., R.E.	Ancona.	Det Pesaro.
208 'Z' Craft Operating Coy., R.E.	Leghorn.	
209 'Z' Craft Operating Coy., R.E.	Ancona.	
1266 'Z' Craft Operating Coy., R.E.	Greece.	
975 Port Repair Ship, R.E.	Civitavecchia.	
H.Q. No 1 Railway Construction Group, R.E.	Riccione.	
150 Railway Construction Coy., R.E.	Cesena.	Det Pesaro, Rimini. Cattolica.
161 Railway Construction Coy., R.E.	Rimini.	Det Forli, Faenza.
1 Railway Bridging Section, R.E.	Fano.	
29 Railway Survey Coy., R.E. 2 Section.	Riccione.	
H.Q. No 1212 Railway Construction Group, R.E.	Florence.	
10 Railway Construction Coy., R.E.	Mondolfo Marotta.	Det Senigallia.
159 Railway Construction Coy., R.E.	Pistoia.	Det Prato.
160 Railway Construction Coy., R.E.	Pescara.	Det Serravalle.
2 Railway Bridging Section, R.E.	Orvieto.	
29 Railway Survey Coy., R.E. H.Q.	Prato.	
No 1 Section.	Lastra à Signa.	
No 3 Section.	Figline.	
H.Q. Railway Construction Engineers, S.A.E.C.	Prato.	

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

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APPENDIX 1.

Part 1, Sheet 3.

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

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

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APPENDIX 1.

Part 1, Sheet 4.

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

APPENDIX 1.

Part 2.

MOVES OF UNITS DURING FEBRUARY 1945.

Unit.	Strength.	Vehicles.	From.	To.	Date.
Det 41 Harbour Constr Coy., S.A.T.C.	80	17	Ancona.	Rimini.	3
102 Constr Sec (Rly), R.Signals.	52	12	Forlimpopoli.	Porto Recanati.	14
Det 40 (R&H) Rly Tele Coy., S.A.C.S.	47	6	Fabriano.	Pescara.	15
1 Italian Rly Eng Coy.	186	4	Rome.	Ancona.	17
I Italian Rly Eng Group.	32	3	Rome.	Ancona.	24

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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 COMPANIES, R.E.

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

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

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

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

(c) TRANSPORTATION STORES COYS.

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

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

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

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

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

(i) Transportation, A.I.H.Q.
(ii) Transportation Increment, A.F.H.Q.

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

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

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

(c) TRANSPORTATION STORES COYS.

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

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

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

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

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

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

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

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(e) PORT CONSTRUCTION & REPAIR.

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

(f) PORT MAINTENANCE.

A Port Maintenance Coy., R.E. (IV/228/2).

(g) INLAND WATER TRANSPORT.

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

(h) MECHANICAL EQUIPMENT.

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

(i) RAILWAY CONSTRUCTION.

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

(j) RAILWAY SIGNALS.

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

(k) RAILWAY OPERATING AND RAILWAY WORKSHOPS.

A Railway Workshop Coy., R.E. (IV/21/5).
A Railway Mobile Workshop, R.E. (IV/181/3).
H.Q. Railway Operating Group, R.E. (IV/17/3).
Railway Operating Coy., R.E. (IV/18/4).

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

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

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

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I.T.T. (Port) Operating Coy., R.E. (IV/1931/228/1).
I.T.E. Workshop Coy., R.E. (XII/215/1).

(h) MECHANICAL EQUIPMENT.

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

(i) RAILWAY CONSTRUCTION.

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

(j) RAILWAY SIGNALS.

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

(k) RAILWAY OPERATING AND RAILWAY CONSTRUCTION.

A Railway Workshop Coy., R.E. (IV/21/5).
A Railway Mobile Workshop, R.E. (IV/181/3).
H.Q. Railway Operating Group, R.E. (IV/17/3).
Railway Operating Coy., R.E. (IV/18/4).

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

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

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

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

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

3. CHANGES IN OFFICER PERSONNEL.

(a) Organisation and Administration.

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

(b) Railway Operation.

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

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3. CHANGES IN OFFICER PERSONNEL.

(a) Organisation and Administration.

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

(b) Railway Operation.

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

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(b) Railway Operating (Cont'd).

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

(c) Railway Construction.

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

(d) Docks etc.

Major

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

(c) Railway Construction.

Lieut.	D.W.	Lee.	X(iv) List att. 1212 RC&M Gp.	Posted to 187 ME (Tn) Coy. w.e.f. 8.2.45.
Capt.	D de Q.Lenfestey.		161 Rly Constr Coy.	S.O.S. on proceeding U.K. (Comp. Posting)w.e.f. - Feb 45.
Capt.	K.D.	Rhodes.	HQ 1212 R.C.& M. Gp.	S.O.S. on proceeding U.K. (Python)w.e.f. 16.2.45
Capt.	J.C.S.	Durrant.	29 Rly. Svy. Coy.	Posted to HQ 1212 R.C.& M.Gp. w.e.f. 16.2.45.
Lieut.	P.G.	Durnett.	29 Rly. Svy. Coy.	Promoted A/Capt. w.e.f. 15.2.45.
Lieut.	W.G.B.	Langmuir	10 Rly Constr Coy.	Posted to 161 Rly.Constr.Coy. and granted A/Rank of Capt. w.e.f. 26.2.45.

(d) Docks etc.

Major	P.A.J.	Hermu.	HQ 7 Docks Group.	Posted to HQ 6 I.W.T. Gp. and granted A/Rank of Lt.Col. w.e.f. 30.1.45.
Lt.Col.	P.W.	Lace.	HQ 6 IWT Gp.	S.O.S. on posting to U.K. w.e.f. 30.1.45.
Lieut.	T.L.	Crosland.	X(iv) List.	Posted to 105t (M) Docks Op. Coy. w.e.f. 13.2.45.

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

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

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

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

(e) Stores.

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

4. MANPOWER.

OFFICERS.

Vacancies on Tn Staff. - Nil.
Arrived in N.M.F. 32. - 5 Officers made up of

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

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

Rly Op (traffic). 1.

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

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

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

(c) Stores.

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

4. MANPOWER.

OFFICERS.

Vacancies on Tn Staff. - Nil.
Arrived in N.W.E. 30. - 5 Officers made up of

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

Arrived in N.W.E. 40. - 7 Officers made up of

Rly Op (traffic). 1.
Rly Op (Loco). 2.
Port Op. 3.
Port Maint. 1.

Under orders for N.W.E. 41. - 8 Officers made up of

Mech Eqpt. 1.
Rly Op.(traffic). 3.
Rly Op.(Elec T.). 1.
Port Op. 2.
Port Maint. 1.

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Demanded by C.M.O. 2nd Echn for K.M.F. 42.	- 3	Officers made up of
		Rly Op (Loco). 1.
		In Stores. 1.
		I.W.T. W/Shop. 1.

OTHER RANKS.

Arrived in K.M.F. 39.	- 77
Arrived in K.M.F. 40.	- 54
Under Orders for K.M.F. 41.	- 20
Demanded by C.M.O. 2nd Echn for K.M.F. 42.	- 4

5. LEAVE TO U.K.

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

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APPENDIX 3.

Sheet 1.

EMPLOYMENT OF ITALIAN UNITS.

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

(a) Location of Italian Docks Units.

Italian Docks Units operating in East Italy are :-

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

(b) Italian Docks Operating Companies.

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

Tabulated strengths of units are :-

	Number of Company.							
	921.	922.	923.	924.	1063. Brig.	1063. It.	1061. Brit.	1061. It.
W.E.								
Officers.	7	7	7	7	3	4	3	4
W.O's & Sgts.	23	23	23	23	8	15	8	15
Rank & File.	403	403	403	403	8	356	8	356
Actual.								
Officers.	8	3	7	11	3	6	3	4
W.O's & Sgts.	37	33	23	25	6	13	8	15
Rank & File.	405	345	393	357	8	319	9	348

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

The general technical efficiency of these units is about

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

(b) Italian Docks Operating Companies.

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

Tabulated strengths of units are :-

	Number of Company.							
	921.	922.	923.	924.	1063. Brit.	1063. It.	1061. Brit.	1061. It.
W.E.								
Officers.	7	7	7	7	3	4	3	4
W.O's & Sgts.	23	23	23	23	8	15	8	15
Rank & File.	403	403	403	403	8	356	8	356
Actual.								
Officers.	8	8	7	11	3	6	3	4
W.O's & Sgts.	37	33	23	25	8	13	8	15
Rank & File.	405	345	393	357	8	319	9	348

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

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

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

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APPENDIX 3.

Sheet 2.

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

(d) Port Maintenance Sections.

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

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

2. Italian Railway Engineer Units.

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

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

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

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

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

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

2. Italian Railway Engineer Units.

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

Inspectorate of Italian Railway Engineers.
H.Q., No 1 Group of Italian Railway Engineers.
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(b) The recent call-up of additional classes of the Italian Army has eased the manpower position and M.M.I.A. have released reinforcements in sufficient number to bring all Companies up to strength. These drafts are at present held in Italian Reinforcement Depots and will be despatched to the Units concerned as soon as transport can be arranged.

(c) During the month considerable movement of Companies has taken place particularly on the East Coast where the 1st and 12th Battalions are now strung out along the ORTONA - ANCONA line. The 2nd and 3rd Battalions remain under American control and are concentrated in the PISA - FLORENCE Area.

(d) The present locations and strengths are as follows :-

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APPENDIX 3.

Sheet 3.

Unit.	Location.	Offrs.	ORs.	Total.
Inspectorate of Italian Railway Engineers.	Rome.	12	58	70
H.Q. Nº 1 Italian Railway Engineer Group.	Ancona.	7	25	32
H.Q. Nº 2 Italian Railway Engineer Group.	Monsummano.	7	22	29
H.Q. Nº 1 Italian Railway Engineer Battalion.	Loreto.	4	18	22
2 Italian Railway Engineer Coy.	Fano.	5	168	173
7 Italian Railway Engineer Coy.	Civitanova.	6	175	181
20 Italian Railway Engineer Coy.	Pescara.	6	174	180
H.Q. Nº 2 Italian Railway Engineer Battalion.	Ardenza.	5	22	27
9 Italian Railway Engineer Coy.	Empoli.	5	186	191
16 Italian Railway Engineer Coy.	Livorno.	5	138	143
24 Italian Railway Engineer Coy.	Pisa.	5	149	154
H.Q. Nº 3 Italian Railway Engineer Battalion.	Pisa.	5	21	26
6 Italian Railway Engineer Coy.	Pisa.	5	165	170
18 Italian Railway Engineer Coy.	Firenze.	5	161	166
23 Italian Railway Engineer Coy.	Empoli.	5	169	174
H.Q. Nº 6 Italian Railway Engineer Battalion.	Rome.	5	18	23 +
1 Italian Railway Engineer Coy.	Ancona.	5	188	193 +
3 Italian Railway Engineer Coy.	Rome.	5	218	223 +
19 Italian Railway Engineer Coy.	Rome.	3	25	28 +
H.Q. Nº 13 Italian Railway Engineer Battalion.	Riccione.	4	18	22
8 Italian Railway Engineer Coy.	Fano.	6	235	241
21 Italian Railway Engineer Coy.	Cesena.	5	236	241
31 Italian Railway Engineer Coy;	Forli.	6	173	179
	TOTAL.	126	2762	2888

+ IN course of formation.

3. Administration of Italian Units.

(a) Italian Docks and I.W.T. Units.

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7 Italian Railway Engineer Coy.	Civitanova.	6	175	181
20 Italian Railway Engineer Coy.	Pescara.	6	174	180
H.Q. Nº 2 Italian Railway Engineer Battalion.	Arezzo.	5	22	27
9 Italian Railway Engineer Coy.	Empoli.	5	186	191
16 Italian Railway Engineer Coy.	Livorno.	5	136	141
24 Italian Railway Engineer Coy.	Pisa.	5	149	154
H.Q. Nº 3 Italian Railway Engineer Battalion.	Pisa.	5	21	26
6 Italian Railway Engineer Coy.	Pisa.	5	165	170
18 Italian Railway Engineer Coy.	Firenze.	5	161	166
23 Italian Railway Engineer Coy.	Empoli.	5	169	174
H.Q. Nº 6 Italian Railway Engineer Battalion.	Rome.	5	18	23 +
1 Italian Railway Engineer Coy.	Ancona.	5	188	193 +
3 Italian Railway Engineer Coy.	Rome.	5	218	223 +
19 Italian Railway Engineer Coy.	Rome.	3	25	28 +
H.Q. Nº 13 Italian Railway Engineer Battalion.	Riccione.	4	18	22
8 Italian Railway Engineer Coy.	Fano.	5	235	241
21 Italian Railway Engineer Coy.	Cesena.	5	236	241
31 Italian Railway Engineer Coy;	Forli.	6	173	179
	TOTAL.	126	2752	2888

+ IN course of formation.

3. Administration of Italian Units.

(a) Italian Docks or I.W.T. Units.

(i) The administration of the Italian Docks Operating Coys shows only slight improvement in spite of unremitting efforts on the part of Docks Group Commanders.

(ii) As a result of representations mentioned in last month's report, Nº 1 (Italian) I.W.T. Coy. on 18 Feb 45 moved to billets some 1½ miles from the Docks. The provision of these billets will enable the unit to be closer at hand to safeguard craft in the event of sudden gales.

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(iii) F.O.L.I. has taken up strongly with the Italian Navy the question of the poor technical standard of N° 1 and N° 3 (Italian) I.W.T. Coys. Lists have been provided of the unsatisfactory personnel that are required to be replaced. Replacement is being effected although so far only small numbers have been involved. The Company Commander of N°.3 (Italian) I.W.T. Company has been replaced and Capt. Niccoli C.O. of N°. 2 (Italian) I.W.T. Company together with the new O.C. is taking some twenty seven specially selected reinforcements from TARANTO to ANCONA to strengthen the Company. Capt. Niccoli will remain in Ancona for about a fortnight to assist in the training of the unit and the absorbtion of the reinforcements.

(b) Italian Railway Engineer Units.

(i) The two Group H.Qs. have completed formation and have moved forward to take administrative command of all Italian Railway Engineer Units on the west and east coast respectively. The formation of the new N°. 1 Company reached a stage sufficiently advanced for them to take over an operational role under R.C.E.(Indian) 4 in the ANCONA Area on 17 Feb 45; it is expected that N°. 3 Company will be ready to join them before the end of March.

(ii) The expected draft of 150 reinforcements arrived in ANCONA at the beginning of the month and were posted to the 13th Battn., other large drafts have been selected at the Italian Reinforcement Depots by screening officers from this H.Q. and are expected to join units by mid-March. It is hoped that all Companies will then be fully up to strength for the first time since formation.

(iii) Release of vehicles has been accelerated and of the new units only the Inspectorate and N° 19 Company still show deficiencies. The question whether all the Italian Railway Units are to be equipped to W.E. scale with British transport is under consideration, as many of the Italian vehicles now held are reaching the end of their useful life.

(iv) The clothing and equipment position is more satisfactory than at any time since the formation of the units and with the arrival of warmer weather no further trouble is expected.

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Appendix No. 4

Summary of Port Facilities
at 28 February 1945.

The following additional amendments should be made to the Summary for 31st December 1944 (Appendix 3 to December Progress Report).

TARANTO

Floating Equipment

Amend 5 W.D. Tugs to read 4 W.D. Tugs
Add 1 Civilian Tug
Amend 4 Launches to read 2 Launches
Amend 27 Italian Lighters to read 17 Italian Lighters

Shore Cranes

Add 1 5/7 tons P & H Derry mounted
Add 4 Lister Tractors

BRINDISI

Floating Equipment

Tugs. Delete all detail and substitute:
2 Civilian Tugs
9 W.D. Tugs

Craft Delete all detail and substitute:
2 Motor Launches

Lighters & Barges

Amend 25 Italian Barges to read
17 Italian Barges

BARI

Floating Equipment

Tugs Amend 7 W.D. Tugs to read 5 W.D. Tugs

Craft Amend 3 Motor Launches to read
2 Motor Launches
Amend 19 R.C.L's to read 16 R.C.L's
" 5 Civilian Lighters to read 4 Civilian Lighters.

Shore Cranes Add 1 10 R.B. (Taken out of reserve).

Shore Equipment Amend 16 Clark Carloaders to read
14 Clark Carloaders.

BARLETTA

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Add 1 Civilian Tug
Amend 4 Launches to read 2 Launches
Amend 27 Italian Lighters to read 17 Italian Lighters

Shore Cranes

Add 1 3/7 tons P & M Lorry mounted
Add 4 Lister Tractors

BRINDISI

Floating Equipment

Tugs. Delete all detail and substitute:
2 Civilian Tugs
9 W.D. Tugs

Craft Delete all detail and substitute:
2 Motor Launches

Lighters & Barges

Amend 26 Italian Barges to read
17 Italian Barges

BARI

Floating Equipment

Tugs Amend 7 W.D. Tugs to read 5 W.D. Tugs

Craft Amend 3 Motor Launches to read
2 Motor Launches
Amend 19 R.C.L's to read 16 R.C.L's
" 5 Civilian Lighters to read 4 Civilian Lighters.

Shore Cranes Add 1 10 R.B. (Taken out of reserve).

Shore Equipment Amend 16 Clark Carloaders to read
14 Clark Carloaders.

BARLETTA

Shore Equipment Amend 2 Lister Tractors to read
1 Lister Trailer.

ANCONA

Floating Equipment

Tugs Delete all detail and substitute 20 W.D. Tugs
Craft Add 5 Outboard Motors

Shore Equipment Amend 4 Chaseside Tractors to read
5 Chaseside Tractors.

1009

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BARGE ERECTION POSITION AT END OF FEBRUARY 1945

Port	Craft	Total completed prior to 1 Feb	Total completed during February	Under construction	Stored awaiting constr
Bari	Minus Barges X	10	–	–	–
	Mince Barges	87	–	–	22
	R.C.I.	36	–	–	–
Brindisi	Minus Barges	–	–	–	–
	Mince Barges	44	–	–	1
	R.C.I.	22	–	–	–
Molfetta	Minus Barges	–	–	–	–
	Mince Barges	47	–	–	–
	R.C.I.	35	–	–	–
Ancona	Mince Barges	1	–	–	–
Mola di Bari	R.C.I.	26	–	–	–
Taranto	R.C.I.	1	–	–	3
	Mince Barges	–	–	–	–
Totals	Minus Barges X	10	–	–	2[illegible]
	Mince Barges 0	179	–	–	–
	R.C.I.	120	–	–	–

X - 1 Minus Sunk
0 - 1 Mince Sunk (Senegallia)

1 Mince handed over to R.N.
5 R.C.I. " " " "
12 " " " " Force 266
1 " " " " F.F.Service
3 " shipped to Force 140

X 24 compl
complete
assembly

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Appendix No. 5

BARGE ERECTION POSITION AT END OF FEBRUARY 1945

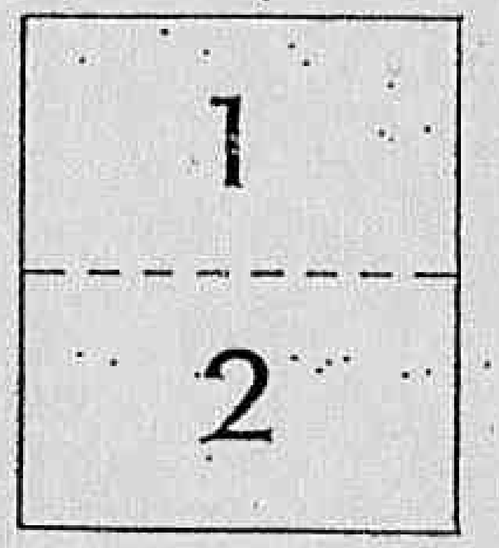
	Total completed prior to 1 Feb	Total completed during February	Under construction	Stored awaiting construction	Total Received
ss X	10	–	–	–	10
es	87	–	–	22	109
	36	–	–	–	36
es	–	–	–	–	–
ss	44	–	–	1	45
	22	–	–	–	22
ss	–	–	–	–	–
ss	47	–	–	–	47
	35	–	–	–	35
s	1	–	–	–	1
	26	–	–	–	26
	1	–	–	–	1
s	–	–	–	3	3
n X	10	–	–	–	10
s C	179	–	–	25x	205
	120	–	–	–	120

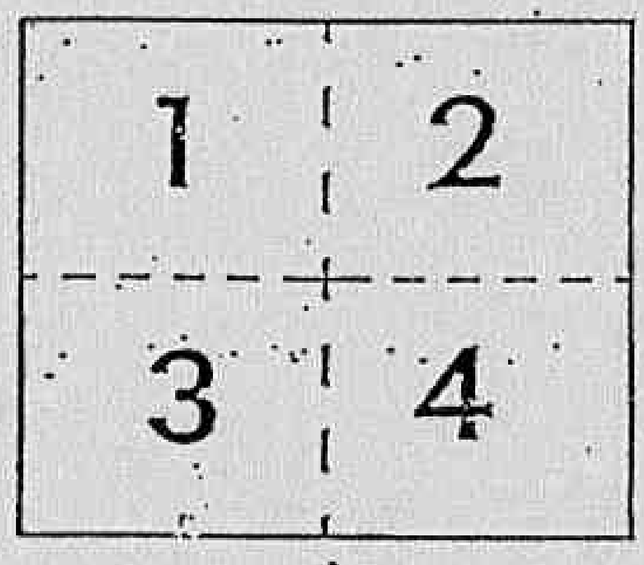
1 Mines handed over to R.N.
5 R.C.I. " " " "
12 " " " " Force 266
1 " " " " F.F.Service
3 " shipped to Force 140

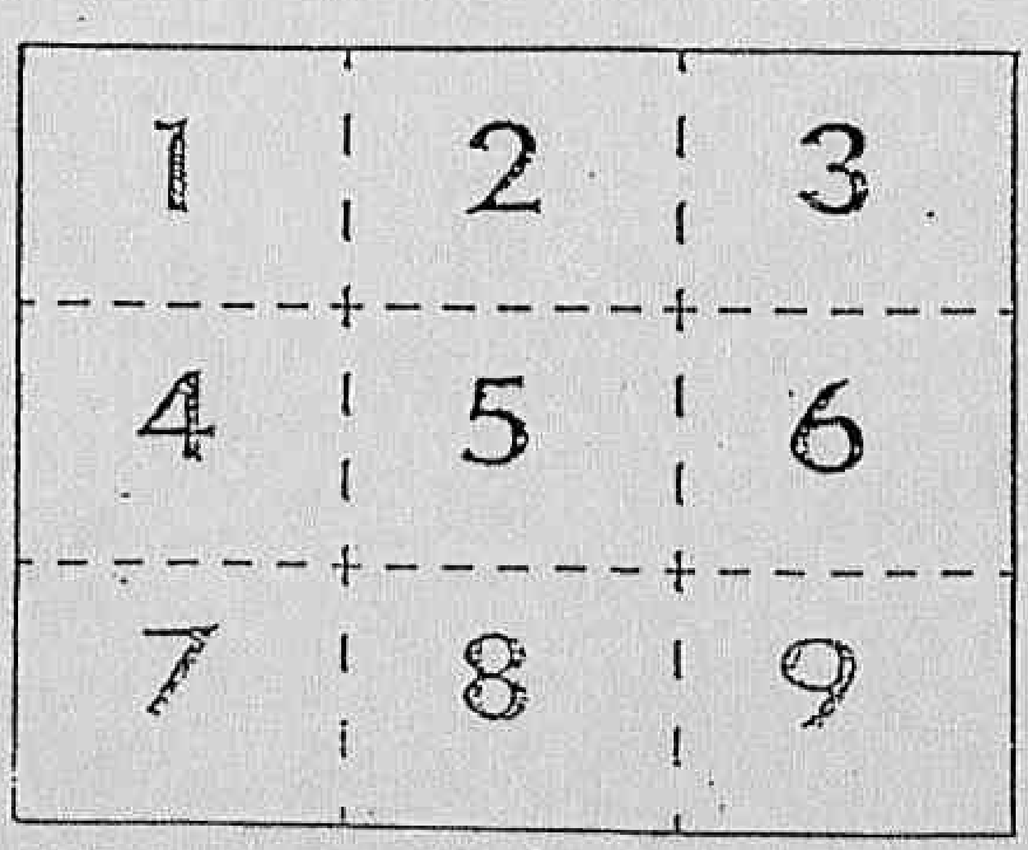
x 24 completed Mines and 2 partly complete Mines stored awaiting assembly, or trans-shipment.

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.

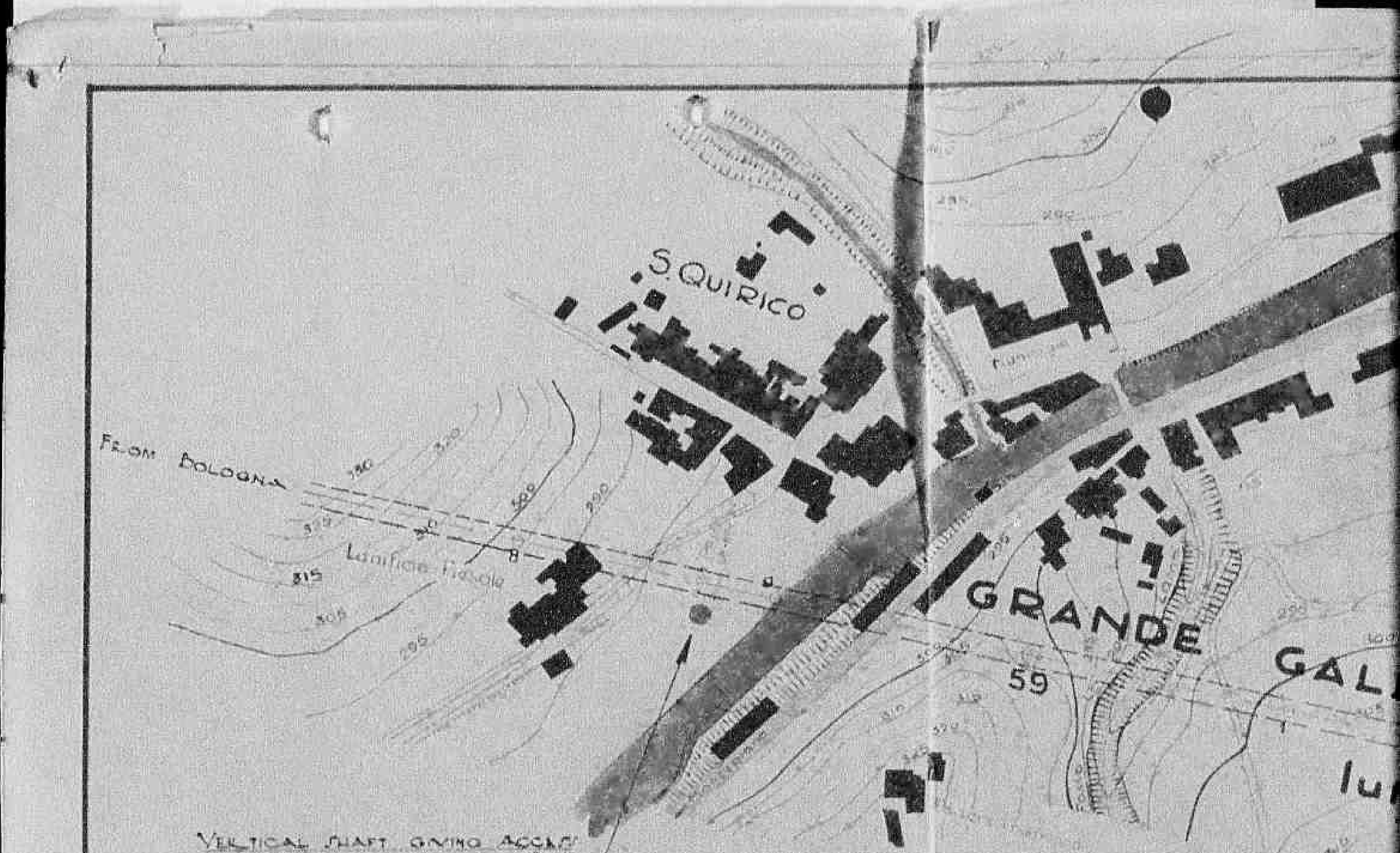
SEE DIAGRAMS BELOW.





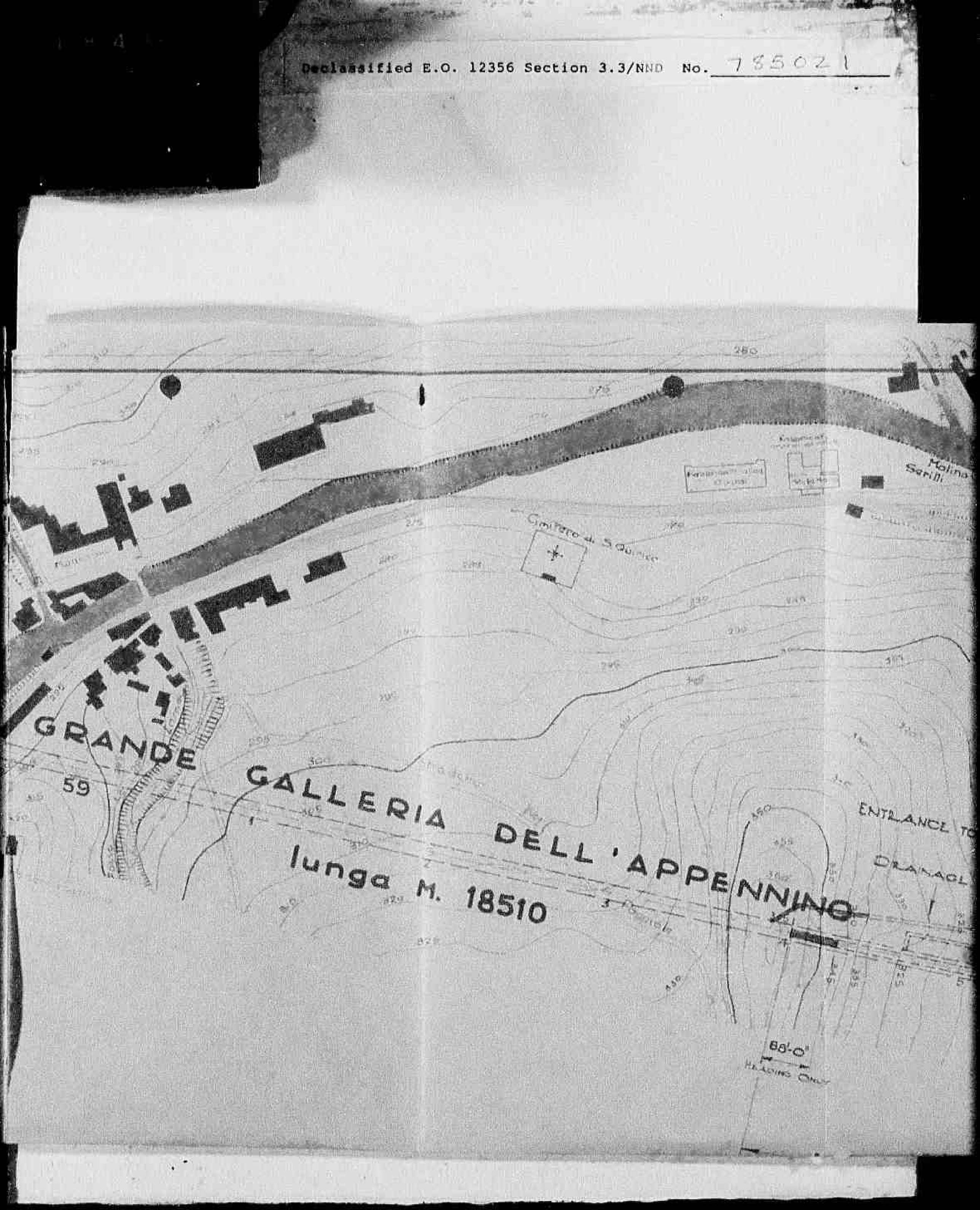


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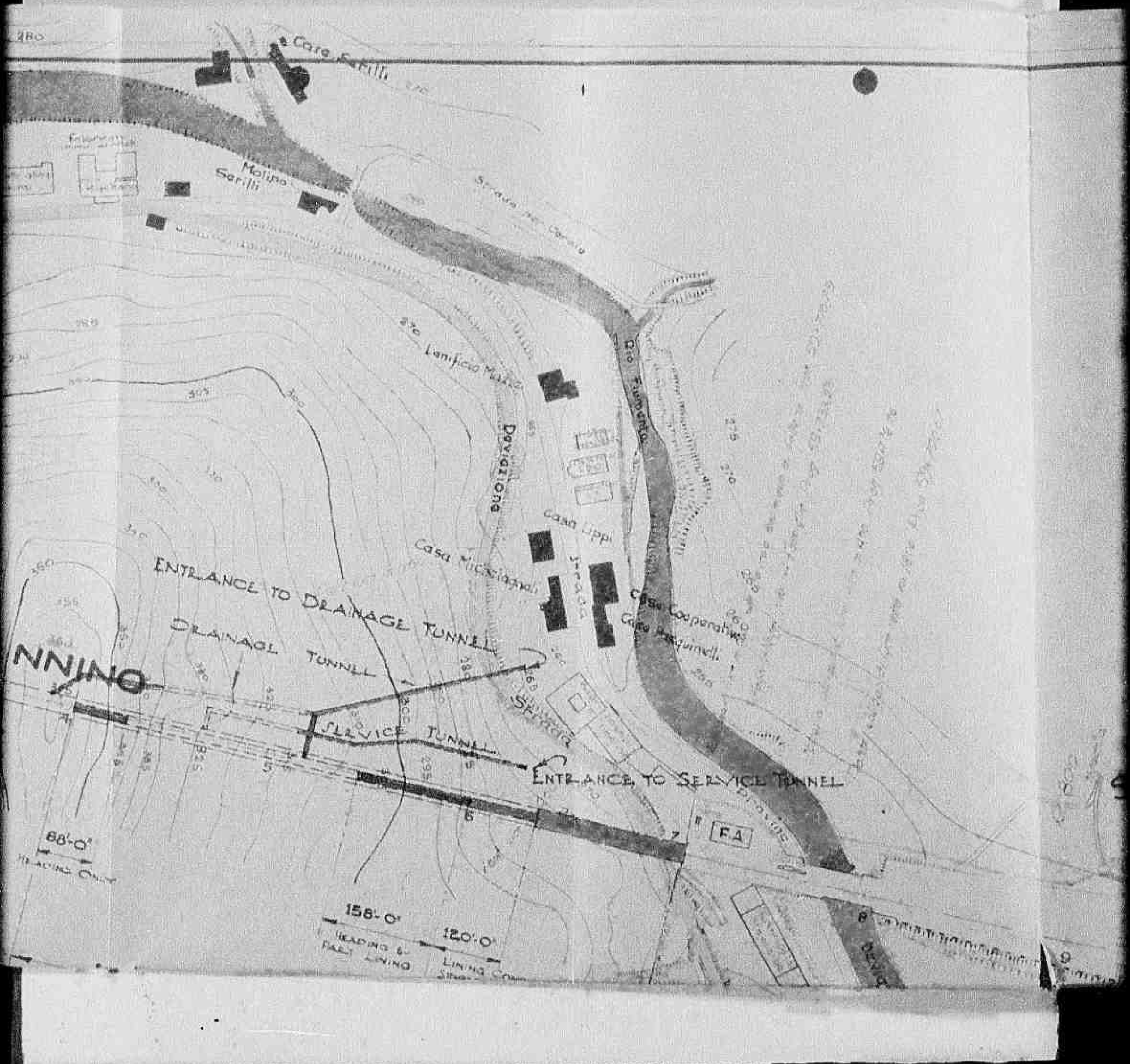


VERTICAL SHAFT GIVING ACCESS TO INTERIOR OF TUNNEL. SUNK ADJACENT TO EXISTING DEMOLISHED SHAFT.

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



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



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

LINE 65.

FLORENCE ~ PRATO ~ BOLOGNA.

APPENNINE TUNNEL.

LAYOUT OF WORKINGS AT SOUTH PORTAL DEMOLITION.

KEY.

PROGRESS AS AT 17th MARCH 1945.

- MAIN TUNNEL – LINING COMPLETE
- MAIN TUNNEL – HEADING &/OR PART LINING COMPLETE
- SIDING & DRAINAGE TUNNELS COMPLETE

STAZ. DI VERNIO-MONTEPIANO-CANTAGALLO

Prog. 60 +057,80

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

APPENDIX 7A

LINE 65.

NCE ~ PRATO ~ BOLOGNA.

APPENNINE TUNNEL.

OUT OF WORKINGS AT
TH PORTAL DEMOLITION.

KEY.

PROGRESS AT 17th MARCH 1945

MAIN TUNNEL — LINING COMPLETE

MAIN TUNNEL — HEADING &/OR PART LINING COMPLETE

SERVICE & DRAINAGE TUNNELS COMPLETE.

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

lunga

VERTICAL SHAFT GIVING ACCESS TO INTERIOR OF TUNNEL. SUNK ADJACENT TO EXISTING DEMOLISHED SHAFT.



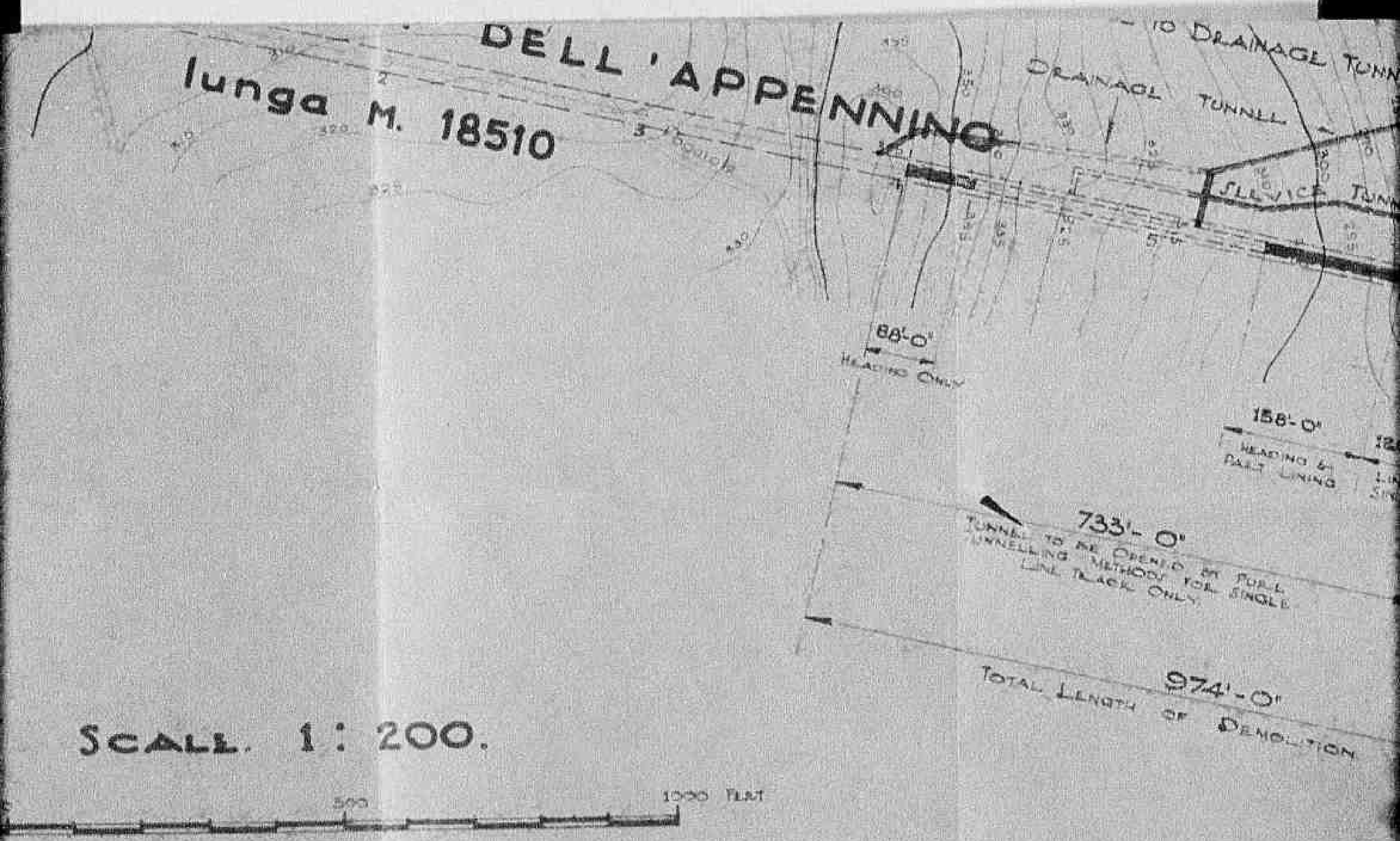
SCALE. 1

PLOT NO. C

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

DELL'APPENNINO

Iunga M. 18510



SCALE. 1 : 200.

500 1000 FEET

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

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

MAIN TUNNEL — LINING COMPLETE

MAIN TUNNEL — HEADING &/OR PART LI

SERVICE & DRAINAGE TUNNELS COMPL

STAZ. DI VERNIO-MONTEPIANO-CANTAGALLO

Prog. 60 +057,80

SERVICE TUNNEL

F.A

60

F.V.

MM

Fiumentina

Casa Albertacci

Casa Cinardi

Casa Michelon

Molino del Pinzone

Provinciale

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

MAIN TUNNEL — LINING COMPLETE
MAIN TUNNEL — HEADING &/OR PART LINING COMPLETE
SERVICE & DRAINAGE TUNNELS COMPLETE

O-MONTEPIANO-CANTAGALLO

Prog. 60 +057,00

MILITARY RAILWAY SERVICE
ENGINEERING DEPARTMENT
E M F

LINE OF
APPENNINE TUNNEL

Date MARCH 1945
Drawn
Checked

TN G5/55 A

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

WEST COAST TONNAGES. - FEBRUARY 1945

PORT.	TOTAL DISCHARGED M.T. NO.	M.T. TONS	STORES TONS	DAILY AVERAGE DISCHARGE M.T. NO.	M.T. TONS	STORES TONS	TOTAL LOADED M.T. NO.	M.T. TONS	STORES TONS	DA M. NO
LEGHORN	71	816	10360	3	29	370	2151	11147	359	77
NAPLES	391	2498	8450	14	89	302	473	1506	3786	17
	462	3314	18810	17	118	672	2624	12653	4145	94

PORT.	NO.OF LIGHTERS DISCHARGED	TONS DISCHARGED FROM LIGHTER	NO.OF LIGHTERS LOADED	TONS LOADED TO LIGHTER	NO.OF DISC
LEGHORN	x 272	12633	+ 1	53	
NAPLES	149	3781	7	124	
	421	16414	8	177	

x Includes 55 'Z' Craft and 2 L.S.Ts.
+ 1 'Z' Craft.
ø Includes 12 L.S.Ts.

Units employed.

LEGHORN. 1021 Port Operating G
" 208 Italian 'Z' Craft
NAPLES. No.3 Docks Operating

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

Appendix No. 22

WEST COAST TONNAGES. - FEBRUARY 1945

ISCHARGED		DAILY AVERAGE DISCHARGE		TOTAL LOADED			DAILY AVERAGE LOADED		
NS	STORES TONS	M.T. NO.	M.T. TONS	STORES TONS	M.T. NO.	M.T. TONS	STORES TONS	M.T. NO.	M.T. TONS	STORES TONS
8	10360	3	29	370	2151	11147	359	77	398	13
8	6450	14	89	302	473	1506	3786	17	54	135
0	16810	17	118	672	2624	12653	4145	94	452	148

GHTERS RGED	TONS DISCHARGED FROM LIGHTER	NO.OF LIGHTERS LOADED	TONS LOADED TO LIGHTER	NO.OF SHIPS DISCHARGED	NO.OF SHIPS LOADED
	1253	1	53	4	18
	3781	7	124	10	9
	16414	8	177	14	27

raft and 2 L.S.Ts.

r.

Units employed.

TECHOBE. 1021 Port Operating Company.
" 208 Indian 'Z' Craft Operating Company.
NAPLES. No.3 Docks Operating Company S.A.E.C.,U.N.F.

1007

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

PORT WORKING STATISTICS - EAST ITALY

TONNAGES CLEARED FROM ALL EASTERN PORTS DURING MONTH ENDING 28 FEBRUARY 1945.

	TARANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCONA
Road	6821	15097	83332	1762	-	987	84872
Rail	23885	20755	55755	3520	1372	-	26212
I.W.T.	2295	5005	2655	-	435	-	-
	33004	41857	141742	5282	1807	987	111084

	TARANTO	BRINDISI	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCONA
Discharged to Lighter.	2190	8916	36276	-	-	-	61844
No. of Lighters in use per port	34	51	86	-	-	-	108
Average tons per Lighter	64	175	422	-	-	-	573

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

PORT WORKING STATISTICS - EAST ITALY

ED FROM ALL EASTERN PORTS DURING MONTH ENDING 28 FEBRUARY 1945.

SEL	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCONA	TOTAL
7	83332	1762	-	987	84872	193871
5	55755	3520	1372	-	26212	131502
5	2655	-	435	-	-	10390
7	141742	5282	1807	987	111084	335763

SEL	BARI	BARLETTA	GALLIPOLI	MONOPOLI	ANCONA	TOTAL
6	36276	-	-	-	61844	109226
1	86	-	-	-	108	279
5	422	-	-	-	573	391

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

PORT WORKING STATISTICS - EAST ITALY

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

DISCHARGED	M.T. (No)	COAL TONNAGE	OTHER TONNAGE
Accumulative Total Brought Forward	102,589	480,683	4,348,908
February, 1945	2,676	32,102	324,601
Totals to Date	105,265	512,785	4,673,509

LOADED			
Accumulative Total Brought Forward	15,346	356	734,987
February, 1945	2,703	2,125	91,832
Totals to Date	18,049	2,481	826,819
Total DISCHARGED & LOADED to date	123,314	515,266	5,500,328

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

PORT WORKING STATISTICS - EAST ITALY

TOTALS - DISCHARGED AND LOADED (FROM 1 December 1943).

M.T. (No)	COAL TONNAGE	OTHER TONNAGE	TOTAL TONNAGE
102,589	480,683	4,348,908	4,829,591
2,676	32,102	324,601	356,703
105,265	512,785	4,673,509	5,186,294
15,346	356	734,987	735,343
2,703	2,125	91,832	93,957
18,049	2,481	826,819	829,300
123,314	515,266	5,500,328	6,015,594

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

PORT WORKING STATISTICS – EAST ITALY

SUMMARY FOR EASTERN PORTS OF TONNAGES LOADED DURING MONTH ENDING 28 FEBRUAR

Port	No. of Ships	No. of days Loading	Cargo	No. of M.T. & Tons Loaded QUAY M.T.	QUAY Tons	LIGHTER M.T.	LIGHTER Tons	Total Tonnage	Average Tonna Load
TARANTO	51	99	M.T. Stores	2421	9227 5594	–		14821	86 =
BRINDISI	41	101	M.T. Stores	139	399 26174	–		26573	5 =
BARI	82	194	M.T. Stores Coal	143	1302 40931 1690	–		43923	5 =
BARLETTA	27	40	Stores		2744	–		2744	
GALLIPOLI	4	13	Stores Coal		1800 435	–		2235	
MONOPOLI	14	25	Stores		2599	–		2599	
ANCONA	15	19	Stores		1062	–		1062	
								93957 Total Ton	

Note:- The Stores figure does not in
loaded by Pipe Line.

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

Appendix No. 19

PORT WORKING STATISTICS - EAST ITALY

R EASTERN PORTS OF TONNAGES LOADED DURING MONTH ENDING 28 FEBRUARY 1945

Cargo	No. of M.T. & Tons Loaded M.T.	Tons QUAY	M.T.	Tons LIGHTER	Total Tonnage	Average Daily Tonnages Loaded	Ship Tons per Ship Day
E.T.	2421	9227		-	14821	86 = 329	150
Stores		5594				200	
M.T.	139	399				5 = 14	263
Stores		26174		-	26573	935	
M.T.	143	1302				5 = 46	
Stores		40931		-	43923	1462	226
Coal		1690				60	
Stores		2744		-	2744	98	69
Stores		1800		-	2235	64	172
Coal		435				15	
Stores		2599		-	2599	93	104
Stores		1062		-	1062	38	56

93957 Total Tonnage loaded ALL PORTS

Note:- The Stores figure does not include P.O.L. loaded by Pipe Line.

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

PORT WORKING STATISTICS - EAST ITALY

SUMMARY FOR EASTERN PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 28 FEBR

Port	No. of Ships	No. of days Discharging	Cargo	No. of M.T. & Tons Discharged QUAY M.T.	QUAY Tons	LIGHTER M.T. Tons	Total Tonnage
TARANTO	41	105	M.T.	1002	4014	2190 +	37202
			Stores		26554		
			Coal		6634		
BRINDISI	21	110	M.T.	285	1465	8916 +	42710
			Stores		41245		
BARI	67	252	M.T.	436	2137	36276 +	148215
			Stores		129134		
			Coal		16944		
BARLETTA	9	29	M.T.	102	22	-	3791
			Stores		3769		
GALLIPOLI	2	13	Stores		1118	-	1868
			Coal		750		
MONOPOLI	12	18	Stores		567	-	980
			Coal		413		
ANCONA	78	319	M.T.	849	5411	61844 +	121937
			Stores		109165		
			Coal		7361		
							356703 Di

Notes:- Lighter tonnage (+) is also inc
commodity tonnage

The Stores figure does not incl
discharged by pipe line.
1491 Animals discharged at Bri

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Appendix No. 18

PORT WORKING STATISTICS - EAST ITALY

EASTERN PORTS OF TONNAGES DISCHARGED DURING MONTH ENDING 28 FEBRUARY 1945

days trading	Cargo	No. of M.T. & Tons Discharged QUAY M.T.	Tons	No. of M.T. & Tons Discharged LIGHTER M.T.	Tons	Total Tonnage	Average Daily Tonnages Discharged	Ship Tons per Ship Day
	M.T.	1002	4014				36 = 143	
	Stores		26554	2190 +		37202	948	1004
	Coal		6634				237	
	M.T.	285	1465				10 = 52	
	Stores		41245	8916 +		42710	1473	388
	M.T.	438	2137				16 = 76	
	Stores		129134	36276 +		148215	4612	588
	Coal		16944				505	
	M.T.	102	22				4 = 1	
	Stores		3769	-		3791	135	131
	Stores		1118				40	
	Coal		750	-		1868	27	144
	Stores		567				20	
	Coal		413	-		980	15	54
	M.T.	849	5411				30 = 193	
	Stores		109165	61844 +		121937	3899	382
	Coal		7361				263	

356703 Discharged ALL PORTS

Notes:- Lighter tonnage (+) is also included in quay commodity tonnage

The Stores figure does not include P.O.L. discharged by pipe line.

1491 Animals discharged at Bari during month.

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RAILWAY PASSENGER & FREIGHT STATISTICS - ITALY

WARRANTED BY BRITISH R.T.O's — JAN. 13th. to FEB. 12th. 1945

Passenger

Traffic	Total Warrants	Personnel Entrained	Pass Kilms	Baggage Stores Guns etc. Wgns Tons	Wgn Kilms	Ton Kil
British		87,079	24,668,043	406 2,209	151,051	819
U.S.A.		124	35,594			
+A.M.G/A.C.C.		529	187,852			
E.F.I.		23	2,617			
Italian Military		11,006	3,297,965	240 972	56,030	236
Y.M.C.A.		2	864			
Indian Y.M.C.A.		2	681			
Toc H		3	1,327			
Total	4,251	98,768	28,195,143	646 3,181	209,081	1,056

Freight

Traffic	Total Warrants	Total Wagons	Total Tons	Wagon Kilms	Ton Kilms	Aver Wagon (To
British		32,772	381,916	7,307,674	82,198,742	
U.S.A.		3,360	41,684	630,125	7,276,058	
+A.M.G/A.C.C.		1,464	24,492	197,253	3,208,525	
E.F.I.		592	6,871	179,113	2,023,682	
Italian Military		319	3,580	69,529	587,028	
Coal etc. to U.S.R. Sud Est		837	14,564	81,854	1,424,891	
Canadian Y.M.C.A.		12	162	6,816	92,016	
U.D.F.I.		12	173	4,980	71,144	
Red Cross		1	4	295	1,180	
American Red Cross		1	17	321	5,457	
Total	9,399	39,370	473,563	8,477,960	96,888,723	

Note:- + Excludes traffic warranted by A.C.C. representatives.

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

RAILWAY PASSENGER & FREIGHT STATISTICS - ITALY

Appendix No. 17.

BY BRITISH R.T.O's

JAN. 13th. to FEB. 12th. 1945

s	Personnel Entrained	Pasn Kiloms	Baggage Stores Guns etc. Wgns Tons	Wgn Kiloms	Ton Kiloms	Average Length of Journey (Kiloms)
	87,079	24,668,043	406	2,209	151,051	819,435
	124	35,594				
	529	187,852				
	23	2,617				
	11,006	3,297,665	240	972	58,030	236,892
	2	864				
	2	881				
	3	1,327				
	98,768	28,195,143	646	3,181	209,081	1,056,327	285

te	Total Wagons	Total Tons	Wagon Kilome	Ton Kiloms	Average Wagon Load (Tons)	Average Wagon Haul (Kiloms)
	32,772	381,916	7,307,674	82,198,742		
	3,360	41,684	630,125	7,276,058		
	1,464	24,482	197,253	3,208,525		
	592	6,871	179,113	2,023,682		
	319	3,580	69,529	587,028		
	837	14,664	81,854	1,424,691		
	12	162	6,816	92,016		
	12	173	4,980	71,144		
	1	4	295	1,180		
	1	17	321	5,457		
	39,370	473,563	8,477,960	96,888,723	11.4	215

Excludes traffic warranted by L.C.C. representatives.

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

D. U.D. MATERIALS supplied to the I.S.R. and other RAILWAY UNDERTAKINGS for DOMESTIC USE to 28 FEBRUARY 1945.

App

SUPPLIES.	I.S.R.	SUD-EST	FERROVIARI S. .I.T.	FERROVI CALABRO LUC.
Materials ex T.S.Os.	Lire.	Lire.	Lire.	Lire.
Sicily	465,313	-	-	-
Italy	9,011,959	1,143,751	42,504	2,688
W.D. Food Rations	1,528,194	-	-	-
Total to 28 Feb 45	11,005,466	1,143,751	42,504	2,688

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

plied to the I.S.R. and other RAILWAY UNDERTAKINGS
o 28 FEBRUARY 1945.

Appendix N°.16.

I.S.R.	CUD-EST	FERROVIARIA S. .I.T.	FERROVIA CALABRO LUCANE
Lire.	Lire.	Lire.	Lire.
465,318	-	-	-
9,011,959	1,143,751	42,504	2,688
1,528,194	-	-	-
11,005,466	1,143,751	42,504	2,688

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

EVALUATION OF ASSISTANCE RENDERED BY ITALY RAILWAY SERVICE TO ITALIAN CO-OPERATORS UP TO 28 FEBRUARY 45.

A. Rehabilitation of Italian State Railways.

LINE REHABILITATED.	F.O.R.(England) Value of Allied M.D. Materials incorporated.	Hire Charges for use of Mechanical Equipment.		Milit
		British	American	Briti
	Lire	Lire	Lire	Lire
SICILY	1,319,110			
ITALY.				
Lines.				
Naples Area	206,911		548,080	
50. Rome - Civitavecchia	22,280,739	111,200	6,962,940	15,
65. Rome - Orte - Florence	21,758,613	3,324,040		584,
86. Brindisi-Bari-Foggia-Ancona	47,012,412	2,877,000		1,556,
87. Orte-Terni-Foligno-Ancona	232,756	185,500		99,
89. Naples - Rome (Coastal Route)	15,967,138	4,576,900	8,119,360	46,
90. Naples-Cancello-Caserta-Rome	48,088,492	2,176,100	13,359,700	442,
91. Foggia - Benevento - Naples	13,254,868	42,500	2,744,800	140,
94. Brindisi-Taranto-Potenza-Naples	312,135	50,000		31,
228. Colle Salvetti - Pisa	2,841,789		204,840	
244. Perugia - Terontola	2,600	55,500		4,
283. Naples-Cancello-Avellino-B'vento				15,
287. Naples - Frattuli - Villa Literno	978,747	10,000		14,
290. Sparanise - Gaeta	6,292,829	222,600	8,289,900	
302. Foggia - Potenza	1,641,547	34,000		31,
Accumulative Totals to end of Feb 45	182,490,686	13,364,340	40,213,620	2,782

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APPENDIX No. 16.

TION OF ASSISTANCE RENDERED BY ITALIAN RAILWAY
CE TO ITALIAN CO-OPERATORS UP TO 28 FEBRUARY 45.

Italian State Railways.

D.	F.O.B.(England) Value of Allied M.D. Materials incorporated.	Hire Charges for use of Mechanical Equipment.		Military Man-hours.	
		British	American	British	American
	Lire	Lire	Lire	Man-hours	Man-hours
	1,319,110				
			548,080		26,174
	206,911	111,200	6,962,040	15,343	251,618
	22,280,739	3,324,040		584,046	
	21,758,613	2,877,000		1,356,235	
nce	47,012,412	185,500		99,155	
n-Ancon	232,756	4,576,900	8,119,360	46,650	476,469
Ancona	15,967,138	2,176,100	13,399,700	442,415	481,431
tel Monte)	48,086,492	12,500	2,744,800	140,501	95,777
serta-Rome	13,254,868	50,000		31,846	
- Naples	612,135		204,840		22,977
otenza-Naples	2,841,789	55,500		4,163	
iss	2,600			15,014	
				14,436	1,200
ellino-B'vento		10,000		168	116,546
- Villa Literno	978,747	222,600	8,239,900	31,475	
	6,292,829	34,000			
	1,641,547				
				2,782,377	1,482,192
end of Feb 45	182,490,686	13,364,340	40,219,520		

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APPENDIX NO. 15.

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

(E)

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

	CYL. SAT. STEAM	CYL. SUP. STEAM	LUB. ENGINE	WAGON AXLE
OPENING STOCK	2928	338	1670	292
RECEIPTS DURING MONTH	2030	1255	851	9
ISSUES DURING MONTH	499	509	533	8
CLOSING STOCK	4459	1084	1958	293

All receipts include quantities taken over ex U.S. Depots.

(A)

COAL - FEBRUARY 1945.

	EAST ITALY TONS	WEST ITALY TONS	TOTAL TONS
OPENING STOCK	21,970	30,608	52,578
RECEIPTS	20,836	17,437	38,273
ISSUES	28,468	15,396	43,864
TRANSFERS	169	6,766	6,935
CLOSING STOCK	14,169	25,883	40,052

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ISSUES DURING MONTH	499	509	533	8
CLOSING STOCK	4459	1084	1988	293

All receipts include quantities taken over ex U.S. Depots.

(A)

COAL - FEBRUARY 1945.

	EAST ITALY TONS	WEST ITALY TONS	TOTAL TONS
OPENING STOCK	21,970	30,608	52,578
RECEIPTS	20,836	17,437	38,273
ISSUES	28,468	15,396	43,864
TRANSFERS	169	6,766	6,935
CLOSING STOCK	14,169	25,883	40,052
STOCK IN DAYS CONSUMPTION BASED ON MONTH'S ISSUES	15	52	26
AVERAGE WEEKLY RECEIPTS	5,209	4,359	9,568
AVERAGE WEEKLY ISSUES	7,117	3,849	10,966

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

DESCRIPTION	HELD IN		OUTSTANDING FOR ITALY		TOTAL IN ITALY WHEN OUTSTANDINGS MET	
	NORTH AFRICA	ITALY	Against Demands	Against Transfers		
LOCOS - STANDARD GAUGE.						
MAIN LINE - Steam US 2-8-2	-	15	12 (f)	-	27	(a)
US 2-8-0	5 (a)	128	115 (b)	-	243	
LMS 2-8-0	-	13	2 (f)	-	15	(b)
SHUNTING - Steam US 0-6-0	-	5	-	-	5	
GW 0-6-0	-	6	-	-	6	(c)
MAIN LINE - Diesel-Electric US 0-4-4-0 650 HP	-	116	-	-	116	
SHUNTING - Diesel-Electric LMS 0-6-0 350 HP	-	2	2 (f)	-	4	(d)
Diesel - German 0-4-0 250 HP	-	1	-	-	1	
						(e)
WAGONS - STANDARD GAUGE.						
US Box - 20 ton	252 (c)	289	-	256 (g)	545	(f)
(converted to Mail Van)	3 (c)	9	-	3	12	
chassis used as Flat	6 (c)	8	-	6	14	
US Box - 40 ton chassis used as Flat	53 (c)	5	-	53	58	
US Brake Van 20 ton converted as Flat	1 (c)	-	-	1	1	
Br. Flat for AEW's - 40/50 ton	-	50	50 (f)	-	100	(g)
US " " " - 56 ton	1 (d)	29	-	-	29	
Br. Open H.S. - 13 ton	-	96	-	-	96	
US Well - 50 ton	3 (c)	-	-	3	3	(h)

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APPENDIX 14

AND BRITISH STANDARD GAUGE W.D. LOCOS AND WAGONS - ITALY AND NORTH AFRICA - AS AT 28 FEB. 45.

	HELD IN		OUTSTANDING FOR ITALY		TOTAL IN ITALY WHEN OUTSTANDINGS MET	REMARKS
	NORTH AFRICA	ITALY	Against Demands	Against Transfers		
	-	15	12 (f)	-	27	(a) For South France.
	5 (a)	128	115 (b)	-	243	
	-	13	2 (f)	-	15	(b) Ex U.S.
	-	5	-	-	5	
	-	6	-	-	6	(c) To be transferred to Italy.
	-	116	-	-	115	
TS 0-4-4-0 650 HP	-	2	2 (f)	-	4	(d) Minus wheels.
S 0-6-0 350 HP	-	1	-	-	1	
0-4-0 250 HP						(e) Includes 4 advised shipped from 8th Africa but not yet received Italy.
	252 (c)	289	-	256 (e)	545	(f) Ex M.E.
Rail Van)	3 (d)	9	-	3	12	
as Flat	6 (d)	8	-	6	14	
Flat	53 (d)	5	-	53	58	
as Flat	1 (d)	-	-	1	1	
	-	50	50 (f)	-	100	This summary does not take into account wagons which are being shipped from 8th. Africa to 8th. France.
	1 (d)	29	-	-	29	
	-	96	-	-	96	
	3 (c)	-	-	3	3	

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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.

Convoy :	Port	No. of ships containing Tn. Stores	Approx. Total Tonnage Tn. Stores	Principal Items
KMS 78	NAPLES BARI ANCONA	6	800	30 - 40 ft. Welded Span Bridges 1 - 30 ton Steam Breakdown Crane 7 - 31 ft. R.S.J. Bridges Qty. Boiler Tubes
UGS 67	BARI	1	450	9 - Minca Barges
UGS 68	BARI NAPLES	2	800	16 - Minca Barges Qty. R.C.L. Spares Qty. V Trestling
KMS 80	TARANTO ANCONA NAPLES	6	750	" Spares for 8½ ton R.R. Cranes " Steel Tubes 1 - Diesel Locomotive No. HE 235 1 - 3½ ton R.R. Crane 1 - 6 ton " " 1 - 10 ton R.B. "
UGS 69	ANCONA	1	600	3 - 70 ft. U.C.R. Bridges Deck 3 - 70 ft. -do- Through 3 - sets 'E' for conversion of above Through to Deck Qty. L.S. Trestling
UGS 70	BARI	1	600	7 - 70 ft. U.C.R. Bridges Deck 7 - 70 ft. -do- Through 4 - sets 'E' for conversion of above Through to Deck
MKS 82 (period)	BARI ANCONA	2	400	Qty. L.S. Trestling 1 - Mobile Workshop Qty. Spares for 2-8-0 Locos 1 - Sullivan Mine Car Loader
KMS 82	NAPLES	1	20	1 - 2 ton Jones Crane
-	NAPLES REGGIO		500	6½ - Box Cars
UGS 72	NAPLES	2	1140	12 - Locomotives 2-8-0

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APPENDIX NO. 13.

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

Approx. Total Tonnage Tn. Stores	Principal Items	Demand No.	Remarks
		MED/TN2/UK. 147	U.K.
800	30 - 40 ft. Welded Span Bridges	MED/TN2/UK. 153	"
	1 - 30 ton Steam Breakdown Crane	MED/TN2/UK. 147	"
	7 - 31 ft. R.S.J. Bridges	MED/TN2/UK. 165	"
	Qty. Boiler Tubes	-	U.S.A.
450	9 - Minor Barges	-	"
800	16 - Minor Barges	-	"
	Qty. U.C.L. Spares	MED/TN2/UK. 195	U.K.
750	Qty. V Trestling	MED/TN2/UK. 155	"
	" Spares for 8½ ton R.R. Cranes	MED/TN2/UK/172/185	"
	" Steel Tubes	-	N.A.
	1 - Diesel Locomotive No. WD 235	-	"
	1 - 3½ ton R.R. Crane	-	"
	1 - 6 ton " "	-	"
	1 - 10 ton R.D. "	MED/TN2/UK. 147	U.S.A.
600	3 - 70 ft. U.C.R. Bridges Deck	"	"
	3 - 70 ft. -do- Through	"	"
	3 - sets 'E' for conversion of above Through to Deck		
	Qty. L.S. Trestling	MED/TN2/UK. 147	
600	7 - 70 ft. U.C.R. Bridges Deck	"	"
	7 - 70 ft. -do- Through	"	
	4 - sets 'E' for conversion of above Through to Deck		
	Qty. L.S. Trestling	MED/TN2/ME. 81	M.E.
400	1 - Mobile Workshop	MED/TN2/ME. 79	"
	Qty. Spares for 2-8-0 Locos	MED/TN2/ME. 82	"
	1 - Sullivan Mine Car Loader	MED/TN2/ME. 53	"
		MED/TN2/UK. 173	U.K.
20	1 - 2 ton Jones Crane	-	N.A.
500	64 - box Cars		U.S.A.
1140	12 - Locomotives 2-8-0		

APPENDIX 12

Loco Running Statistics - 27 Jan 45 to 24 Feb 45 - Central Italy.

(i) Coal Burners

Total Kilometrage	130476
Coal Consumption (tons)	5742
Average coal consumption (Kg/km)	44.8
+ Km per day per engine allocated	65.7

(ii) Oil Burners

Total kilometrage	86007
Fuel oil consumption (tons)	2713
Average Fuel Oil consumption (L/km)	32.15
+ Km per day per engine allocated	119.4

(iii) All Steam Engines.

Lubricating Oil consumption (Litres)	11785
Average Lub Oil consumption (L/100 km)	5.43
Cylinder Oil consumption (Litres)	4587
Average cyl oil consumption (L/100 km)	2.12

(iv) Electric Locos

Total kilometrage	60143
Lubricating oil consumption (Litres)	1101
Average lub oil consumption (L/100 km)	1.83
+ Km per day per engine allocated	134.1

(v) Diesel Electric Shunting Locos

Total kilometrage	2417
Fuel Oil consumption (gallons)	1930
Average Fuel Oil consumption (L/km)	3.6
+ Km per day per engine allocated	43.1

+ Excludes engines in and waiting shops and engines stopped on shed for more than 7 days.

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	Fuel Oil consumption (tons)	[illegible]
	Average Fuel Oil consumption (L/km)	32.15
+	Km per day per engine allocated	119.4

(iii) All Steam Engines.

	Lubricating Oil consumption (Litres)	11785
	Average Lub Oil consumption (L/100 km)	5.43
	Cylinder Oil consumption (Litres)	4587
	Average cyl oil consumption (L/100 km)	2.12

(iv) Electric Locos

	Total kilometrage	60143
	Lubricating oil consumption (litres)	1101
	Average lub oil consumption (L/100 km)	1.83
+	Km per day per engine allocated	134.1

(v) Diesel Electric Shunting Locos

	Total kilometrage	2417
	Fuel Oil consumption (gallons)	1930
	Average Fuel Oil consumption (L/km)	3.6
+	Km per day per engine allocated	43.1

+ Excludes engines in and waiting shops and engines stopped on shed for more than 7 days.

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APPENDIX II.

Appendix 1.

I.S.R. [illegible] POSITION - 28 FEBRUARY 1945.

COMPARATIVE POSITION THROUGHOUT ITALY.

Type			A Available	B Waiting Shops	C In Shops	D Laid U/S	E Aside Serviceable
WEST ITALY (NAPLES AND ROME COMPARTIMENTI)							
Steam Main Line	ISR	Coalburning	170	61	22	51	23
" " "	"	Oil "	16	–	1	–	–
" " "	USA	" "	96	5	6	–	–
" Switch	ISR	Coal "	106	45	9	29	3
" "	USA	" "	3	–	2	–	–
Diesel 650 HP	"		48	44	14	–	–
Electric	ISR		54	32	5	50	–
			493	190	59	130	26
CENTRAL ITALY (ANCONA COMPARTIMENTO)							
Steam Main Line	ISR	Coalburning	63	27	11	47	6
" " "	"	Oil "	5	2	–	–	–
" " "	WD	" "	23	2	1	–	–
" " "	"	Coal "	2	–	–	–	–
" Switch	ISR	" "	7	2	1	7	–
" "	WD	" "	3	2	1	–	–
Diesel 350 HP	"		2	–	–	–	–
Electric	ISR		35	24	6	23	20
			140	59	20	77	26
EAST ITALY (BARI COMPARTIMENTO)							
Steam Main Line	ISR	Coalburning	180	21	21	24	–
" Switch	"	" "	67	12	5	6	–
Electric	"		5	–	1	5	–
			252	33	27	35	–
FLORENCE COMPARTIMENTO (INCL. LEGHORN)							
Steam Main Line	ISR	Coalburning	10	15	9	9	–
" " "	"	Oil "	1	–	–	–	–
" " "	USA	" "	21	–	–	–	–
" Switch	ISR	Coal	4	1	1	3	–
Diesel 650 HP	USA		10	–	–	–	–
Electric	ISR		–	–	–	10	–
			46	16	10	22	–
SUM TOTAL MRS			931	298	116	264	52
TOTAL ALL TYPES MRS			1609				
CALABRIA (A.C.)							
Steam Main Line	ISR	Coalburning	44	54	15	–	–
" Switch	"	" "	13	10	8	–	–
Electric	"		27	13	2	–	–
			84	77	25	–	–

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CENTRAL ITALY (ANCONA COMPARTIMENTO)								
Steam Main Line	ISR	Coalburning	63	27	11	47	6
" " "	"	Oil "	5	2	-	-	-
" " "	WD	" "	23	2	1	-	-
" " "	"	Coal "	2	-	-	-	-
" Switch	ISR	" "	7	2	1	7	-
" "	WD	" "	3	2	1	-	-
Diesel 350 HP	"		2	-	-	-	-
Electric	ISR		35	24	6	23	20
			140	59	20	77	26
EAST ITALY (BARI COMPARTIMENTO)							
Steam Main Line	ISR	Coalburning	180	21	21	24	-
" Switch	"	" "	67	12	5	6	-
Electric	"		5	-	1	5	-
			252	33	27	35	-
FLORENCE COMPARTIMENTO (INCL. LEGHORN)							
Steam Main Line	ISR	Coalburning	10	15	9	9	-
" " "	"	Oil "	1	-	-	-	-
" " "	USA	" "	21	-	-	-	-
" Switch	ISR	Coal	4	1	1	3	-
Diesel 650 HP	USA		10	-	-	-	-
Electric	ISR		-	-	-	10	-
			46	16	10	22	-
SUB TOTAL MRS			931	298	116	264	52
TOTAL ALL TYPES MRS			1609				
CALABRIA (A.C.)							
Steam Main Line	ISR	Coalburning	44	54	15	-	-
" Switch	"	" "	13	16	8	-	-
Electric	"		27	13	2	-	-
			84	77	25	-	-
INACCESSIBLE LINES							
Steam Main Line	ISR	Coalburning	4	-	3	61	-
" Switch	"	" "	4	1	-	25	-
Electric	"		-	-	-	6	-
			8	1	3	92	-
GRAND TOTAL			1023	376	144	356	52
GRAND TOTAL ALL TYPES			1899				

NOTE: - ¢ All engines stored serviceable in Col. E are included in the available Col. A.

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Appendix. 10.
Part. 2.

DAILY AVERAGE TRAIN OPERATION FEB'45.
CENTRAL ITALY.

	Pas sins	Military Freight Wagons Tds.	Wagons Tties.	Total.	Troop & POT Trains	Wagons	Ambul-ance Trains	Civil Pass.
CESENA - FORLI	1.8	38	4	42	-	-	-	-
FORLI - CESENA	1.4	7	31	38	-	-	-	-
RIMINI - CESENA	3.1	96	6	102	-	-	-	-
CESENA - RIMINI	2.8	25	74	100	-	1	-	-
RIMINI - FALCONARA	8.1	86	209	295	.9	18	-	-
FALCONARA - RIMINI	6.6	211	13	224	.8	11	-	-
FALCONARA - TRIPS	1.1	36	1	37	.1	4	-	-
FALCONARA - ANCONA	4.0	43	89	132	-	-	-	-
ANCONA - FALCONARA	4.2	117	7	124	-	4	-	-
FALCONARA - FABRIANO	7.3	121	76	197	.9	12	.1	-
FABRIANO - FALCONARA	7.4	187	32	219	.9	12	.1	-
FABRIANO - FOLIGNO	7.8	131	82	213	.9	12	.1	-
FOLIGNO - FABRIANO	7.8	193	22	215	.9	12	.1	-
FOLIGNO - ASSISI	.3	1	3	4	-	-	-	-
ASSISI - FOLIGNO	.3	6	1	7	-	-	-	-
TERNI - FOLIGNO	8.4	199	35	234	.8	10	.2	-
FOLIGNO - TERNI	8.9	138	91	229	.9	12	.2	-
ORTE - TERNI	6.1	202	26	228	.8	10	.2	-
TERNI - ORTE	6.6	142	86	228	.9	8	.2	-
ORTE - AREZZO	3.1	99	15	114	.7	8	.1	-
AREZZO - ORTE	3.4	79	56	135	1.3	17	.1	-
ROME - ORTE	8.5	308	31	339	1.5	18	.3	-
ORTE - ROME	6.1	190	143	333	1.3	30	.3	-
TOTALS	119.4	2366	1138	3799	18.9	199	2.0	8

Total trains all classes run 143.3
Average train miles per day 5315.2

MILITARY FREIGHT. 22.8

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CESENA - RIMINI	2.8	25	74	100	-	1	-	-
RIMINI - FALCONARA	6.1	86	209	295	.9	18	-	-
FALCONARA - RIMINI	6.6	211	25	236	.9	11	-	-
FALCONARA - PRIES	1.1	36	1	37	.1	4	-	-
FALCONARA - ANCONA	4.0	45	89	134	-	-	-	-
ANCONA - FALCONARA	4.9	117	7	124	-	4	-	-
FALCONARA - FABRIANO	7.3	121	76	197	.9	12	.1	1
FABRIANO - FALCONARA	7.4	197	22	219	.9	12	.1	1
FABRIANO - FOLIGNO	7.9	181	82	263	.9	12	.1	-
FOLIGNO - FABRIANO	7.3	193	22	215	.9	12	.1	-
FOLIGNO - ASSISI	.5	1	3	4	-	-	-	-
ASSISI - FOLIGNO	.9	6	1	7	-	-	-	-
TERNI - FOLIGNO	8.4	169	85	254	.8	10	.2	-
FOLIGNO - TERNI	8.9	168	61	229	.9	12	.2	-
ORTE - TERNI	5.1	202	26	228	.8	10	.2	-
TERNI - ORTE	6.9	142	96	238	.8	8	.2	-
ORTE - AREZZO	3.1	99	15	114	.7	8	.1	-
AREZZO - ORTE	3.4	79	56	135	1.0	17	.1	-
ROME - ORTE	8.5	308	31	339	1.6	18	.3	-
ORTE - ROME	8.1	190	142	332	1.9	30	.3	-
TOTALS	119.4	2666	1183	3799	13.9	199	2.0	8

Total trains all classes run 148.3
Average train miles per day 5615.2

MILITARY FREIGHT.

Average No. loaded wagons per train 22.3
Average No. empty wagons per train 9.5
Average No.(Total) of wagons per train 31.8
Average net tons per train 389
Average gross tons per train 635

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Appendix. 10.
Part. 1.

Daily Average Train Operation Feb.'45.
East Italy.

	Military						Ambul-ance Trains	Civil Pass.
		Freight Wagons			Troop & P.O.W.			
	Trains	Lds.	Mties.	Total	Trains	Wagons		
TERNOLI - ORTONA	2.1	18	12	30	.3	8	-	-
ORTONA - TERNOLI	1.9	21	31	52	.2	5	-	-
TERNOLI - FOGGIA	3.1	38	40	78	.4	5	-	-
FOGGIA - TERNOLI	3.2	70	18	88	.3	2	-	-
FOGGIA BRANCHES	3.1	44	22	66	-	-	-	-
FOGGIA - CERVARO	3.4	34	12	46	.2	2	-	-
FOGGIA - BARI	3.9	125	138	263	2.0	42	.2	2.2
BARI - FOGGIA	3.8	207	7	284	2.0	85	.2	2.2
BARI - BRINDISI	2.8	45	23	68	1.3	15	-	2.4
BRINDISI - BARI	2.9	48	12	60	1.3	14	-	2.6
BARI - TARANTO	3.6	36	23	59	.9	31	-	2.1
TARANTO - BARI	3.3	51	27	78	.3	17	-	2.5
BRINDISI - TARANTO	1.8	29	14	43	.4	9	-	1.1
TARANTO - BRINDISI	2.6	28	10	38	.3	8	-	1.3
TARANTO - METAPONTO	2.6	31	14	45	.8	16	-	1.3
METAPONTO - TARANTO	3.0	39	37	76	.3	7	-	1.4
METAPONTO - POTENZA	2.8	34	15	49	.8	8	-	.4
POTENZA - METAPONTO	2.6	32	25	57	.4	5	-	.3
METAPONTO - BIRARI	1.0	15	6	21	-	1	-	-
POTENZA - FOGGIA	.1	-	-	-	-	-	-	-
FOGGIA - POTENZA	.1	-	1	1	-	-	-	-
TOTALS	66.4	1005	497	1502	18.4	305	.4	20.2

Total trains all classes run 97.4
Average train miles per day 5643

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	Freight Trains	Freight Wagons Lds.	Freight Wagons Mties.	Freight Wagons Total	Troop & P.O.E. Trains	Troop & P.O.E. Wagons	Ambulance Trains	Civil Pass.
TERMOLI - ORTONA	3.1	18	12	30	.3	3	-	-
ORTONA - TERMOLI	1.9	21	01	52	.3	3	-	-
TERMOLI - FOGGIA	3.1	05	40	78	.4	5	-	-
FOGGIA - TERMOLI	3.3	70	18	88	.3	2	-	-
FOGGIA BRINDISI	3.1	44	22	66	-	-	-	-
FOGGIA - CERVARO	3.4	34	12	46	.3	3	-	-
FOGGIA - BARI	3.9	125	138	263	3.0	42	.2	2.2
BARI - FOGGIA	8.8	297	7	284	2.0	35	.2	2.2
BARI - BRINDISI	2.8	45	33	88	1.3	15	-	2.4
BRINDISI - BARI	2.9	48	12	60	1.3	11	-	2.3
BARI - TARANTO	3.5	36	23	59	.9	21	-	2.1
TARANTO - BARI	3.3	51	27	78	.3	17	-	2.3
BRINDISI - TARANTO	1.8	29	14	43	.4	3	-	1.1
TARANTO - BRINDISI	2.6	28	10	38	.3	8	-	1.3
TARANTO - METAPONTO	3.6	31	14	45	.3	16	-	1.3
METAPONTO - TARANTO	3.0	39	37	76	.3	7	-	1.4
METAPONTO - POTENZA	2.8	34	15	49	.3	6	-	.4
POTENZA - METAPONTO	2.6	22	35	57	.4	5	-	.2
METAPONTO - SIBARI	1.0	15	6	21	-	-	-	.7
POTENZA - FOGGIA	.1	-	-	-	-	-	-	-
FOGGIA - POTENZA	.1	-	1	1	-	-	-	-
TOTALS	68.4	1005	497	1502	13.4	205	.4	20.2

Total trains all classes run 97.4
Average train miles per day 5643

MILITARY FREIGHT.

Average No. loaded wagons per train 15.9
Average No. empty wagons per train 7.8
Average total No. wagons per train 23.7
Average net tons per train 236.7
Average gross tons per train 548.9

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Line 217, Lin. 218 and Line 50 (Contd).

(iii) Labour.

2 British Rly Construction Companies (1 part only)	330 men
1 Mech' Equipment (Tn) Platoon	70 men
1 Tunnelling Company (S.A.E.C.)(part only)	50 men
1 Italian Rly Engineer Company	150 men
5 Italian Pioneer Labour Companies (2 part only)	360 men
I.S.R. & civilian labour	1,250 men
Total labour employed	2,210 men

(iv) Transport.

(a) Normal G.1098 of Rly Construction Company.
(b) 90 No. 3-ton lorries.
(c) 15 No. Light tank transporters.

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(b) 90 No. 3-ton lorries.
(c) 15 No. Light tank transporters.

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Line 86 II(contd)

(iv) Transport.

(a) Normal G.1098 of Rly Construction Company.
(b) 30 No. 3-ton lorries.) also in use on doubling
(c) 6 No. Light tank transporters) Marzocca to Faenza.

III. Doubling Marzocca to Faenza.

(i) Track. Track to be repaired 120.45 Kms.

(ii) Bridging. Length of bridging to be repaired 2,476 lin.ft.

(iii) Labour.

3 British Rly Construction Companies (1 part only)	705 men
1 British Rly Bridging Section	20 men
1 Mech' Equipment (Tn) Platoon (part only)	35 men
1 British Rly Operating Company (part only)	50 men
1 Indian Rly Construction Company (part only)	120 men
3 Italian Rly Engineer Companies	450 men
2 Indian Pioneer Labour Companies	200 men
4 Italian Pioneer Labour Companies (part only)	360 men
Civilian Labour	900 men
Total Labour employed	2,840 men

(iv) Transport.

(a) Normal G.1098 of Railway Construction Company.
(b) 30 No. 3-ton lorries.) also in use on work
(c) 12 No. Light tank transporters.) shown under Line 86 II.
(d) 10 No. 10-ton lorries.

Line 87. Foligno to Falconara.

(i) Track. Total length of track maintained and improved 119 Kms.

(ii) Bridging. Total length maintained 2,859 lin.ft.

Line 244. Foligno to Spoleto.

(i) Track. Total length maintained and improved 19 Kms.

Labour and transport statistics for Lines 87 & 244 are combined.

(ii) Labour.

1 Indian Rly Maintenance Company (part only)	130 men
I.S.R. & civilian Labour	800 men
Total Labour employed	930 men

(iii) Transport.

(a) Normal G.1098 of Indian Rly Maintenance Company.
(b) 2 No. 3-ton lorries.

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1 British Rly Construction Company (part only)	120	men
1 Indian Rly Construction Company (part only)	450	men
3 Italian Rly Engineer Companies	200	men
2 Indian Pioneer Labour Companies	360	men
4 Italian Pioneer Labour Companies (part only)	900	men
Civilian Labour		
Total Labour employed	2,840	men

(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 Fuleonara.

(i) Track. Total length of track maintained and improved 119 Kms.

(ii) Bridging. Total length maintained 2,855 lin.ft.

Line 244. Foligno to Bastia.

(i) Track. Total length maintained and improved 19 Kms.

Labour and transport statistics for Lines 87 & 244 are combined.

(ii) Labour. 1 Indian Rly Maintenance Company (part only)	130	men
I.S.R. & civilian labour	800	men
Total Labour employed	930	men

(iii) Transport.

(a) Normal G.1098 of Indian Rly Maintenance Company.
(b) 2 No. 5-ton lorries.

Line 217, Prato to Pistoia, Line 216, 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 2,269 lin.ft.

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Line 65 (Contd).

III. Prato to Florence.

(i) Track.

(a)	Track deliberately demolished	15.00 Kms.
(b)	Track damaged by fighting and bombing	2.627 Kms.
		17.627 Kms.

(ii) Bridging.

(a) 100% demolition of large bridges.

(b) Length of bridging to be repaired — 164 Lin.ft.

(iii) Labour.

1 British Rly Construction Company (Part only)	65 men
1 Italian Rly Engineer Company	150 men
1 Italian Pioneer Labour Company	180 men
I.S.R. and civilian labour	250 men
Total labour employed	645 men

(iv) Transport. Normal G.1098 of Rly Construction Company.

Line 86.

I. Ancona to Forli.

(i) Track.

(a) Total length of double line (Ancona - Marzocca and Pesaro - Cattolica) maintained and improved	33.6 Kms.
(b) Total length of single line (Marzocca - Pesaro and Cattolica - Forli) maintained and improved	106.56 Kms.
Total length track maintained	173.76 Kms.

(ii) Bridging. Total length maintained and improved — 4,594 Lin.ft.

II. Forli to Faenza.

(i) Track.

(a) Track damaged by fighting and bombing	14.5 Kms.
(b) Track being repaired	14.5 Kms.

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(b) Length of bridging to be repaired — 164 Lin.ft.

(iii) Labour.

1 British Rly Construction Company (part only)	65 men
1 Italian Rly Engineer Company	150 men
1 Italian Pioneer Labour Company	180 men
I.S.R. and civilian labour	250 men
Total labour employed	645 men

(iv) Transport. Normal G.1098 of Rly Construction Company.

Line 86.

I. Ancona to Forli.

(i) Track.

(a) Total length of double line (Ancona - Marzocca and Pesaro - Cattolica) maintained and improved — 33.6 Kms.

(b) Total length of single line (Marzocca - Pesaro and Cattolica - Forli) maintained and improved — 106.56 Kms.

Total length track maintained — 173.76 Kms.

(ii) Bridging. Total length maintained and improved — 4,594 Lin.ft.

II. Forli to Faenza.

(i) Track.

(a) Track damaged by fighting and bombing — 14.5 Kms.
(b) Track being repaired — 14.5 Kms.

(ii) Bridging.

(a) Length of bridging to be repaired — 534 Lin.ft.
(b) Length of bridging repaired — 294 Lin.ft.

(iii) Labour

1 British Rly Construction Company (part only)	120 men
1 Mech' Equipment (Tn) Platoon (part only)	35 men
1 British Rly Operating Company (part only)	50 men
1 Indian Rly Maintenance Company (part only)	150 men
1 Italian Rly Engineer Company	150 men
1 Italian Pioneer Labour Company	180 men
3 Indian Pioneer Labour Companies (1 part only)	400 men
I.S.R. & civilian labour	700 men
Total labour employed	1,765 men

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SUMMARY OF WORK CARRIED OUT ON THE RECONSTRUCTION AND MAINTENANCE OF LINES 50, 65, 86, 87, 217, 216 & 244.

Line 65.

I. Orte to Arezzo.

(i)	Track	Total length maintained and improved	114 Kms.
(ii)	Bridging.	Total length maintained and improved	2,149 lin.ft.
(iii)	Labour	1 British Rly Construction Coy. (part only)	110 men
		1 British Rly Bridging Section	20 men
		I.S.R. and civilian labour	415 men
		Total labour employed	545 men

(iv) Transport.

(a) Normal C.1098 of railway construction Coy. R.E.
(b) 12 No. 3-ton lorries.

II. Prato to Ignzuno.

(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) M.L. bridging being used in repairs 2,300 lin.ft.

(iii)	Labour	3 Rly construction companies (S.A.E.C)	690 men
		2 Tunnelling companies (S.A.E.C) (1 part only)	150 men
		3 British artisan works companies	750 men
		1 Rly & Harbour Composite Company (S.A.E.C)	250 men
		1 British mech' Equipment Platoon	70 men
		1 British Pioneer Labour Company	225 men
		23 Italian Pioneer Labour Companies	2,540 men
		I.S.R. and civilian labour	3,000 men

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(iii) Labour 1 British Rly construction Coy. (part only) 110 men
1 British Rly bridging Section 20 men
I.C.R. and civilian labour 415 men

Total labour employed 545 men

(iv) Transport.

(a) Normal G.1098 of Railway Construction Coy. R.E.
(b) 12 No. 3-ton lorries.

II. Prato to Monzano.

(i) Track.

(a) Track deliberately demolished 6.2 Kms.
(b) Track demolished by fighting and bombing 48.3 Kms.
54.5 Kms.

Deliberate demolitions to points and crossings in stations not consistent, i.e. demolitions decrease travelling North.

(ii) Bridging.

(a) Approximately 100% demolition of large bridges for first 45 Kms. then no demolitions for remainder of section.

(b) W.D. bridging being used in repairs 2,300 lin.ft.

(iii) Labour 3 Rly Construction Companies (S.A.E.C) 690 men
2 Tunnelling Companies (S.A.E.C) (1 part only) 150 men
3 British Artisan Works Companies 750 men
1 Rly & Harbour Composite Company (S.A.E.C) 250 men
1 British Mech' Equipment Platoon 70 men
1 British Pioneer Labour Company 225 men
15 Italian Pioneer Labour Companies 2,340 men
I.C.R. and civilian labour 3,000 men

Total labour employed 7,475 men

(iv) Transport.

(a) Normal G.1098 of Rly Construction Company.
(b) 90 No. 3-ton lorries
(c) 45 No. - Light tank transporters.

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WORK IN PROGRESS AT 28th February, 1945 (Contd).

Job No.	Agency.	Location.	Description.	Size.	Progress	Estd.date of Comptn.	Rs
87/98	I.S.R.	Spoleto	Permanent repairs to tracks at Km. 1/3.263	Rebuild arch in concrete	12	-	
87/99	I.S.R.	Trevi	Additional facilities.	Repairs to tracks in station.	15	-	
87/105	136 Ind.Rly.Maint. Coy.	Palomara	Additional loco facilities.	Underground fuel oil reservoir.	30	20.3.45.	
Line 210. RISA - LUCCA - PISTOIA.							
210/47	61 Tunnelling Coy. (S.A.C)	Serravalle	Repairs to tunnel Km. 6.5 to Km. 7.5	Clearance of debris and rebuilding of lining and aqueduct.	-	-	
210/56	159 Rly.Constr.Coy.	Pistoia	Water, fuel oil and diesel supply.	Erection of tanks and fittings.	60	-	
Line 219. PISA - EMPOLI - FLORENCE.							
219/102	I.S.R.	Rifredi	Repairs to bridge at Km. 6.54.	1/40' sectional plus 5' extension span.	85	-	
Line 244. FOLIGNO - PERUGIA - TERONTOLA.							
244/11	136 Ind.Rly.Maint. Coy.	Bastia	Foligno to Bastia	Maintenance.	-	-	
Line 295. ROCHETTA - CIOL. DEL COLLE.							
295/-	I.S.R.	Poggiorsini	Water supply.	Repairs to existing facilities.	94	-	
Line 302. FOGGIA - POTENZA.							
302/6	I.S.R	Rocchetta	Permanent repairs to Br. 1 at Km. 47.62	1/2 metre masonry arch	99	3.3.45.	

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R I PROGRESS AT 28th FEBRUARY, 1945 (Contd).

	Description.	Size.	Progress	Estd. date of Comptn.	Remarks.
	Permanent repairs to bridge at Km. 143.363	Rebuild arch in concrete	12	-	
	Additional facilities.	Repairs to tracks in station.	15	-	
	Additional loco facilities.	Underground fuel oil reservoir.	30	20.3.45.	
	Repairs to tunnel km. 6.5 to km. 7.5	Clearance of debris and rebuilding of lining and aqueduct.	-	-	See text of report.
	Water, fuel oil and diesel supply.	Erection of tanks and fittings.	60	-	Work handed over to U.S. Section.
	Repairs to bridge at Km. 6.54	1/40' sectional plus 5' extension span.	85	-	
	Foliano to Rastia	Maintenance.	-	-	
	Water supply.	Repairs to existing facilities.	94	-	
	Permanent repairs to Br. 1 at Km. 47.62	1/6 metre masonry arch	90	3.3.45.	

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WORKS IN PROGRESS AT 26TH FEBRUARY, 1945 (Contd).

Job No.	Agency.	Location.	Description.	Size.	% Progress	Est. Comp.
86/352	161 Rly.Constr.Coy.	Forli	Repairs to Br. 106 at Km. 57.423	1/55' R.S.J. span.	34	2.
86/352..	161 Rly.Constr.Coy.	Forli	Doubling Br. 106 at Km. 57.423	1/55' R.S.J. span.	45	2.
86/353	161 Rly.Constr.Coy.	Faenza	Repairs to Br. 108at Km. 50.027 (R. Lamone)	4/60' U.C.R.B. spans	45	31.
86/353..	161 Rly.Constr.Coy.	Faenza	Doubling Br. 108 at Km. 50.027 (R. Lamone)	4/60' U.C.R.B. spans.	45	31.
86/355	161 Rly.Constr.Coy.	Faenza	Forli (excl) to Faenza (incl).	14.5 Kms. track repairs.	60	31.
86/355..	161 Rly.Constr.Coy.	Faenza	Doubling Forli (excl) to Faenza (incl).	14.5 Kms. track repairs.	10	31.
Line 87.	ORTE - TERNI - FOLIGNO - FALCONARA.					
87/72..	135 Ind.Rly.Maint. Coy.	Chiaravalle	Additional repairs to Br. 39 at Km. 270.6 (Remains)	Flood protection works	96	16.
87/85	136 Ind.Rly.Maint. Coy.	Falconara	Orte to Falconara	Maintenance	-	
87/86	I.S.R.	Foligno	Additional workshop facilities.	Repairs to workshop roof.	66	
87/94	I.S.R.	Fabriano	Permanent repairs to Br. 23 at Km. 225	Rebuild arches in masonry	33	
87/97	I.S.R.	Foligno	Additional workshop facilities.	Repairs to carriage shed roof.	65	

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WORKS IN PROGRESS AT 20TH FEBRUARY, 1945 (Contd).

Location.	Description.	Size.	Progress	Estd. date of Completion.	Remarks.
Forli	Repairs to Br. 106 at Km. 27.423	1/35' R.C.D. span.	3/4	2.3.45.	
Forli	Doubling Br. 105 at Km. 27.423	1/35' R.C.D. span.	45	3.3.45.	
Faenza	Repairs to Br. 108at Km. 30.027 (R. Lamone)	4/60' U.C.R.B. spans	45	31.3.45.	
Faenza	Doubling Br. 100 at Km. 30.027 (R. Lamone)	4/60' U.C.R.B. spans.	45	31.3.45.	
Faenza	Forli (excl) to Faenza (incl).	14.5 Kms. track repairs.	60	31.3.45.	
Faenza	Doubling Forli (excl) to Faenza (incl).	14.5 Kms. track repairs.	10	31.3.45.	
- FALCONARA.					
Chiaravalle	Additional repairs to Br. 39 at Km. 270.6 (R.Esino)	Flood protection works	90	6.3.45.	
Falconara	Ortc to Falconara	Maintenance	-	-	
Ancona	Additional workshop facilities.	Repairs to workshop roof.	60	-	
Ancona	Permanent repairs to Br. 23 at Km. 225	Rebuild arches in masonry.	55	-	
Ancona	Additional workshop facilities.	Repairs to carriage shed roof.	65	-	

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WORKS IN PROGRESS AT 20th FEBRUARY, 1945. (Contd).

Job No.	Agency.	Location.	Description.	Size.	Progress	Est Com
86/332...	150 Rly.Constr.Coy.	Savignano	Doubling Br. 91 at Km. 59.06 (R. Fiumicino)	1/55' U.C.R.B. span.	50	9.3
86/341...	150 Rly.Constr.Coy.	Gesbettola	Doubling Savignano (excl) to Gesbettola (incl)	6.4 Kms. track repairs.	45	9.3
86/344...	150 Rly.Constr.Coy.	Cesena	Doubling Gesbettola (excl) to Cesena (incl)	7.1 Kms. track repairs.	90	9.3
86/345...	150 Rly.Constr.Coy.	Cesena	Doubling Br. 95 at Km. 61.232 (R. Savio)	5/56' Yunnan Burma spans.	05	9.3
86/346...	161 Rly.Constr.Coy.	Forlimpopoli	Doubling Br. 97 at Km. 76.14	1/27' R.S.J. span	95	9.3
86/347...	161 Rly.Constr.Coy.	Forlimpopoli	Doubling Cesena (excl) to Forlimpopoli (incl)	11.2 Kms. track repairs.	37	9.3
86/348...	161 Rly.Constr.Coy.	Forlimpopoli	Doubling Br. 100 at Km. 67.012 (R. Ronco)	2/65' and 3/60' U.C.R.B. spans.	15	31.
86/349...	161 Rly.Constr.Coy.	Forli	Doubling Forlimpopoli (excl) to Forli (incl)	7.6 Kms. track repairs.	40	31.
86/350...	161 Rly.Constr.Coy.	Forli	Doubling Br. 101 at Km. 61.6 (R. Montone)	4/56' Yunnan Burma spans.	30	31.
86/351	161 Rly.Constr.Coy.	Forli	Repairs to Br. 105 at Km. 57.574	1/55' R.S.J. span.	96	2.
86/351...	161 Rly.Constr.Coy.	Forli	Doubling Br. 105 at Km. 57.574	1/55' R.S.J. span.	45	31.

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WORKS IN PROGRESS AT 20TH FEBRUARY, 1945. (Contd).

Location.	Description.	Size.	Proposed	Estimated date of Completion.	Remarks.
Savignano	Doubling Br. 94 at Km. 55.65 (R. Fiumicino)	1/55' U.C.R.B. span.	50	9.3.45.	
Gambettola	Doubling Savignano (excl) to Gambettola (incl)	6.4 Kms. track repairs.	45	9.3.45.	
Cesena	Doubling Gambettola (excl) to Cesena (incl)	7.1 Kms. track repairs.	90	9.3.45.	
Cesena	Doubling Br. 95 at Km. 61.252 (R. Savio)	5/56' Yarmouth Bowstring spans.	65	9.3.45.	
Forlimpopoli	Doubling Br. 97 at Km. 76.14	1/27' R.S.J. span	95	9.3.45.	
Forlimpopoli	Doubling Cesena (excl) to Forlimpopoli (incl)	11.2 Kms track repairs.	37	9.3.45.	
Forlimpopoli	Doubling Br. 100 at Km. 67.015 (R. Ronco)	2/65' and 3/60' U.C.R.B. spans.	15	31.3.45.	
Forli	Doubling Forlimpopoli (excl) to Forli (incl)	7.6 Kms. track repairs.	40	31.3.45.	
Forli	Doubling Br. 101 at Km. 61.6 (R. Montone)	4/56' Yarmouth Bowstring spans.	30	31.3.45.	
Forli	Repairs to Br. 105 at Km. 57.574	1/35' R.S.J. span.	96	2.3.45.	
Forli	Doubling Br. 105 at Km. 57.574	1/35' R.S.J. span.	45	31.3.45.	

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WORKS IN PROGRESS AT 20TH FEBRUARY, 1945.(Contd).

Job No.	Agency.	Location.	Description.	Size.	% Progress.
86/320.A	46 A.T.(Tn) Platoon	Fano	Doubling Lr. 49 at Km. 135.40	Fill.	95
86/323.A	1 Rly.Bridging Sect. 150 Rly.Constr.Coy.	Pesaro	Doubling Fano (excl) to Pesaro (incl).	12.5 Km track repairs.	65
86/326.A	150 Rly.Constr.Coy.	Cattolica	Doubling Pesaro (excl) to Cattolica (incl).	15.1 Km track repairs.	95
86/328.A	150 Rly.Constr.Coy.	Riccione	Doubling Cattolica (excl) to Riccione (incl).	8.3. Km track repairs.	90
86/330.A	150 Rly.Constr.Coy.	Riccione	Doubling Lr. 82 at Km. 110.172 (R.Marano)	1/40' Sectional end 5' extension span.	95
83/331.A	150 Rly.Constr.Coy.	Rimini	Doubling Lr. 66 at Km. 111.570 (R.Ausa)	Repairs to existing spans.	92
86/332.A	150 Rly.Constr.Coy.	Rimini	Doubling Riccione (excl) to Rimini (incl).	10 Km. track repairs.	60
86/333.A	150 Rly.Constr.Coy.	Rimini	Doubling Lr. 67 at Km. 110.505 (R. Marecchia)	2/35' R.S.J. spans.	75
86/334.A	150 Rly.Constr.Coy.	Rimini	Doubling Lr. 60 at Km. 109.65 (R.Marecchia)	3/47' Yarman Bunn spans.	30
86/335.A	150 Rly.Constr.Coy.	S.Arcangelo	Doubling Rimini (excl). to S. Arcangelo (incl).	10.1 Kms. track repairs.	70
86/336.A	150 Rly.Constr.Coy.	Savignano	Doubling S. Arcangelo (excl) to Savignano (incl).	4.6 Kms. track repairs.	80

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WORKS IN PROGRESS AT 28TH FEBRUARY, 1945.(Contd).

...tion.	Description.	Size.	% Progress	Estd. date of Compln.	Remarks.
...o	Doubling Br. 49 at Km. 155.40	Fill.	95	2.3.45.	
...ero	Doubling Fano (excl) to Pesaro (incl).	12.5 Kms track repairs.	65	9.3.45.	
...ttolica	Doubling Pesaro (excl) to Cattolica (incl).	15.1 Kms track repairs.	95	1.3.45.	
...ccione	Doubling Cattolica (excl) to Riccione (incl).	6.3. Kms track repairs.	90	2.3.45.	
...ccione	Doubling Br. 82 at Km. 116.172 (R.Marano)	1/40' Sectional and 5' extension span.	95	1.3.45.	
...ini	Doubling Br. 85 at Km. 111.570 (R.Ausa)	Repairs to existing span.	92	9.3.45.	
...ini	Doubling Riccione (excl) to Rimini (incl).	10 Kms. track repairs.	60	15.3.45.	
...ini	Doubling Br. 87 at Km. 110.505 (R. Marecchia)	2/35' R.S.J. spans.	75	9.3.45.	
...ini	Doubling Br. 88 at Km. 109.65 (R.Marecchia)	3/47' Warren Bum.e spans.	30	31.3.45.	
...rcangello	Doubling Rimini (excl). to S. Arcangello (incl).	10.1 Kms. track repairs.	70	31.3.45.	
...nano	Doubling S. Arcangello (excl) to Savignano (incl)	4.6 Kms. track repairs.	80	9.3.45.	

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Weekly Progress of Work (Contd).

Job No.	Agency.	Location.	Description.	Size.	Progress
66/231	136 Int.Fly.Maint. Coy. 10 Rly.Constr.Coy.	Mondolfo Marotta.	Additional facilities.	Construction of marshalling yard and water supply.	35
66/232	10 Rly.Constr.Coy.	Mondolfo Marotta	Additional loco Facilities.	Construction of track & buildings for loco shed.	5
66/233	136 Int.Fly.Maint. Coy.	Ancona	Additional facilities.	Sidings to Berths 14 and 15 at Docks.	60
66/307.4	10 Rly.Constr.Coy.	Senigallia	Doubling Br. 6 at Km. 180.091	1/24' R.S.J. span.	70
66/308.4	10 Rly.Constr.Coy.	Senigallia	Doubling Br. 8 at Km. 178.945	Repairs in masonry.	90
66/310.4	10 Rly.Constr.Coy.	Senigallia	Doubling Marzocca (excl) to Senigallia (incl).	6.8 Kms. track repairs 2/24' & 1/12' R.S.J. spans.	68
66/311.4	10 Rly.Constr.Coy.	Senigallia	Doubling Br. 12 at Km. 177.326	3/24' R.S.J. spans.	65
66/315.4	10 Rly.Constr.Coy.	Mondolfo Marotta.	Doubling Senigallia (excl) to Mondolfo Marotta (incl)	6.6 Kms track repairs and 1/12' R.S.J. span.	50
66/316.4	10 Rly.Constr.Coy.	Mondolfo Marotta	Doubling Br. 29 at Km. 166.023	1/35' R.S.J. span	70
66/318.4	10 Rly.Constr.Coy. 150 Rly.Constr.Coy.	Fano	Doubling Mondolfo Marotta (excl) to Fano (incl).	12.2 Kms. track repairs & 2/16' R.S.J. spans.	67

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...works in Progress at end February, 1945 (Contd).

...n.	Description.	Size.	% Progress	Estd date of Compltn.	Remarks.
...o	...additional facilities.	Construction of rear-shelling yard and water supply.	55	15.3.45.	
...o ...	Additional loco facilities.	Construction of track & buildings for loco shed.	5	31.3.45.	
	...dditional facilities.	Sidings to Berths 14 and 15 at Docks.	60	15.3.45.	
...lia	Doubling Br. 6 at Km. 180.091	1/24' R.S.J. span.	70	15.3.45.	
...lia	Doubling Br. 8 at Km. 178.945	Repairs in masonry.	90	7.3.45.	
...llia	Doubling Terracca (excl) to Sonigallia (incl).	6.8 Kms. track repairs 2/24' & 1/12' R.S.J. spans.	66	15.3.45.	
...llia	Doubling Br. 12 at Km. 177.026	3/24' R.S.J. spans.	65	7.3.45.	
...o ...	Doubling Sonigallia (excl) to Montelfo Bagotto (incl)	6.6 Kms track repairs and 1/12' R.S.J. span.	50	15.3.45.	
...o ...	Doubling Br. 29 at Km. 166.023	1/35' R.S.J. span	70	7.3.45.	
	Doubling Montelfo Bagotto (excl) to Fano (incl).	12.2 Kms. track repairs & 2/16' R.S.J. spans.	67	15.3.45.	

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Job No.	Agency.	Location.	Description.	Size.	% Progress	Date Comp
Line 86.	ANCONA - ANCONA - FABRIA - FOLIGNO.					
86/209	136 Ind.Rly.Maint. Coy.	Falconara	Avoiding line between Line 66 and Line 67.	4 turnouts and 1 mile of track.	70	31.
86/210	136 Ind.Rly.Maint. Coy.	Rimini	Access to Rimini.	Maintenance.	-	-
86/212	I.S.R.	Falconara	Additional loco facilities.	Repairs to running shed.	92	
86/217	I.S.R.	Montemarciano	Reconstruction Br. 1 at Km. 192.695 (S. Elmo)	Permanent repairs in concrete	40	
86/218	I.S.R.	Rondolfo Mretta	Reconstruction Br. 14 at Km. 172.63 (S.Cosmo)	Permanent repairs in concrete.	80	
86/219	I.S.R.	Fano	Reconstruction Br. 44 at Km. 159.01 (R. Metauro)	Permanent repairs in concrete.	2	
86/226	I.S.R.	Rimini	Additional loco facilities.	Construction of loco. shed.	25	
86/227	I.S.R.	Falconara	Additional loco facilities.	Repairs to existing sidings and pits at loco shed.	66	15
86/228	136 Ind.Rly.Maint. Coy.	Rimini	Additional loco facilities.	Underground fuel oil reservoir.	15	
86/229	I.S.R.	Ancona	Additional loco facilities.	Repairs to existing sidings at loco shed.	80	
86/230	136 Ind.Rly.Maint. Coy.	Ancona	Additional facilities.	Repairs to existing sidings.	66	31

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Appendix B.
Part II Sheet 5.

Rail IN PROGRESS AT 20TH FEBRUARY, 1945 (Contd).

Location.	Description.	Size.	% Progress	Estd. date of Comptn.	Remarks.
BOLOGNA - PESCARA.					
Falconara	Marshalling line between Line 66 and Line 67.	4 turnouts and 1 mile of track.	70	31.3.45.	
Rimini	Access to Rimini.	Maintenance.	-	-	
Falconara	Additional loco facilities.	Repairs to running shed.	92	-	
Montemarciano	Reconstruction Br. 1 at Km. 192.855 (R. Esino)	Permanent repairs in concrete	40	-	
Mondolfo Marotta	Reconstruction Br. 14 at Km. 172.63 (R. Cesano)	Permanent repairs in concrete.	80	-	
Fano	Reconstruction Br. 14 at Km. 159.601 (R. Metauro)	Permanent repairs in concrete.	2	-	
Rimini	Additional loco facilities.	Construction of loco. shed.	25	-	
Falconara	Additional loco facilities.	Repairs to existing sidings and pits at loco shed.	66	15.3.45.	
Rimini	Additional loco facilities.	Underground fuel oil reservoir.	15	-	
Ancona	Additional loco facilities.	Repairs to existing sidings at loco shed.	80	-	
Ancona	Additional facilities.	Repairs to existing sidings.	68	31.3.45.	

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Weekly Progress ... 20th January, 1945. (Contd)

Job No.	Agency.	Location.	Description.	Size.	Progress
65/583	40 Rly.Constr.Coy. (S...B.C)	Monzuno	Repairs to Br. 32 at Km. 70.6	1/90' U.C.R.B. span.	1
65/592	39 Rly.Constr.Coy. (S...B.C)	Prato	Deviation No. 3 Km. 20.3 to Km. 21.8	0.7 Kms. track.	83
65/595	39 Rly.Constr.Coy. 40 Rly.Constr.Coy. (S...B.C) 596 ...A.Coy.,R.E.	Vaiano	Deviation No. 4 Km. 22.5 to Km. 24.0	1.5 Kms. track.	68
65/595	36 Rly.Constr.Coy. (S...B.C)	Vernio	Deviation No. 6 Km. 35.3 to Km. 35.8	0.5 Kms. track.	16
Line 86. LEGH... - IMPRUNETA - ...ni - FOGGIA - ...ORTONA.					
86/119	I.S.R.	Foggia	Reconstruction of subway at station	1/8 metre arch	54
86/120	I.S.R.	Cerignola	Repairs to Diesel pumping station.	Reconstruction of buildings & pumping installations.	96
86/126	I.S.R.	Incoronata	Permanent repairs to Br. 1 at Km. 533	Reconstruction of 2/11.5 and 1/12 metre arches.	70
86/126	I.S.R.	Foggia	Additional workshop facilities.	Repairs to spring shop and smithy.	89
86/-	I.S.R.	Ortona.	Water supply.	Repairs to existing facilities.	25

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Report II Progress at 20TH FEBRUARY, 1945. (Contd)

tion.	Description.	Size.	Progress	Expd. Date of Completion.	Remarks.
no	Repairs to Br. 32 at Km. 70.6	1/30' U.C.R.E. span.	14	-	
	Deviation No. 3 Km. 20.3 to Km. 21.0	0.7 Kms. track.	83	11.3.45.	
o	Deviation No. 4 Km. 22.5 to Km. 24.0	1.5 Kms. track.	68	25.3.45	
	Deviation No. 5 Km. 35.3 to Km. 35.5	0.3 Kms. track.	16	-	
OOH L. - MAOK.					
	Reconstruction of subway at station	1/3 metre each	54	-	
rino	Repairs to Diesel pumping station.	Reconstruction of buildings & pumping installations.	96	-	
ain	Permanent repairs to Br. 1 at Km. 538	Reconstruction of 2/11.5 and 1/12 metre arches.	70	-	
	Additional workshop facilities.	Repairs to spring shop and smithy.	89	-	
	Water supply.	Repairs to existing facilities.	25	-	

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Work Log of 56th Div. Royal Engrs. 1945.(Contd).

Job No.	Agency.	Location.	Description.	Size.	Page
65/528	656 ... a.Coy.,R.E.	Vernio	Repairs to tunnel 13 at Km. 32.2	Clear debris at portals and rebuild lining.	43
65/529	656 a.m.Coy.,R.E.	Vernio	Repairs to tunnel 14 at Km. 32.7	Clear debris at portals and rebuild lining.	75
65/530	62 Tunnelling Coy. 39 Rly.Constr.Coy. 40 Rly.Constr.Coy. (S...E.C)	Precidenzo	Repairs to tunnel 15 at Km. 37.2 to Km. 38.7 (Precidenzo Tunnel)	Clearance of debris and rebuild lining.	-
65/532	39 Rly.Constr.Coy. (S...E.C)	Grizzano	Repairs to tunnel 17 at Km. 59.0	Clear debris at portals and rebuild lining.	80
65/547	36 Rly.Constr.Coy. (S...E.C)	Vernio	Deviation No. 2 Km.32.3 to Km. 32.0	2.7 kms. track	55
65/553	38 Rly.Constr.Coy. (S...E.C)	Vernio	Repairs to Br. 6 at Km. 31.8	3/35' R.C.J. and 2/41' Warren Bailey spans.	98
65/554	701 ... a.Coy.,R.E.	Vernio	Repairs to Br. 7 at Km. 32.4	2/90', 1/85' and 1/75' U.C.R.B. spans.	8
65/555	701 ... a.Coy.,R.E.	Vernio	Repairs to Br. 8 at Km. 32.6	2/90', 1/85' and 1/75' U.C.R.B. spans.	8
65/563	30 Rly.Constr.Coy. (S...E.C)	Vernio	Repairs to Br. 1 at Km. 33.4	2/41' Warren Bailey and 2/35' R.B.J. spans.	95
65/568	39 Rly.Constr.Coy. (S...E.C)	Grizzano	Repairs to Br. 17 at Km. 60.8	4/75' U.C.R.B. spans.	80
65/569	40 Rly.Constr.Coy. (S...E.C)	Grizzano	Repairs to Br. 18 at Km. 61.6	Warren R.B.J. spans	82

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Location.	Description.	Size.	Progress.	Estimated Completion.	Remarks.
Vernio	Repairs to tunnel 15 at Km. 55.2	Clear debris at portals and rebuild lining.	45	15.4.45.	
Vernio	Repairs to tunnel 14 at Km. 55.7	Clear debris at portals and rebuild lining.	75	-	
Pracchiano	Repairs to tunnel 15 at Km. 57.2 to Km. 55.7 (Excluding Tunnel)	Clearance of debris and rebuild lining.	-	-	See text of report.
Grizzano	Repairs to tunnel 17 at Km. 59.0	Clear debris at portals and rebuild lining.	80	-	
Vernio	Deviation No. 2 Km.3-.3 to Km. 55.0	2.7 mm. track	95	-	
Vernio	Repairs to Br. 8 at Km. 51.8	5/55' R.S.J. and 2/41' Yarman Burma spans.	98	-	
Vernio	Repairs to Br. 7 at Km. 52.4	2/90', 1/85' and 1/75' U.C.R.D. spans.	8	-	
Vernio	Repairs to Br. 6 at Km. 56.6	2/90', 1/85' and 1/75' U.C.R.D. spans.	6	-	
Vernio	Repairs to Br. 1. at Km. 55.4	2/41' Yarman Burma and 2/35' R.S.J. spans.	95	-	
Grizzano	Repairs to Br. 17 at Km. 60.8	4/75' U.C.R.D. spans.	80	-	
Grizzano	Repairs to Br. 16 at Km. 61.6	German R.S.J. spans	82	-	

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Army Instructions 28 28th February, 1945.(Cont'd).

Sol No.	Branch.	Location.	Description.	Size.	Progress.
Line 65.	Florence - Prato.				
65/412	159 Fld. Constr. Coy.	Prato	Cerbaiano (excl) to Prato (incl).	2.5 kms. track repairs.	96
Line 66.	Prato - Florence.				
66/501	50 Indy. Constr. Coy. (S.A.E.C)	Vernio	Km. 30 to Km. 35	5 kms. track repairs.	62
66/502	62 Tunnelling Coy. (S.A.E.C)	Prunetta	Km. 35 to Km. 47	12 kms. track repairs.	76
66/503	64 Tunnelling Coy. (S.A.E.C)	Cerbaiano	Km. 47 to Km. 61	14 kms. track repairs.	98
66/510	4th Indy. Constr. Coy. (S.A.E.C)	S. Benedetto	Station yard.	General track repairs.	98
66/516	39 Indy. Constr. Coy. 654 W.A. Coy., R.E.	Vaiano	Repairs to tunnel 3 at Km. 26.7	Clear debris at portals and rebuild lining.	60
66/519	654 W.A. Coy., R.E.	Vaiano	Repairs to tunnel 4 at Km. 28.3	Clear debris at portals and rebuild lining.	86
66/521	701 W.A. Coy., R.E.	Vaiano	Repairs to tunnel 6 at Km. 30.4	Clear debris at portals and rebuild lining.	92
66/523	701 W.A. Coy., R.E.	Vernio	Repairs to tunnel 8 at Km. 31.8	Clear debris at portals and rebuild lining.	90
66/524	701 W.A. Coy., R.E.	Vernio	Repairs to tunnel 9 at Km. 32.1	Clear debris at portals and rebuild lining.	90

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Appendix 8.
Part II Sheet 2.

...ROGRESS AT 24th FEBRUARY, 1945.(Contd).

...on.	Description.	Ding.	Progress.	Estd. date of Completion.	Remarks.
	Calcinara (excl) to Prato (incl).	2.5 Km. track repairs.	96	3.3.45.	
	Km. 30 to Km. 35	5 Km. track repairs.	62	-	
...nese	Km. 35 to Km. 47	12 Km. track repairs.	75	-	
...no	Km. 47 to Km. 61	14 Km. track repairs.	58	-	
...detto	Section yard.	General track repairs.	98	-	
	Repairs to tunnel 3 at Km. 24.7	Clear debris at portals and rebuild lining.	60	-	
	Repairs to tunnel 4 at Km. 28.2	Clear debris at portals and rebuild lining.	86	-	
	Repairs to tunnel 6 at Km. 30.4	Clear debris at portals and rebuild lining.	92	-	
	Repairs to tunnel 8 at Km. 31.8	Clear debris at portals and rebuild lining.	90	-	
	Repairs to tunnel 9 at Km. 32.1	Clear debris at portals and rebuild lining.	90	-	

..../to Sheet 3.

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Job No.	Agency.	Location.	Description.	Work.	% Progress.	Est. Comp.
Line 65. Rome - Orte - Ancona.						
65/104	159 Rly.Constr.Coy.	Arezzo.	Rome (excl) to Arezzo (incl)	Maintenance.	-	
65/106	2 Rly.Bridging.Sec. U.S.A.	Incisa.	Additional repairs to Br. 2 at km. 92.4	Flood protection works.	95	3.
65/107	2 Rly.Bridging.Sec.	Castiglione in Teverina.	Additional repairs to Br. 7 at km. 109.3	Flood protection works.	75	
65/109	U.S.A.	Allerona	Additional repairs to tunnel at Km. 139.1	Additional clearance and repairs.	-	
65/111	U.S.A.	Fratta	Additional repairs to tunnel at km. 146.7	Additional clearance and repairs.	-	
65/114	159 Rly.Constr.Coy.	Orvieto	Additional repairs to Br. 40 at km. 193.70	4/31' U.S.A. spans.	36	
65/115	159 Rly.Constr.Coy.	Orvieto	Additional repairs to Br. 41 at km. 201.6	2/31' U.S.A. spans.	67	
65/117	159 Rly.Constr.Coy.	Castiglione Fiorentino	Additional repairs to Br. 43 at km. 208.0	1/40' Sectional span.	80	
65/120	U.S.A.	Castiglione Fiorentino	Additional repairs to Br. 45 at km. 211.9	Flood protection works.	2	
65/121	U.S.A.	Castiglione Fiorentino	Additional repairs to Br. 46 at km. 212.1	Flood protection works.	2	
65/123	159 Rly.Constr.Coy.	Chiusi	Additional repairs to Br. 23 at km. 160.2	1/80' U.C.K.B. span.	52	

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Works in Progress - 20th Fn Bn (A), 1945.

Appendix 8.
Part II Sheet 1.

Location.	Description.	Size.	% Progress.	Estimate of Completion.	Remarks.
Arezzo.	Rino (cvd) to Arezzo (incl).	Maintenance.	-	-	
Faraone.	Addition l repairs to Br. 5 at Km. 92.4	Flood protection works.	95	5.5.45.	
Castelli to in Tavarina.	Additional repairs to Br. 7 at Km. 109.3	Flood protection works.	75	-	
Pallone.	Additional repairs to tunnel at Km. 139.1	Additional electric and repairs.	-	-	
Picillo	Additional repairs to tunnel at Km. 144.7	Additional electric and repairs.	-	-	
Cruciic	Additional repairs to Br. 40 at Km. 195.70	2/31' K.S.J. spans.	36	-	
Cruci	Additional repairs to Br. 41 at Km. 201.6	2/31' K.S.J. spans.	67	-	
Castiglion Fiorentino	Additional repairs to Br. 44 at Km. 206.0	1/40' Sectional span.	80	-	
Castiglion Fiorentino	Additional repairs to Br. 45 at Km. 211.6	Flood protection works.	2	-	
Castiglion Fiorentino	Additional repairs to Br. 46 at Km. 212.1	Flood protection works.	2	-	
Chiusi	Additional repairs to Br. 23 at Km. 166.2	1/60' U.C.K.B. span.	52	-	

..../to Sheet 2.

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Job No.	Agency.	Location.	Description.	Size.	Date of Completion.
86/354	46 M.E. (Tn) Platoon 161 Rly.Constr.Coy.	Faenza.	Repairs to Br. 109 at Km. 49.817	Fill.	16.2.45.
86/354.a	46 M.E. (Tn) Platoon 161 Rly.Constr.Coy.	Faenza.	Doubling Br. 109 at Km. 49.817	Fill.	16.2.45.
Line 87. ORTE - TERNI - FOLIGNO - FALCONARA.					
87/88	I.S.R.	Fabriano	Additional loco facilities.	Repairs to loco shed roof.	7.2.45.
87/93	156 Ind.Rly.Maint. Coy.	Terni	Additional facilities.	Repairs to existing sidings.	28.2.45.
Line 217 PISTOIA - PRATO.					
217/13	159 Rly.Constr.Coy.	Prato	Repairs to Br. 10 at Km. 17.35 (R.Bisenzio)	4/40' Sectional and 1/65' U.C.R.E. spans.	6.2.45.
Line 218. PISTOIA - LUCCA - PISTOIA.					
218/53	159 Rly.Constr.Coy.	Pistoia.	Serravalle (excl) to Pistoia (incl)	5½ Kms. track repairs.	24.2.45.
218/54	160 Rly.Constr.Coy.	Lucca.	Water supply.	Erection of tank and fittings.	10.2.45.
218/55	160 Rly.Constr.Coy.	Montecatini.	Water supply.	Erection of tank and fittings.	3.2.45.
Line 302. FOGGIA - POTENZA.					
302/9	I.S.R.	Rocchetta.	Permanent repairs to Br. 2 at Km. 49.68	2/9 metre masonry arches.	24.2.45.

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WORKS COMPLETED DURING FEBRUARY, 1945. (Contd.).

	Location.	Description.	Size.	Date of Completion.	Remarks.
on y.	Fiano.	Repairs to Br. 109 at Km. 49.817	Fill.	16.2.45.	
on y.	Fiano.	Doubling Br. 109 at Km. 49.817	Fill.	16.2.45.	
	MARO - FABRIANO.				
	Fabriano	additional loco facilities.	Repairs to loco shed roof.	7.2.45.	
.	Terni	additional facilities.	Repairs to existing sidings.	28.2.45.	
.	Prato	Repairs to Br. 10 at Km. 17.35 (Rifredolo)	4/40' Sectional and 1/65' U.C.R.B. Spans.	6.2.45.	
	PISTOIA.				
y.	Pistoia.	Serravalle (excl) to Pistoia (incl)	5½ Kms. track repairs.	24.2.45.	
.	Lucca.	Water supply.	Erection of tank and fittings.	10.2.45.	
.	Montecatini.	Water supply.	Erection of tank and fittings.	3.2.45.	
	Rochetta.	Permanent repairs to Br. 2 at Km. 49.68	2/9 metre masonry arches.	24.2.45.	

..../to Part II.

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WORKS CONSTRUCTED DURING FEBRUARY, 1945. (Contd).

Job No.	Agency.	Location.	Description.	Size.	Date of Completion.
86/321.A	1 Rly. Bridging Section.	Fano	Doubling Br. 50 at Km. 155.2 (Arzilla Viaduct)	3/45' Yunnan Burma spans.	22.2.45.
86/322.A	1 Rly. Bridging Section.	Fano	Doubling Br. 64 at Km. 150.28 (R. Sudone)	Local R.S.J. spans	1.2.45.
86/324.A	150 Rly.Constr.Coy.	Pesaro	Doubling Br. 77 at Km. 145.6 (Foglia Viaduct)	1/95' U.C.R.B. and 3/45' Yunnan Burma Spans.	22.2.45.
86/321...	150 Rly.Constr.Coy.	Cattolica	Doubling Br. 79 at Km. 127.0 (R. Conca)	2/40' Sectional spans.	19.2.45.
86/329.A	150 Rly.Constr.Coy.	Riccione	Doubling Br. 81 at Km. 120.409	1/65' U.C.R.B. span.	13.2.45.
86/336.A	150 Rly.Constr.Coy.	S. Arcangello	Doubling Br. 82 at Km. 130.06 (R. Uso)	1/65' U.C.R.B. and 1/31' R.S.J. span.	16.2.45.
86/337...	150 Rly.Constr.Coy.	Savignano	Doubling Br. 90 at Km. 96.9 (R. Selto)	1/35' R.S.J. span.	18.2.45.
86/340...	150 Rly.Constr.Coy.	Gambettola	Doubling Br. 92 at Km. 90.315 (Rimini Canal)	1/65' U.C.R.B. Span.	25.2.45.
86/342.A	150 Rly.Constr.Coy.	Gambettola	Doubling Br. 93 at Km. 88.222	1/60' U.C.R.B. span.	22.2.45.
86/343.A.	150 Rly.Constr.Coy.	Savignano	Doubling Br. 94 at Km. 86.115	1/17' R.S.J. span.	20.2.45.
86/350	161 Rly.Constr.Coy.	Forli	Repairs to Br. 101 at Km. 61.6 (R. Montone.)	4/50' Yunnan Burma spans.	16.2.45.

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

ROAD (RAILWAY) DURING FEBRUARY, 1945. (Contd.)

Location.	Description.	Sign.	Date of Certificate.	Remarks.
Fano	Doubling Br. 50 at Km. 155.2 (Arzilla Viaduct)	3/45' Yunnan Burma spans.	22.2.45.	
Fano	Doubling Br. 64 at Km. 150.28 (R. Metauro)	Local R.E.M. spans	7.2.45.	
Pesaro	Doubling Br. 77 at Km. 143.8 (Foglia Viaduct)	1/95' U.C.R.B. and 4/45' Yunnan Burma spans.	22.2.45.	
Cattolica	Doubling Br. 79 at Km. 127.0 (R. Conca)	2/40' Sectional spans.	19.2.45.	
Riccione	Doubling Br. 81 at Km. 120.409	1/65' U.C.R.B. span.	13.2.45.	
S. Arcangelo	Doubling Br. 89 at Km. 100.05 (R. Uso)	1/65' U.C.R.B. and 1/31' R.E.M. span.	16.2.45.	
Savignano	Doubling Br. 91 at Km. 96.9 (R. Selva)	1/35' R.E.M. span.	16.2.45.	
Gradara	Doubling Br. 92 at Km. 90.315 (Ricosa Canal)	1/65' U.C.R.B. span.	25.2.45.	
Gradara	Doubling Br. 93 at Km. 82.222	1/60' U.C.R.B. span.	22.2.45.	
Savignano	Doubling Br. 94 at Km. 68.115	1/17' R.E.M. span.	20.2.45.	
Forli	Replace to Br. 101 at Km. 61.6 (R. Montone.)	4/50' Yunnan Burma spans.	16.2.45.	

...../to Sheet 4.

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

WORKS COMPLETED DURING FEBRUARY, 1945 (Contd).

Job No.	Agency.	Location.	Description.	Size.	Date of Comptn.
Line 85. PRATO - BOLOGNA.					
85/503	39 Fly. Const.Coy. (S.A.E.C)	Vernio	Station Yard.	General track repairs.	2.2.45.
85/531	39 Fly.Constr.Coy. (S.A.E.C)	S. Benedetto	Repairs to tunnel at Km. 57.1	Clear debris at portals and rebuild lining.	26.2.45.
85/548	656 A.W. Coy., R.E.	Prato	Repairs to Br. 1 at Km. 21.12	-	10.2.45.
85/549	656 A.W.Coy.R.E.	Vaiano	Repairs to Br. 2 at Km. 22.60	-	5.2.45.
85/554	39 Fly.Constr.Coy. (S.A.E.C)	Vernio	Repairs to Br. 13 at Km. 37.1	1/85' U.C.R.B. span.	2.2.45.
Line 86. ANCONA - RIMINI - PESARO - BOLOGNA.					
86/216	136 Ind.Rly.Maint. Coy.	Ancona	Rail service to berths 19 & 20 on Molo Sud.	8 turnouts and 2367 yard track.	14.2.45.
86/221	136 Ind. Rly. Maint. Coy.	Mondolfo Marotta	Additional facilities.	Loop 1750 feet long.	12.2.45.
86/222	136 Ind.Rly.Maint. Coy.	Fano	Additional facilities.	Loop 1750 feet long.	7.2.45.
86/310	136 Ind.Rly.Maint. Coy.	Senigallia to Senigallia	Additional facilities.	Lengthening passing loops.	27.2.45.
86/319a	1 Fly. Bridging Section.	Fano	Doubling Dr. 48 at Km. 155.847 (Lines Comb.)	1/85' U.C.R.B. span.	9.2.45.

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

WORKS COMPLETED DURING FEBRUARY, 1945 (Contd).

Location.	Description.	Size.	Date of Completion.	Remarks.
Varnio	Station Yard.	General track repairs.	2.2.45.	
S. Benedetto	Repairs to tunnel at Km. 57.1	Clear debris at portals and rebuild lining.	23.2.45.	
Prato	Repairs to Br. 1 at Km. 21.12	-	10.2.45.	
Velano	Repairs to Br. 2 at Km. 22.60	-	5.2.45.	
Vernio	Repairs to Br. 13 at Km. 37.1	1/85' U.O.R.B. span.	2.2.45.	
Rz. - Loc.				
Ancona	Rail service to Berths 19 & 20 on Mole Sud.	6 turnouts and 2367 yard track.	14.2.45.	
Rondolfo Marotta	additional facilities.	Loop 1750 feet long.	12.2.45.	
Fano	additional facilities.	Loop 1750 feet long.	7.2.45.	
Senigallia to Serpenizano	additional facilities.	Lengthening passing loops.	27.2.45.	
Fano	Doubling Br. 48 at Km. 155.847 (Line 1 Contd)	1/85' U.O.R.B. span.	9.2.45.	

.../to Sheet 3.

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

WORKS COMPLETED DURING FEBRUARY, 1945.

Job No.	Agency.	Location.	Description.	Size.	Date of Compltn.	Rem
Line 65.	R.M.S - ORTE - AREZZO.					
65/108	2 Rly. Bridging Sect. R.E.	Allerona	Additional repairs to Br. 11 at Km. 154.1	Flood protection works	27.2.45.	
65/110	159 Rly.Constr.Coy.	Allerona	Additional repairs to Br. 15 at Km. 140.8	1/40' Sectional span.	27.2.45.	
65/113	159 Rly.Const.Coy.	Fratelle	Additional repairs to Br. 20 at Km. 174.6	Flood protection works.	20.2.45.	
65/118	159 Rly.Const.Coy.	Castiglione Fiorentino	Additional repairs to culvert at Km. 208.1	1/31' R.S.J. span	9.2.45.	
Line 65.	FIORENZE - PRATO.					
65/403	159 Rly.Const.Coy.	Calenzano	Repairs to Br. 1 at Km. 11.20 (R.Gaville)	1/29' R.S.J. span	23.2.45.	
65/404	159 Rly.Const.Coy.	Calenzano	Repairs to Br. 2 at Km. 11.90 (R. Marina)	2/26' R.S.J. spans.	28.2.45.	
65/405	159 Rly.Const.Coy.	Calenzano	Repairs to Br. 3 at Km. 12.00	1/24' R.S.J. span	1.2.45.	
65/406	159 Rly.Const.Coy.	Calenzano	Sesto Fiorentino (excl) to Calenzano (incl)	4.7 Kms. track repairs.	28.2.45.	
65/408	159 Rly.Const.Coy.	Calenzano	Repairs to Br. 5 at Km. 12.70	1/27' R.S.J. span.	28.2.45.	
65/409	159 Rly.Const.Coy.	Calenzano	Repairs to Br. 6 at Km. 14.40	1/22' R.S.J. span.	10.2.45.	

/to Sheet 2.

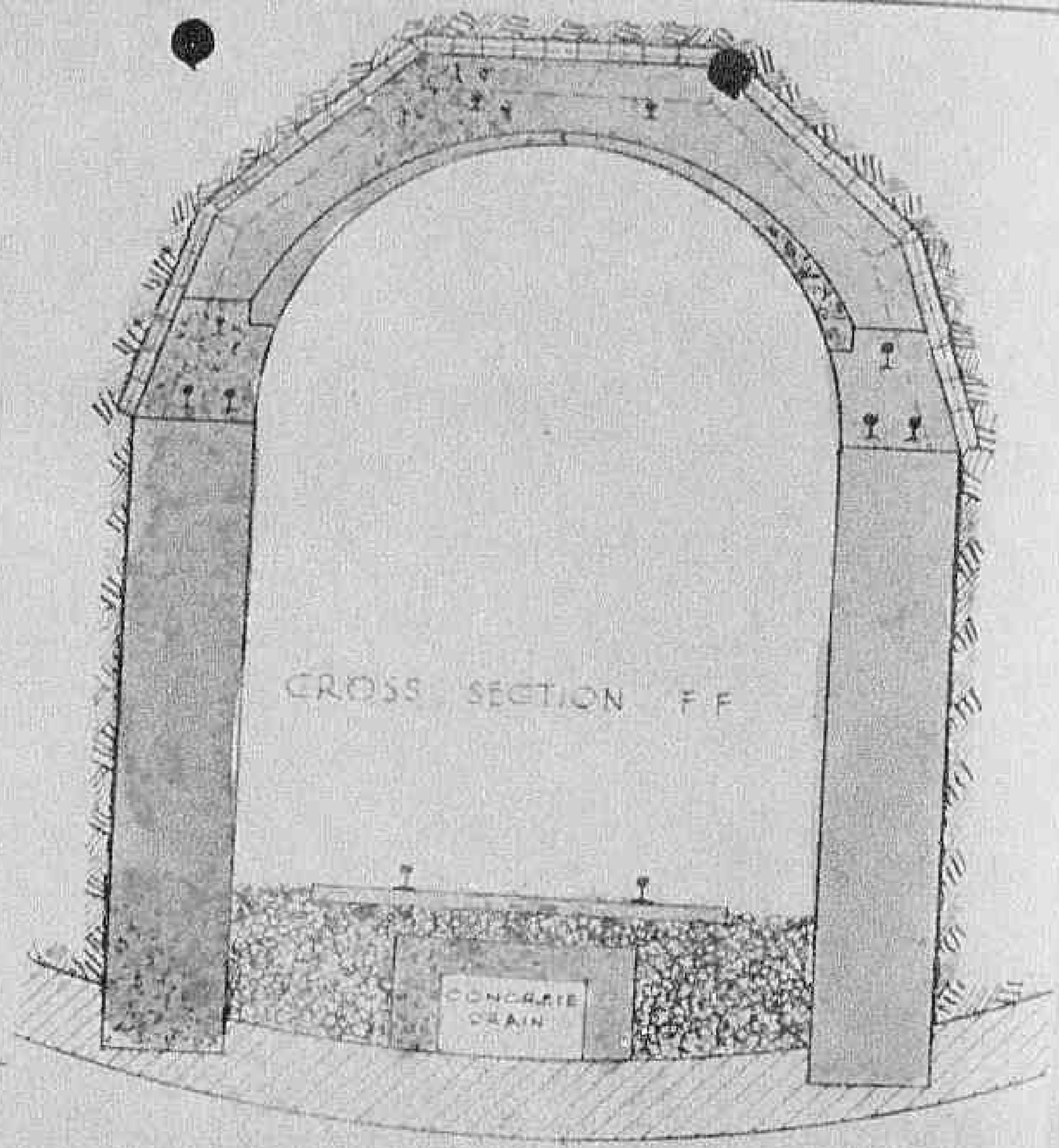
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WORKS COMPLETED DURING FEBRUARY, 1945.

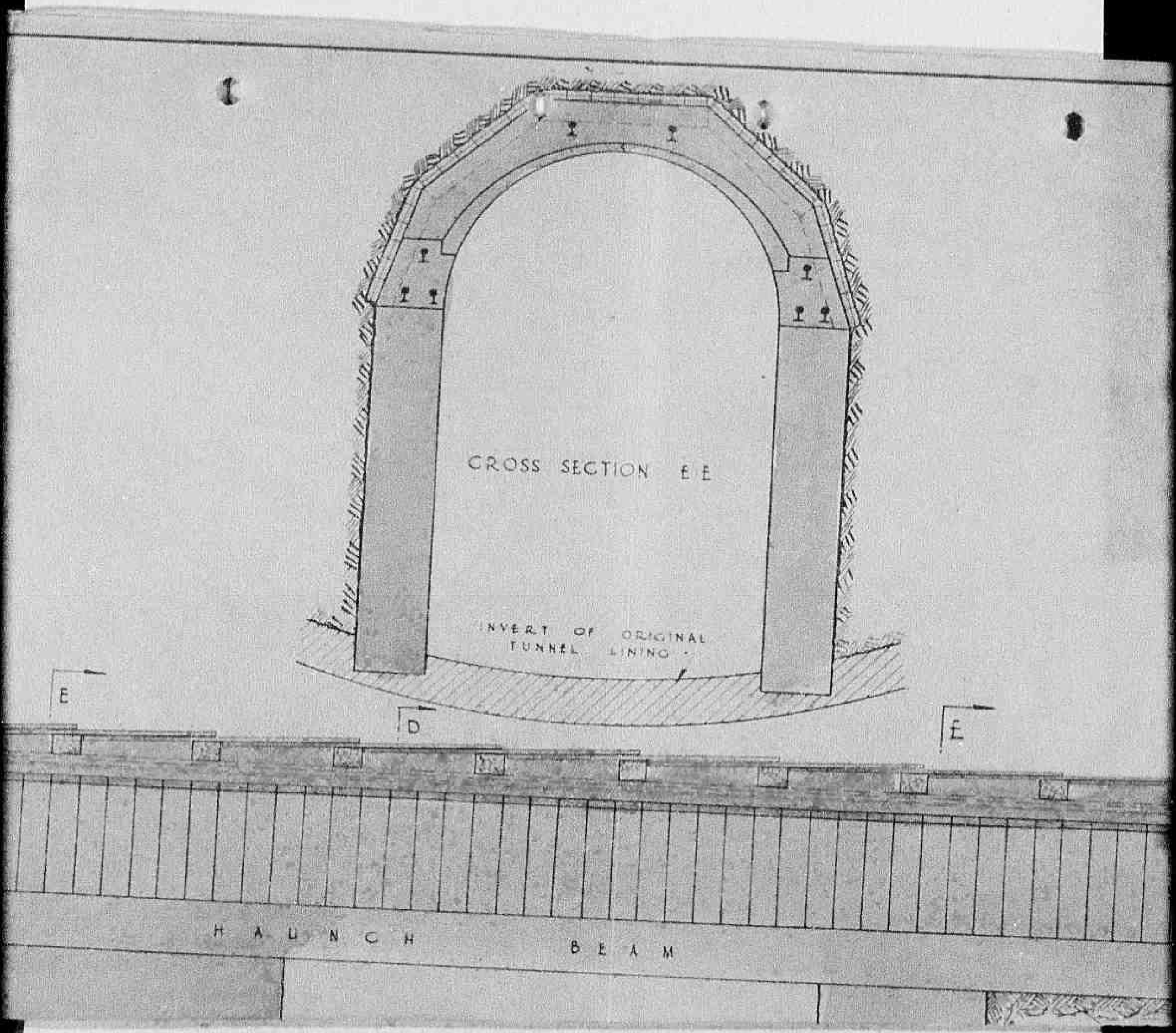
ion.	Description.	Size.	Date of Compltn.	Remarks.
ona	Additional repairs to Br. 11 at Km. 154.1	Flood protection works	27.2.45.	
ona	Additional repairs to Br. 13 at Km. 140.8	1/40' Sectional span.	27.2.45.	
ole	Additional repairs to Br. 29 at Km. 174.6	Flood protection works.	20.2.45.	
glione ntino	Additional repairs to culvert at Km. 208.1	1/31' R.S.J. span	9.2.45.	
sano	Repairs to Br. 1 at Km. 11.20 (R.Greville)	1/29' R.S.J. span	23.2.45.	
ano	Repairs to Br. 2 at Km. 11.90 (R. Marina)	2/26' R.S.J. spans.	28.2.45.	
ano	Repairs to Br. 3 at Km. 12.00	1/24' R.S.J. span	7.2.45.	
ano	Seato Florentino (excl) to Celenzano (incl)	4.7 Kms. track repairs.	28.2.45.	
ano	Repairs to Br. 5 at Km. 12.70	1/27' R.S.J. span.	28.2.45.	
ano	Repairs to Br. 6 at Km. 14.40	1/22' R.S.J. span.	10.2.45.	

/to Sheet 2.

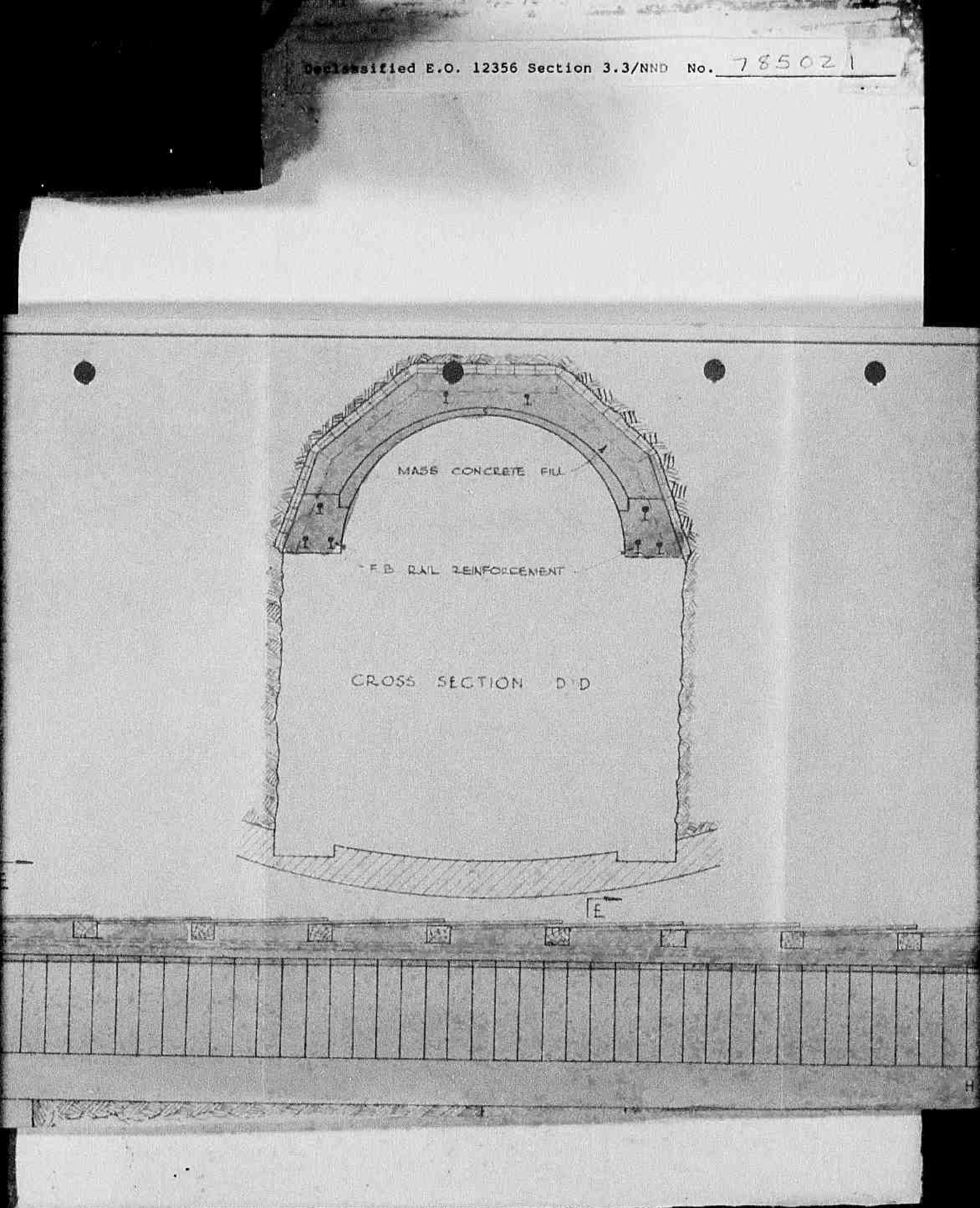
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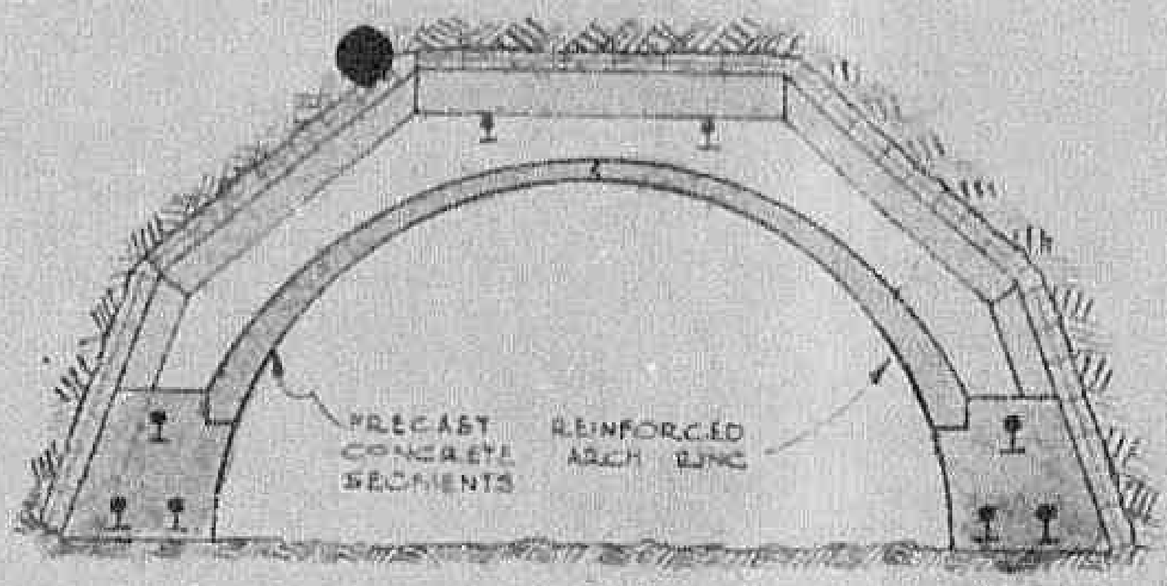


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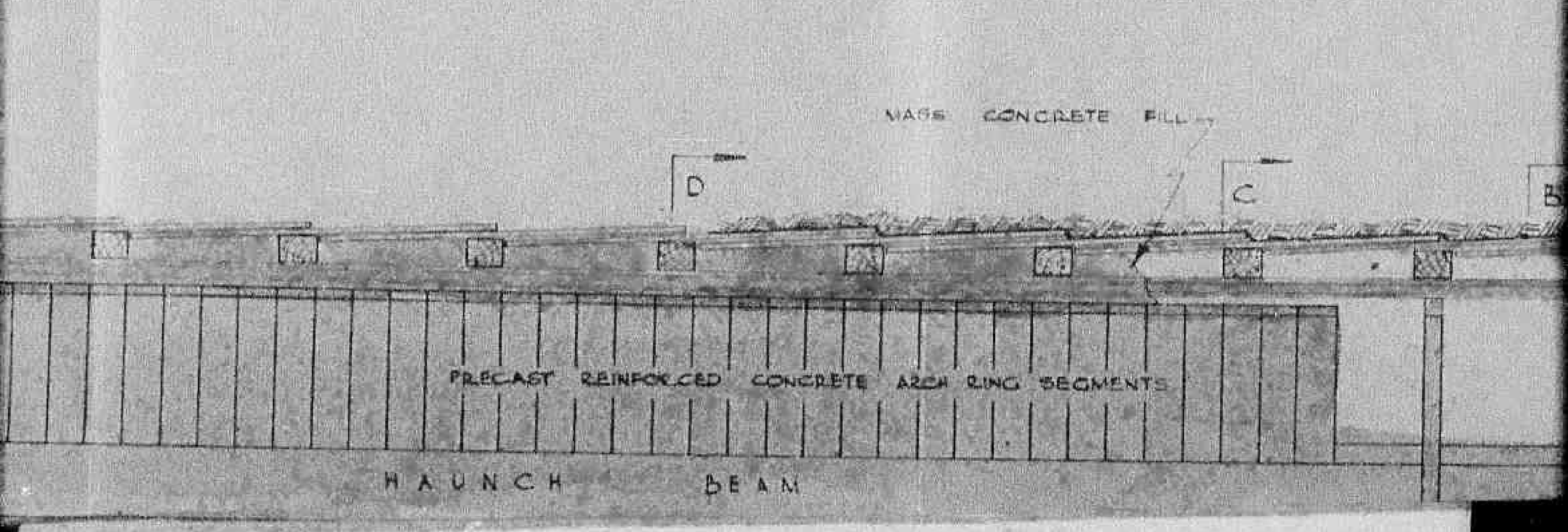


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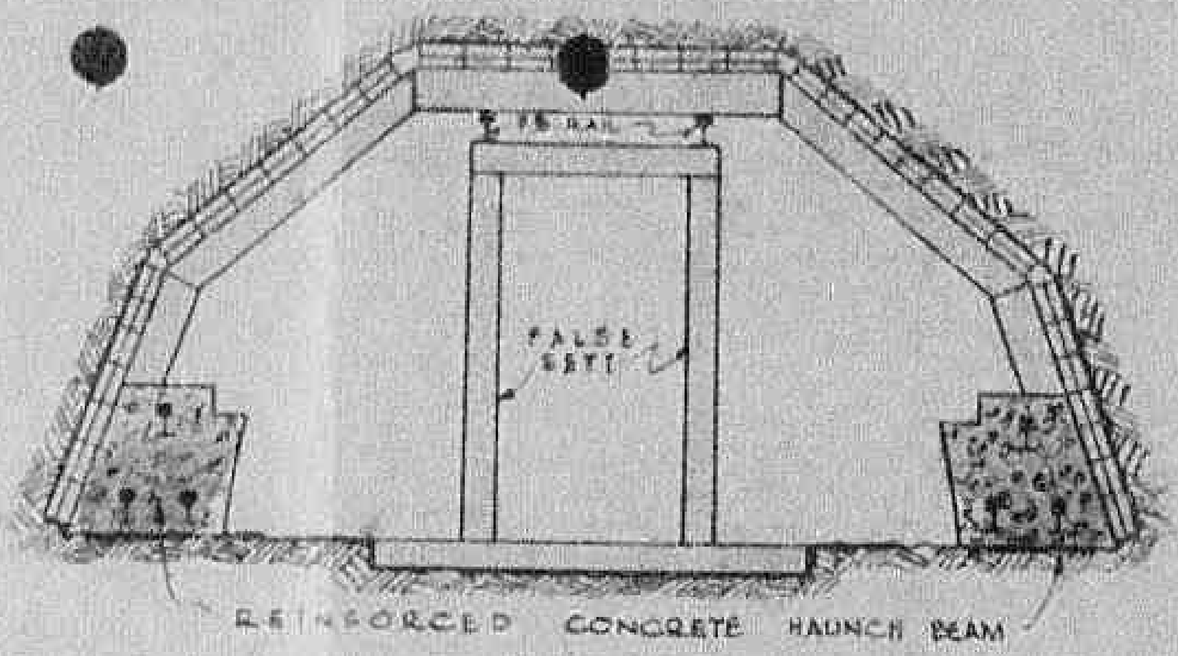
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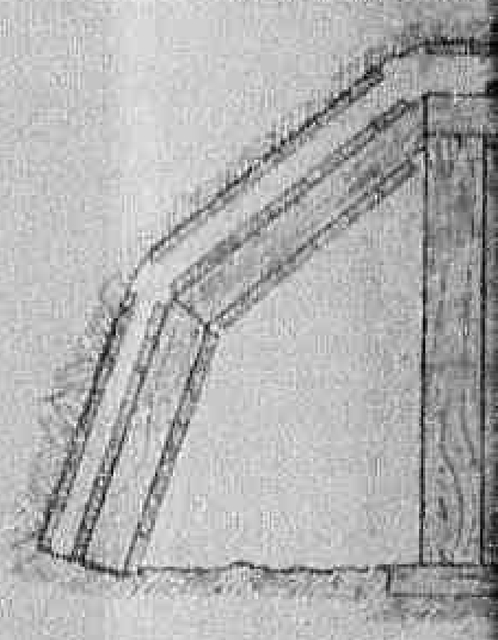
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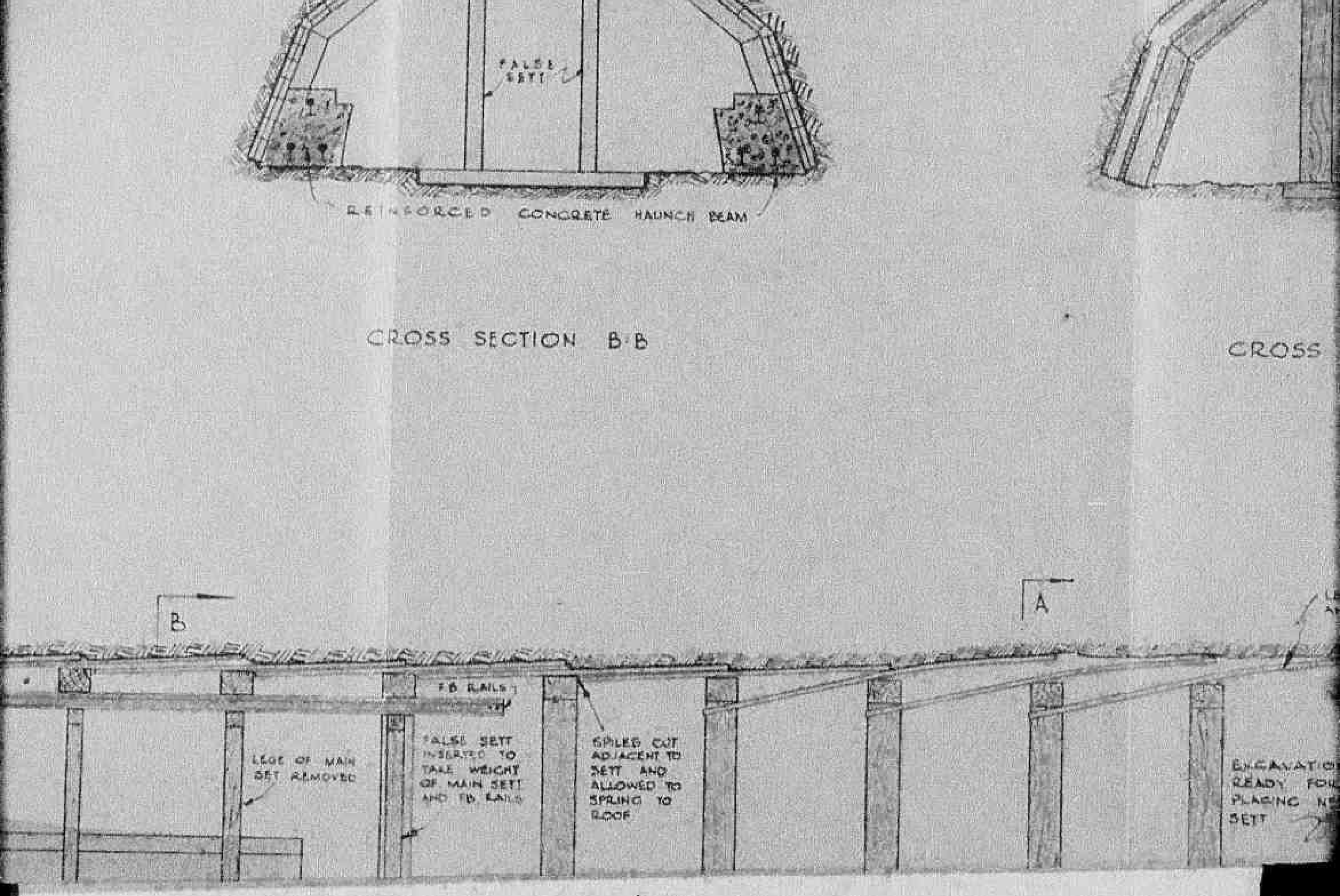
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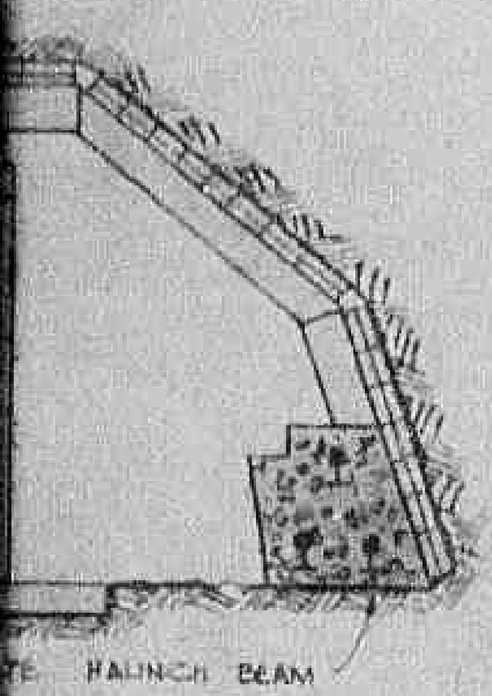
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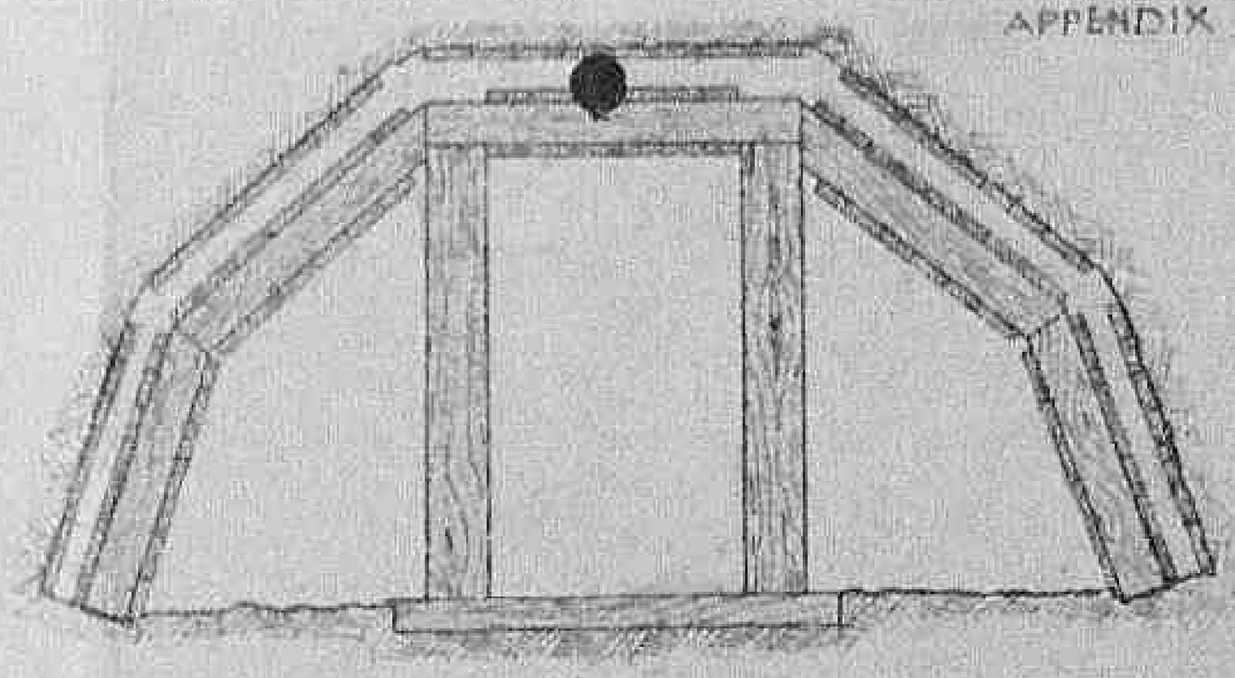
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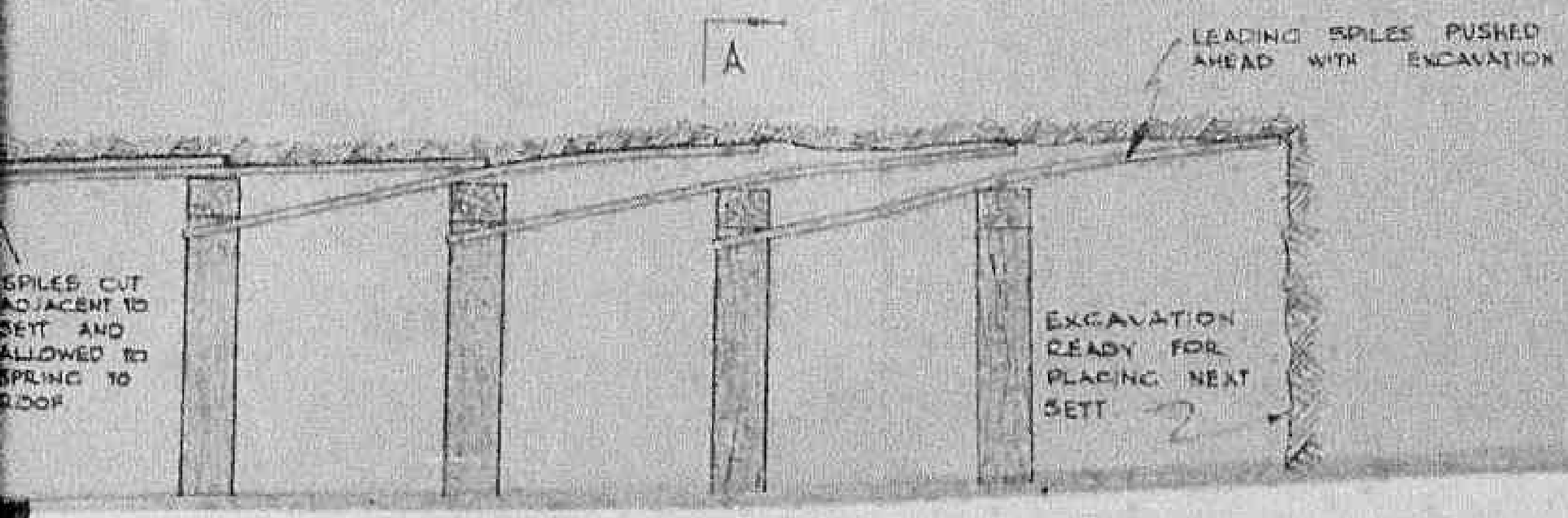
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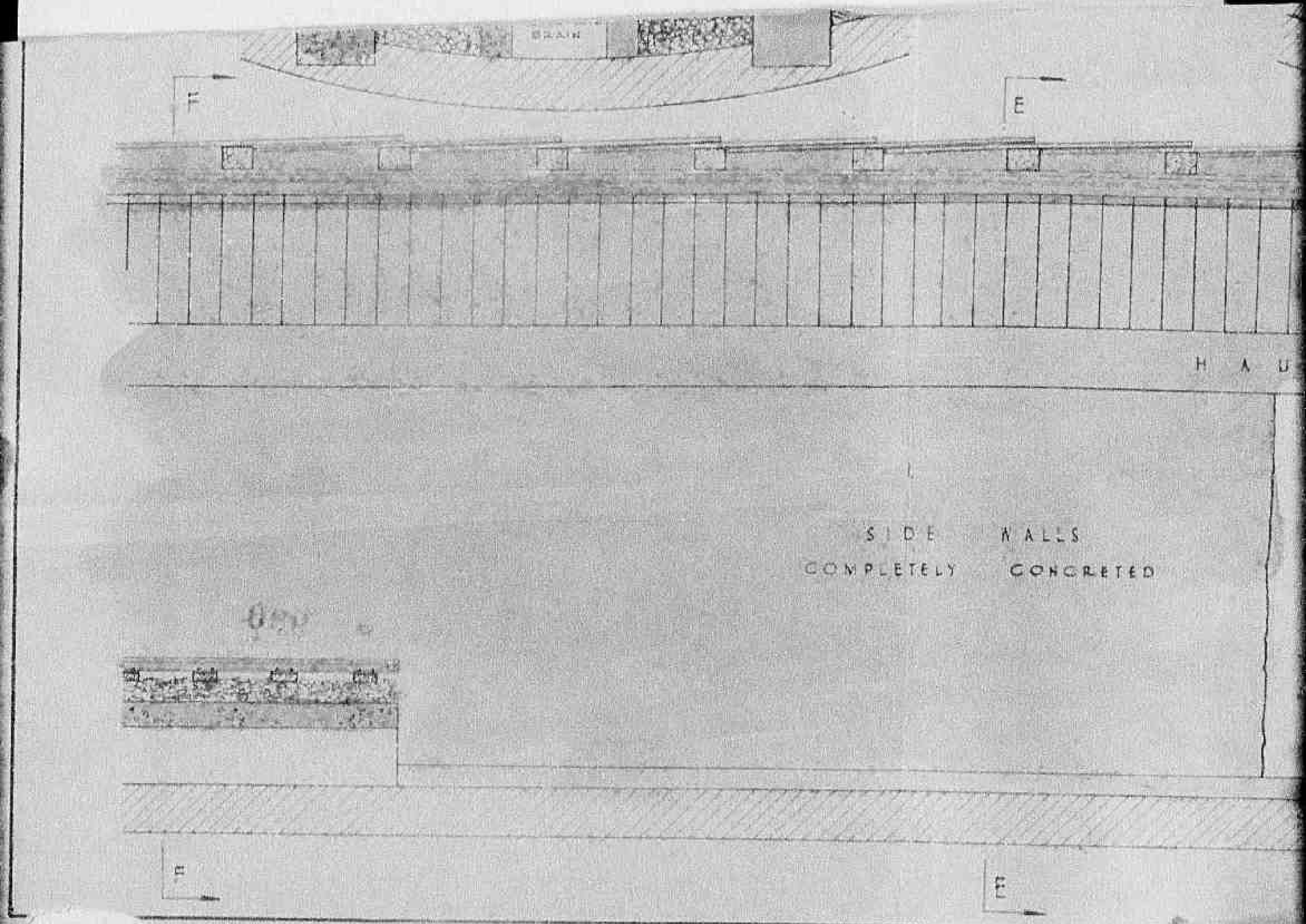
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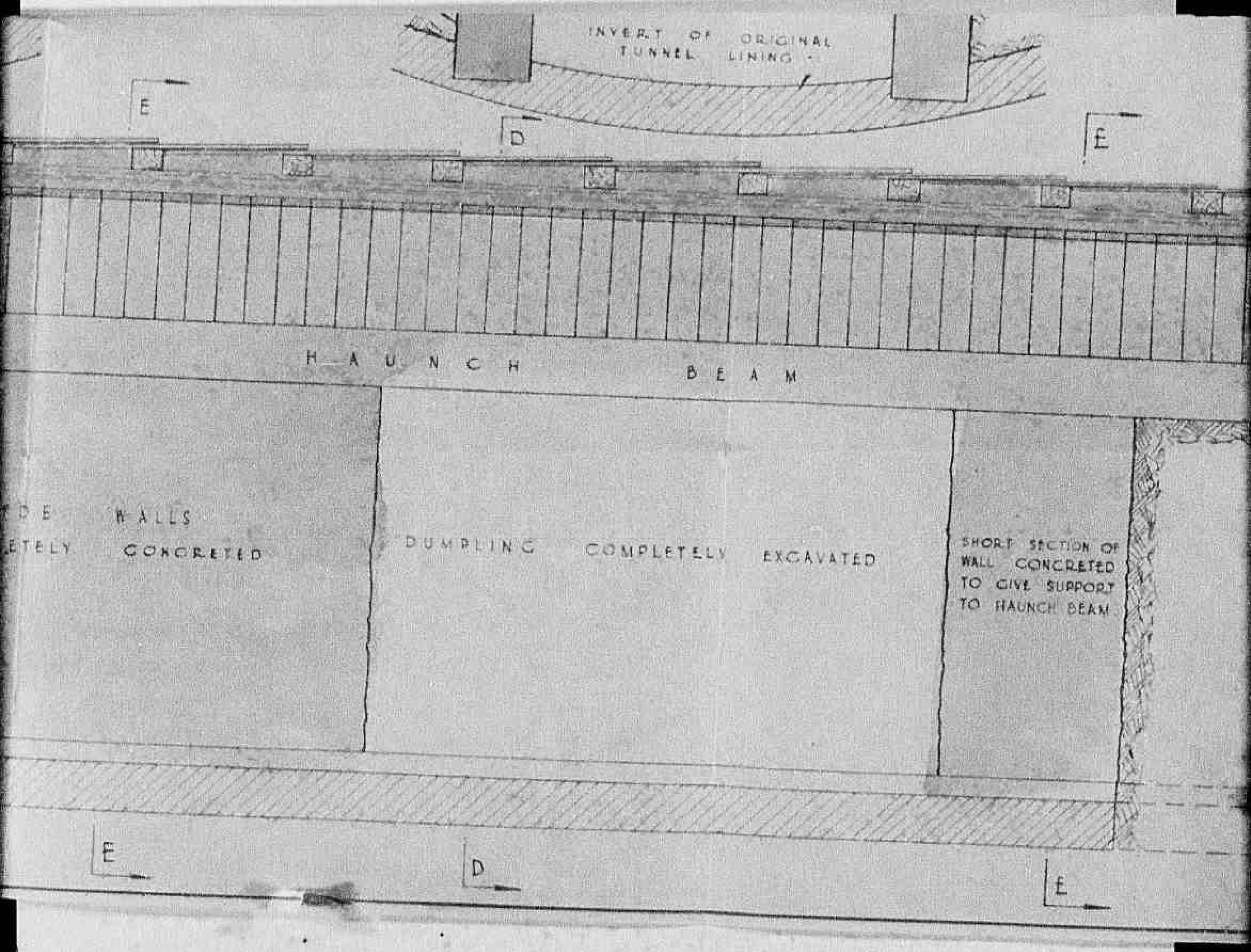
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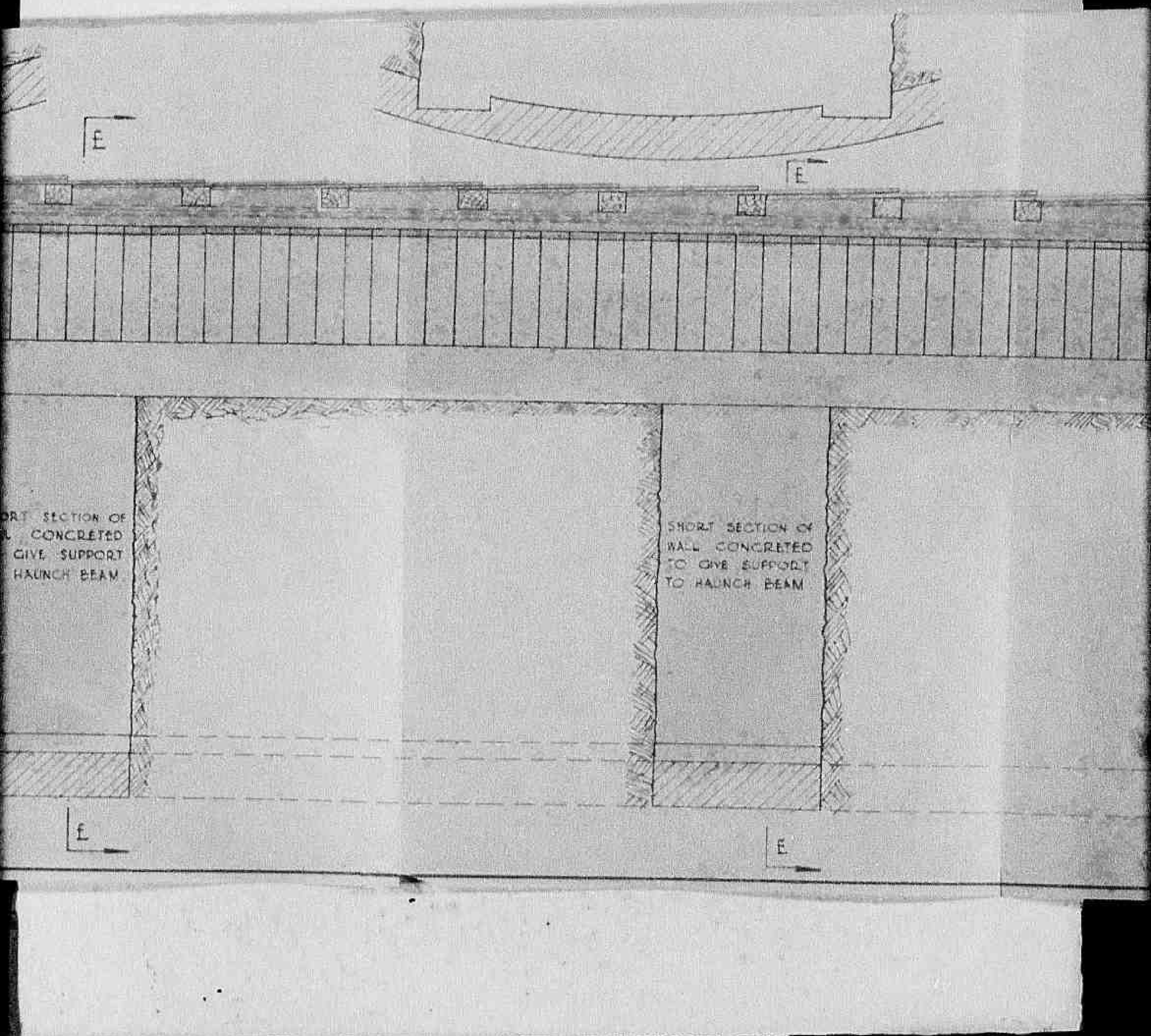
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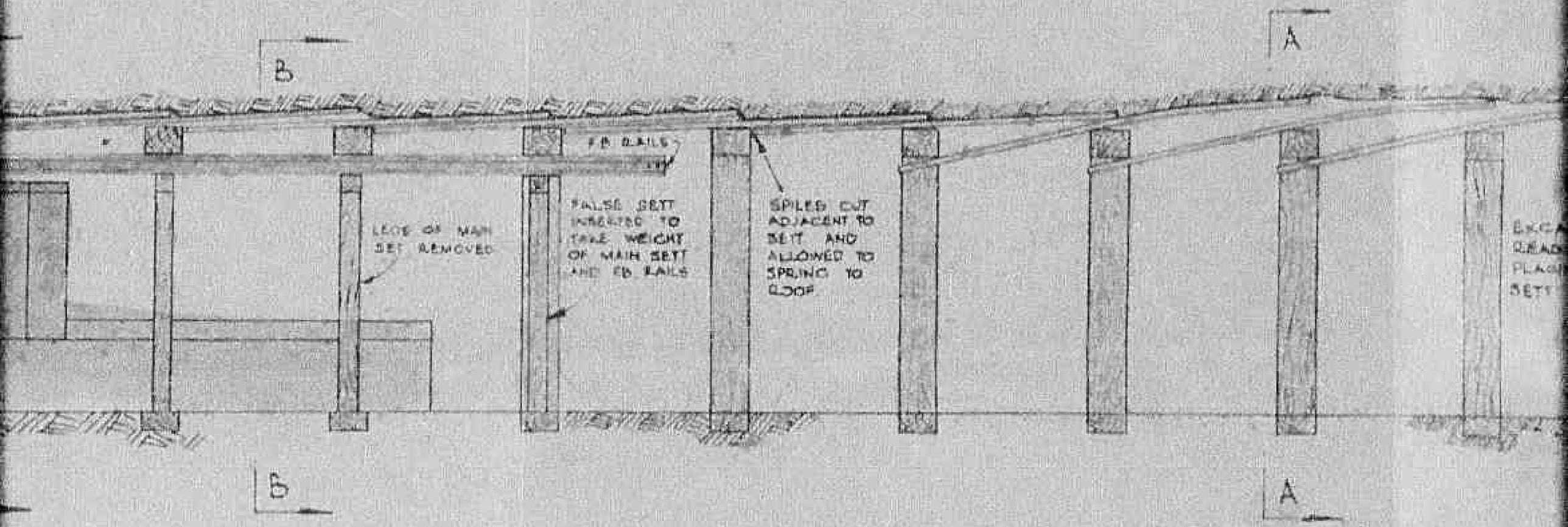
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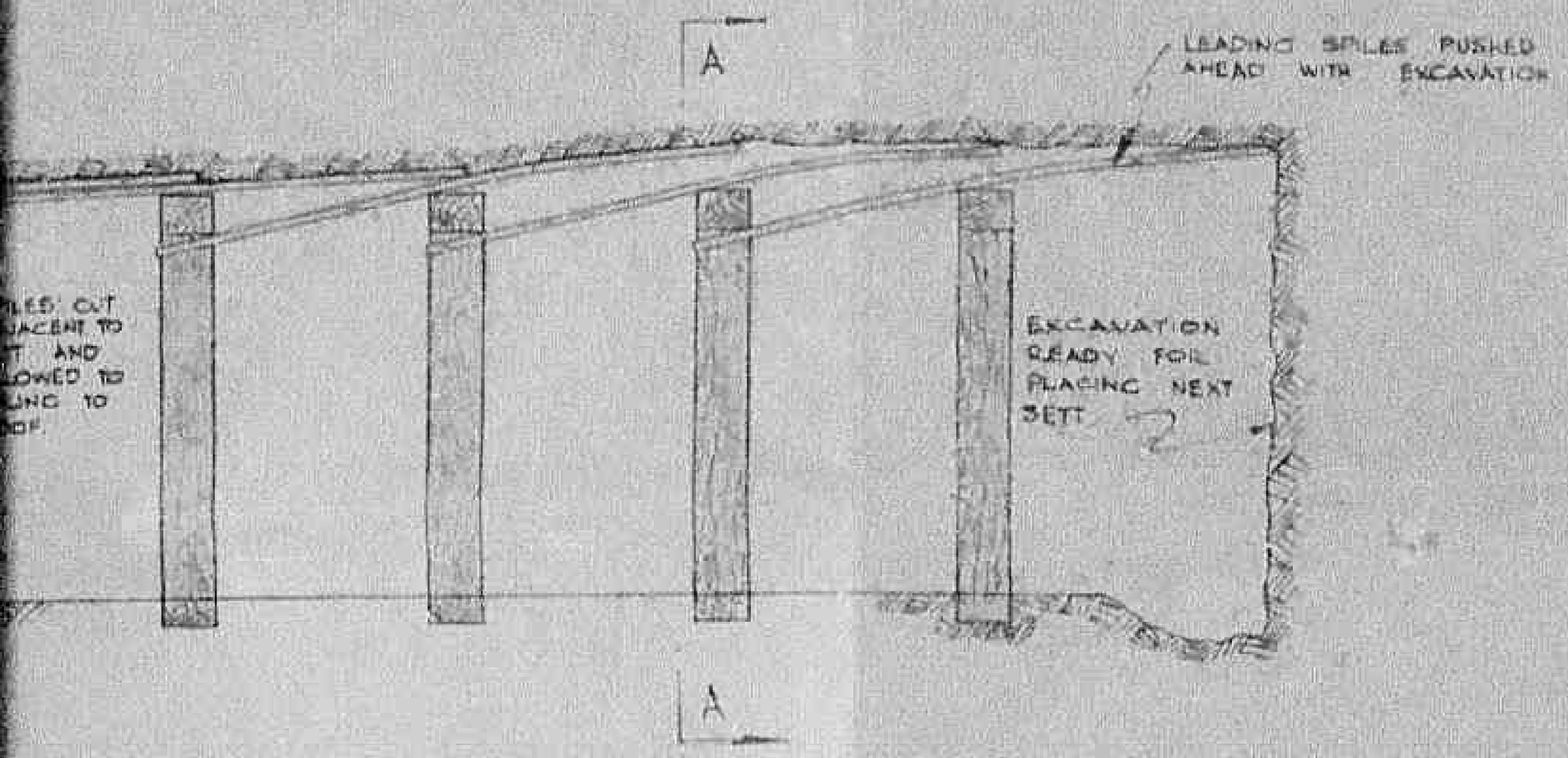
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SCALE

MILITARY RAILWAY SERVICE
ENGINEERING DEPARTMENT
C. M. F.

LINE 65
APPENINE TUNNEL

DATE MARCH 18TH 1946
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APPROVED BY:

DRAWING NUMBER
TN/65/551

S E C R E T.

Transportation Increment,
C.M.F.
Tel: Tirebox - 49
Outside line 843832.
TI.A.1/43.

24 March 1945.

Subject: Progress Report - Italy.

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

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

(R.D.HAWKINS).
Brigadier.
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PROGRESS REPORT No 18.

FEBRUARY 1945.

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WAR SHIPPING ADMINISTRATION - NEW YORK
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N.Y.

FORWARDING AUTHORIZATION SERIAL (F.A.S.) NO. IGN 182-G

TO; Mr. J.B. Long, Acting Director
Claimant Program, Coordination Office
Production & Marketing Admn.
Room 433, W., Dept. of Agriculture
Washington 25, D.C.

Date December 3, 1945
Country Italy
Pro.Agy.Contract No.
Foreign Reqn.No. YP 188
Procurement Agency Agricult(CCC)
Foreign Destination Code

ATTENTION OF: Mr. L.H. Farthing

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REFERRING TO YOUR ADVICE OF AVAILABILITY DATED
FOR ACCOUNT OF Foreign Economic Administration AS DETAILED HEREUNDER

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VERY TRULY YOURS,
WAR SHIPPING ADMINISTRATION
Division of Cargo Control
BY:

AT

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

PGM/af

TRANSPORTATION & SHIPPING SUB-COMMISSION A.C.,
(RAIL DIVISION)
C/o Transportation (Br) Main,
C.M.F.

Tel.: 843238

Ref.: AC/74/Tn.4

22 December 1945.

SUBJECT: Statistical report.

TO : Movements Rail Tn.Sub-Commission
(Attn.Capt.Clinging).

1. Reference attached report.

2. The statements as it affects Rail have been checked and found to be true except :

4 cranes are available at the port of Savona with a lifting capacity of 3.30 tons each.

For Chief,
Rail Division.

AC/25

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

AS/fl

T R A N S L A T I O N

Movement of Italian Sea Transport.

Statistics of navigation by motor and sail, Italian and foreign during 1938-1939 are as follows:

		1938	1939
Loaded goods	1000 of tons	13759	15001
Discharged goods	"	30353	31812
Total "	"	44112	46813
Passenger embarked	N.	4698182	4359814
" disembarked	"	4688563	4324202
Total	"	9386745	8684016

In the following page (2) is the list of the principal Italian Ports and the quantity of coal unloaded in each port in 1938.

For each port has been indicated also the % of movement in 1938 in respect to 100%, which for the Port of Genoa, for example, is 24.92%, so that on a total of 30353000 tons of goods unloaded in 938 the Port of Genoa has unloaded $\frac{30353000 \times 24.92}{100}$ = 7500000 tons.

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Coal unloaded in the Principal Ports in 1938

	(1000 tons)	% of movement in each port in respect to 100% as total
Genova	2.239	24.92
Venezia	1.398	13.86
Trieste	272	11.74
Savona	1.472	8.53
Napoli	918	8.53
Livorno	820	6.93
Civitavecchia	728	4.25
La Spezia	337	3.82
Cagliari	80	3.22
Fiume	22	2.71
Palermo	213	2.61
Catania	121	2.45
Ancona	327	2.23
Bari	86	1.78
Messina	90	1.40
Brindisi	8	0.51
Siracusa	21	0.51
Other ports	1.314	--
	10.466	100.-- %

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Turin 1 Dec. 1945

Arrival of Supplies to Italy

As from attached, /the present situation of the Italian data Ports offer the following monthly discharge possibilities in regard the arrival of supplies.

Port	Coal	Wheat (with warehouses)	Notes
	T.	T.	
Savona	225.000	—	
Genova	90.000	30.000	
Venezia (°)	50.000	50.000	(°) Increasable to 100000 with the use of the various quays of the Società Industriali di Marghera.

It can be seen that the ports of North Italy can almost totaly satisfy the 500000 tons capacity required for the supply of coal.

For the wheat we have been informed that the Ports of Naples, Bari, Ancona and the island ports of Palermo and Cagliari can cover the remaining 250000 tons monthly as wheat warehouses and as emergency accomodations.

Regard the discharge of 200,000 tons of variuous commodities an equal distribution of the vessels in the ports of Venice - Leghorn- Genoa- Naples- Taranto- Bari- Ancona, indicated in order of convenience, will permit an easy discharge.

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Information of Port of Genoa

Railway - The situation is particularly unfavorable because of the lack of railway cars and because of the equipment of the Port and the little capacity of the rail line almost all of one track.

Quays The quays of the old Port are all not available because of the numerous vessels sunk near them.

In some days the reabilitation of the quay "Ponte Doria" is foreseen but without railway tracks.

Coal The discharge can take place contemporaniously in thru different berths from the Calata Canzio (5 lift elevators) and from Ponte S. Giorgio (6 lift elevators) with an out put of 3500/4000 tons daily having two work shifts of 8 hours each.

Wheat The wheat warehouses are starting to work again to day and have a capacity of 20.000 tons.

The rate of discharge to the wheat warehouses is of 1000 tons per day. The rate of rail-car loading at the wheat warehouses of 60-70 cars per day.

In the ordinary quays 6/700 tons daily can be unloaded from 1 or 2 vessels according to berth facilities.

Ships of whatever tonnage can enter the Port of Genoa.

Turin 1 Dec. 45

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Information on the Port of Savona

Railway and discharge facilities. - zone 8
2 railway tracks each for 15 wagons each
4 cranes: 2 of 5 tons lifting capacity
2 " 3 " " " "

Zone 2 and 3 - 2 railway tracks each for 25 wagons
1 intern railway track for 7/8 "
2 cranes 5 ton l.c. and 1 "Carro ponte"

Coal - zone 2 and 3
3 vessels can discharge at side of quay average 3000 tons daily

zone 8
discharge rate 800 tons daily

cable railway (Albissola way) Discharge " 8000 " per 36 hours.

Wheat
The Port has no wheat warehouses

Depth entrance to Port 28 ft - average depth at piers 8 m.

Maximum tonnage of ships entering Port up to now: 12000 tons.

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Information on Port of Venice

Railway

The connecting railway from the port to the port railway yard althowe damadged has some tracks working emballing the loading of 100 railway cars daily.

The connecting railway with the Port of Marghera has been also repaired.

Coal

50000 tons monthly can be unloaded . More if the berths of the different Industrial Firms of Marghera are used.

Each ship can lischarge an average of 2000 tons daily.

Wheat

The wheat warehouses of the former Stucky Mills can unload 2000 tons daily from ships capable of two discharging operations at same time.

2 elevators on quay.

Only one of the Marittima Warehouses remains standing and is presently used by the Consorzio Autonomo of the Port.

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Information on the Port of Leghorn

Forwarning that the Port is presently being used by the Allies with their own administration it can berth ten vessels at the same time.

The Industrial Port whose quays are useful for its many berths have the cranes damadged and the warehouses in badcondition.

Anyway at the Porto Vecchio 40000 tons monthly of coal can be unloaded which can be increased if the elevators are promptly repaired.

Regards the wheat althowe the warehouses are damadged 20000 tons monthly can be discharged.

Regards the various commodities althowe figuring on an average discharge of 2000 tons daily it must be kept present that the cargoe yards are not those of the quays which are damadged.

For a more intensive use of the Port of Leghorn (including the Industrial Port connected by tracks and good roadways) it is necessary that the Allied Commission grant us full accomodations.

980

MOVIMENTO DELLA NAVIGAZIONE ITALIANA

Dalle statistiche risulta che in tutti i porti italiani il movimento della navigazione a propulsione ed a vela con bandiera italiana ed estera ha raggiunto negli anni 1938 e 1939 le seguenti cifre:

		1938	1939
Merce imbarcata	1.000 tonn.	13.759	15.001
Merce sbarcata	"	30.353	31.812
Totale merci	"	44.112	46.813
Viaggiatori imbarcati	n.	4.698.182	4.359.814
Viaggiatori sbarcati	"	4.688.563	4.324.202
Totale viaggiatori	n.	9.386.745	8.684.016

Nel foglio seguente (Foglio II°) é stato segnato l'elenco dei principali porti italiani col quantitativo di carbone sbarcato in tali porti nel 1938.-

A lato di ciaschedun porto è stata anche segnata la percentuale di movimento che in detto porto si effettuato nel 1938 rispetto a 100, che per il Porto di Genova, ad esempio, è di 24.92%, di modo che su un totale di merce sbarcata nel 1938 per tonn. 30.353.000 il porto di Genova avrebbe sbarcato $\frac{30.353.000 \times 24.92}{100}$ = 7.500.000.= tonn.

Calcolo analogo per gli altri porti.-

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Merce sbarcata	"	30.353	31.812
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Calcolo analogo per gli altri porti.-

Declassified E.O. 12356 Section 3.3/NND No. 795021

Foglio II°

CARBONE SBARCATO NEI PRINCIPALI PORTI NEL 1938

	(1.000 tonnellate)	Percentuale di movimento in ciascun porto rispetto a 100 come totale
- Genova	2.239	24.92
- Venezia	1.398	13.86
- Trieste	272	11.74
- Savona	1.472	8.53
- Napoli	918	8.53
- Livorno	820	6.93
- Civitavecchia	728	4.25
- La Spezia	337	3.82
- Cagliari	80	3.22
- Fiume	22	2.71
- Palermo	213	2.61
- Catania	121	2.45
- Ancona	327	2.23
- Bari	86	1.78
- Messina	90	1.40
- Brindisi	8	0.51
- Siracusa	21	0.51
(altri porti) - altri porti	1.314	-
	10.466	100.== %

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	(1.000 tonnellate)	movimento in ciascun porto rispetto a 100 come totale
- Genova	2.239	24.92
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- Trieste	272	11.74
- Savona	1.472	8.53
- Napoli	918	8.53
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- Palermo	213	2.61
- Catania	121	2.45
- Ancona	327	2.23
- Bari	86	1.78
- Messina	90	1.40
- Brindisi	8	0.51
- Siracusa	21	0.51
(other ports) - altri porti	1.314	-
	10.466	100.== %

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III

Torino, 1° Dicembre 1945

ARRIVO RIFORNIMENTI IN ITALIA

Come dagli "allegati" annessi, la situazione attuale dei diversi Porti di sbarco italiani offrono le seguenti possibilità riassuntive mensili per quanto riflette l'arrivo dei rifornimenti.

P o r t o	Carbone	Grano con ap parecchi Silos	N o t e
	T.	T.	
Savona	225.000	-	
Genova	90.000	30.000	
Venezia	(°) 50.000	50.000	(°) Aumentabili a 100.000 con la utilizzazione dei vari pontili delle Società industriali di Marghera.
Livorno	40.000	20.000	
	405.000	100.000	

Dal che si vede come i Porti del Nord possono soddisfare da soli alla quasi totale assegnazione delle tonnellate 500.000 di carbone.

Per il grano, da notizie avute, i Porti di Napoli, Bari, Ancona ed anche gli insulari di Palermo e Cagliari, possono coprire le ulteriori 250.000 Tonn. mensili, sia con Silos in attività, sia con accorgimenti di emergenza.

Circa lo sbarco delle mensili Tonn. 200.000 e più di merci varie una equa distribuzione dei vapori nei Porti di Venezia - Livorno - Genova - Napoli - Taranto - Bari - Ancona, indicati per ordine di opportunità, consentirebbe con tranquillità lo sbarco totale.

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Porto	Carbone	Grano con apparecchi Silos	Note
	T.	T.	
Savona	225.000	-	
Genova	90.000	30.000	
Venezia	(°) 50.000	50.000	(°) Aumentabili a 100.000 con la utilizzazione dei vari pontili delle Società industriali di Marghera.
Livorno	40.000	20.000	
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ALLEGATO 1

NOTIZIE SUL PORTO DI GENOVA

Ferrovia - La situazione é particolarmente sfavorevole sia per la definienza di vagoni che per quella degli impianti del porto come della poca capacità delle linee di accesso quasi tutte ridotte a semplice binario.

Si prevede che il movimento massimo consentito sarà di 600 vagoni giornalieri (sempre che siano disponibili) per tutte le merci ivi comprese quelle destinate alla Svizzera che richiedono un movimento di 200 vagoni al giorno forniti dalla Svizzera stessa.

Banchine - Le banchine del Porto vecchio sono attualmente inutilizzabili causa i numerosi natanri affondati in prossimità di esse.

A giorni si prevede il ripristino del servizio al Ponte Doria, privo però di binari ferroviari.

Carbone - Gli sbarchi possono avvenire da tre attracchi contemporanei dalla Calata Canzio (5 elevatori) e dal Ponte S.Giorgio (6 elevatori) con un ritmo di 3500/4000 Tonn. al giorno basandosi su due turni normali di lavoro di 8 ore caduno.

Le calate Pozzolo e Rubattino (4 elevatori caduna) attualmente inutilizzabili si ritiene verranno rimesse in efficienza verso Marzo-Aprile dell'anno prossimo.

Grano - I Silos riprendono il lavoro oggi ed hanno una capacità di 20.000 tonn.

Possibilità di sbarco ai Silos - 1000 Tonn. al giorno.

Possibilità carico vagoni ai Silos - 60-70 vag.giorno.

Dalle banchine ordinarie possono essere sbarcate giornalmente 6/700 Tonn. al giorno da uno/due vapori a seconda delle possibilità di attracco.

Nel Porto di Genova possono entrare vapori di qualsiasi tonnellaggio.

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Torino, 1° Dicembre 1945

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ALLEGATO 2

NOTIZIE SUL PORTO DI SAVONA

Ferrovia e mezzi di sbarco. - zona 8
- 2 binari da 15 carri caduno
- 4 grue : 2 da 5 Tonn. e 2 da 3 Tonn.

zone 3 e 2
- 2 binari da 25 carri caduno
- 1 binario interno da 7-8 carri
- 2 grue da 5 Tonn. ed 1 carro ponte

zone 12 e 13
- 3 binari da 10 carri caduno
- 2 grue portata 5 Tonn. ed 1 carro ponte

Carbone zone 2 e 3, 12 e 13 (possono scaricare 3 navi affiancate) media giornaliera 3000 Tonn.

zona 8 - scarico Tonn. 800 al giorno

Funivie (strada Albissola) - scarico Tonn. 8000 ogni 36 ore.

Grano Il Porto non dispone di Silos

Pescaggio ingresso al Porto piedi 28 - fondali medi alle banchine mt. 8.

Tonnellaggio massimo entrato sinora in Porto : Tonn. 12.000

Torino, 1° Dicembre 1945

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Ferrovia e mezzi di sbarco. -	zona 8	- 2 binari da 15 carri caduno √ 4 grue : 2 da 5 Tonn. e 2 da 3 Tonn.
	zone 3 e 2	- 2 binari da 25 carri caduno √ 1 binario interno da 7-8 carri √ 2 grue da 5 Tonn. ed 1 carro ponte
	zone 12 e 13	- 3 binari da 10 carri caduno √ 2 grue portata 5 Tonn. ed 1 carro ponte
Carbone	zone 2 e 3 12 e 13	(possono scaricare 3 navi affiancate) media giornaliera 3000 Tonn.
	zona 8	- scarico Tonn. 800 al giorno
	Funivie (strada Albissola)	- scarico Tonn. 8000 ogni 36 ore.
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Torino, 1° Dicembre 1945

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ALLEGATO 3

NOTIZIE SUL PORTO DI VENEZIA

Ferrovia - Gli allacciamenti ferroviari con la stazione marittima, ed il parco ferroviario della stessa, pur essendo danneggiato mantiene in efficienza alcuni binari di calata che consentono una regolare caricazione di oltre 100 vagoni giornalieri.

Anche gli allacciamenti del Porto di Marghera sono stati riparati nelle comunicazioni principali.

Carboni - Si possono scaricare circa 50.000 Tonn.mese ed anche più qualora si approfitti degli sbarchi ai pontili delle diverse Società industriali di Marghera.

Ogni vapore può scaricare una media di 2.000 tonn. al giorno.

Grano - I Silos degli ex Mulini Stuchy possono scaricare 2.000 tonn. al giorno con vapori a due bocchaporti.

In banchina 2 elevatori.

Dei Magazzini della Marittima uno solo é rimasto in piedi ed é attualmente nelle mani del Consorzio Autonomo del Porto.

Torino, 1° Dicembre 1945

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Torino, 1° Dicembre 1945

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ALLEGATO 2

NOTIZIE SUL PORTO DI LIVORNO

Premesso che il Porto é ancora nelle mani degli Alleati che lo gestiscono per loro conto, si può contare su un arrivo contemporaneo di una diecina di vapori.

Il Porto Industriale le di cui banchine sono utili agli effetti di numerosi attracchi, hanno le grue sinistrate ed i capannoni in cattive condizioni.

Tuttavia nel Porto vecchio si può contare su un arrivo mensile di 40.000 tonn. di carbone, elevabili notevolmente se con pronta riparazione degli elevatori.

Circa il grano, pur essendovi i Silos sinistrati, si può contare su uno sbarco di 20.000 Tonn./mese.

Per le merci varie pur contando su uno sbarco intenso di oltre 2000 Tonn. al giorno devesi però tener presente che i piazzali di deposito sono a parte in quanto quelle di banchina sono sinistrati.

Per un più intensivo sfruttamento del Porto di Livorno (compreso il Porto Industriale legato da binari e da ottime strade di accesso) occorrerà la piena disponibilità che dovrebbe lasciarci la Commissione Alleata.

Torino 1° Dicembre 1945

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Torino 1° Dicembre 1945

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File

U. M. A.

REPORT

of the

UNITED MARITIME AUTHORITY

PLANNING COMMITTEE

LONDON
SEPTEMBER/OCTOBER 1944

Printed under the Authority of HIS MAJESTY'S STATIONERY OFFICE
by Kelliher, Hudson & Kearns, Ltd., London, S.E.1

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21443

AC/25

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UNITED MARITIME AUTHORITY
PLANNING COMMITTEE

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- Mr. Andrew Common.
- Sir John Fisher.
- Mr. F. H. Keenlyside.
- Mr. C. C. Fisher.
- Mr. H. E. Gorick.
- Mr. C. P. Carrick.
- Mr. H. S. Mance.
- Mr. P. A. Brunt.
- Miss J. H. Lidderdale.
- Mr. W. E. P. Loraine.
- Mr. G. D. Frazer, Chairman, Ship Warrants Sub-Committee.

U.S. Delegation

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Assisted by
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- Mr. J. W. Mann.
- Mr. Trygve Holmgren.
- Mr. P. V. Everett.
- Mr. J. F. McArt.
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- Mr. D. Hudig, Chairman Coasting and Short Sea Sub-Committee.

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- Mr. M. Plinius.
- Mr. W. Jasinski.
- Mr. W. Bartosiak.
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- Mr. C. Antkowiak.

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* Did not attend

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UNITED MARITIME AUTHORITY
PLANNING COMMITTEE

REPORT TO CONTRACTING GOVERNMENTS

1. In accordance with paragraph 12 of the Annex to the Agreement on Principles, the Planning Committee have considered the problems involved in the establishment of machinery required to enable the Executive Board to discharge its functions. The Planning Committee have found it convenient to consider the machinery by reference to the various functions contemplated for the Executive Board in the Agreement on Principles and as a convenient record of its conclusions has adopted papers on the following topics which form the Appendices to this Report :—

(I) General administration.
(II) Procedure for programming and allocation of dry cargo tonnage.
(III) Procedure for coasting and short-sea trades (dry cargo).
(IV) Procedure for traffic control (dry cargo).
(V) Procedure as to berth freight rates.
(VI) Procedure as to voyage charter rates (dry cargo).
(VII) Procedure as to tanker tonnage.
(VIII) Ship Warrants and control of shipping facilities.
(IX) Delimitation of areas of responsibility between the Branches of the Board.

2. In their consideration of all these matters the Planning Committee have had the advantage of advice from the experts attached by each Government to their Representative on the Planning Committee.

3. The Appendices attached to this Report describe machinery for carrying out the various functions of the Executive Board which in the opinion of the Planning Committee would enable the purposes of the Agreement on Principles to be carried out efficiently and satisfactorily to the contracting Governments. In general it is proposed that Committees should be established in each Branch of the Board to deal, under the general supervision of the Board, with each of the various functions described, each Committee having a secretariat for the preparation of the necessary data for the Committee's work and for the carrying out on behalf of the Committee of any necessary executive action. The secretariats will be provided by War Shipping Administration and Ministry of War Transport and, as contemplated by paragraph 13 of the Annex to the Agreement on Principles, will make use of the administrative machinery of these Agencies (or, as suggested in Appendix IV, the Shipping Authorities of other appropriate contracting Governments), but will be responsible to the Committees and will work in close consultation with the staffs of other members and associate members of the Executive Board.

4. The Appendices describe the functions of the various Committees proposed and include certain explanatory matter which in the opinion of the Planning Committee should be of assistance to those charged with the working of the machinery proposed.

5. As a convenient method of summarising the proposals they have adopted, the Planning Committee append a chart ; but for the functions of the various bodies referred to therein and their relationship with one another reference should be made to the relevant papers appended to this Report.

6. The Planning Committee recommend that consideration should be given by the contracting Governments to the establishment by U.M.E.B. of certain of the Committees in advance of the U.M.A. period in order that any preparatory work may be carried out to ensure the smooth working of the machinery proposed from the inception of the U.M.A. period. In particular the Planning Committee draw attention to the need of such preparatory work in connection with Appendices V, VI and VII (annex C). The Planning Committee considered it more appropriate to leave the question of the currencies in which freight payments are to be made to be dealt with in the same way. (*See* CSC/M8, p. 6.)

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7. Attention is also drawn to the recommendation in Appendix III, paragraph 5 (v), dealing with coasting and short sea trades, that the contracting Governments involved in each zone shall confer and propose to the first meeting of the Executive Board appropriate machinery within the framework of U.M.E.B. applicable to such a zone. It was agreed that the Ministry of War Transport should take the initiative in bringing about these consultations.

8. The machinery recommended by the Planning Committee is proposed to promote the smooth working of U.M.E.B. The division of the machinery between the Branches is not intended to create any difference in policy or principle in the implementation of the Agreement on Principles, including paragraph 7 (*f*).

9. The Planning Committee are satisfied that the machinery proposed will ensure the efficient discharge of the functions of the Executive Board in the circumstances so far as they can be envisaged at present; but they recognise that experience may suggest modifications in the future. Authority should therefore be given to the Executive Board, after consultation with interested associate members, to make such modifications on matters of common concern to each Branch of the Board and to either Branch to make adjustments upon matters of concern to the Branch alone. Any member or associate member of the Board shall be entitled to propose such modifications or adjustments.

10. The Planning Committee recommend to the Contracting Governments the adoption of this Report with its Appendices. An opportunity for formal action as to such adoption will present itself at the forthcoming initial meeting of the Executive Board, and the Planning Committee recommend that the contracting Governments authorise their representatives as members or associate members of the Executive Board to act upon this Report on their behalf at that time. The Planning Committee further recommend that upon such adoption they be discharged.

W. G. WESTON,
Chairman.

7th October, 1944.

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APPENDIX I

GENERAL ADMINISTRATION

1. In accordance with paragraph 5 of the Annex to the Agreement on Principles, the executive functions of the Central Authority vest in U.M.E.B., working through its Washington and London Branches. As clear a delimitation as possible for the responsibility of each Branch is needed (*see* Appendix IX).

2. In accordance with paragraph 6 of the Annex to the Agreement, questions of overall policy are to be dealt with by U.M.E.B. acting as a unit.

3. Each member Government of U.M.E.B. in accordance with paragraph 7 of the Annex to the Agreement shall nominate a representative to the Board. Each member Government shall be represented on each Branch of the Board either by such representative on the Board or by his alternate as may be convenient to that Government.

4. Each Branch of the Board shall exercise the function of the U.M.E.B., as respects all matters coming within the jurisdiction of that Branch. Each Branch of the Board shall be assisted by a central secretariat which shall be designated by the Branch Chairman from the staff of the W.S.A. and of the M.W.T. as the case may be.

5. Under the general auspices of each Branch of the Board there shall be committees which shall exercise the functions delegated to them by the Branch of the Board, such as supervision of freight rates, allocations, Warrants, etc. In considering the various topics the Planning Committee have proposed what committees will need to be set up and what their duties should be. In view of the differences in present organisation between London and Washington it will not be essential that identical organisation should be established in both Branches, provided that the same objectives are achieved; and each Branch of the Board may make such arrangements of the responsibilities of its committees as may from time to time seem desirable.

6. The Branch Chairman shall designate to each Committee of the Branch secretaries who shall be selected from the staff of the W.S.A. in Washington and M.W.T. in London currently dealing with the problems with which the respective Committee deals, and who shall be technically qualified in the field of jurisdiction of that Committee. Such secretaries will make use of the facilities of the W.S.A. in Washington or the M.W.T. in London for the preparation of necessary data and for any necessary administrative action. The Branch Chairman may also designate a Legal Adviser from the staff of the W.S.A. in Washington or the M.W.T. in London, for consultation in matters where legal advice is required by the Branch of the Board.

7. The Planning Committee have made provision for the delimitation of responsibility of each Branch, in respect of the various functions of U.M.E.B. It was found convenient that the basis of division of responsibility should differ with the different functions. (See Appendix IX.)

APPENDIX II

PROCEDURE FOR PROGRAMMING AND ALLOCATION OF DRY CARGO TONNAGE

1. Object

The responsibility of U.M.E.B. in the programming and allocation of dry cargo tonnage will be to relate the total demands upon shipping as put forward by the various claimants to available tonnage over a period ahead.

The preparation and determination of requirements programs will, however, fall outside the ambit of U.M.E.B.

The special problems raised in the application of this procedure to coasting and short-sea trades are covered in Appendix III.

2. Administration of Programming and Allocation of Tonnage

(*a*) Each Branch of the United Maritime Executive Board shall create a Shipping Employment Policy Committee to consist of representatives of the nations represented on U.M.E.B. Representatives of the associate members of U.M.E.B. are entitled to participate in discussions affecting the interests of their Government in accordance with paragraphs 8 and 10 of the Annex to the Agreement on Principles. The W.S.A. will provide the Chairman of the Washington S.E.P.C. and the M.W.T. the Chairman of the London S.E.P.C. The constitution of the S.E.P.Cs. shall be as set forth in the annex hereto. Each S.E.P.C. will meet frequently as it may determine. Every three months joint meetings of the two S.E.P.Cs. will be held alternatively in Washington and London. The purpose of these joint meetings will be to receive and consider long-run shipping programs which have been

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submitted to U.M.E.B. and to determine the employment of tonnage for the forthcoming quarter. Month-to-month allocations of tonnage within these determinations will be made by the appropriate committees of each of the Branches.

The main tasks of the S.E.P.Cs. under the general supervision of U.M.E.B. will thus be:—

(i) to estimate whether or to what extent the programs transmitted to it by U.M.E.B. can be covered by available shipping.

(ii) to propose the broad principles in accordance with which available tonnage shall be employed to ensure its most economic use.

(iii) if the shipping programs cannot be fully implemented to report the extent of any deficiency and so far as possible the specific types of shipping or shipping areas affected.

From the work of the two Shipping Employment Policy Committees a proposed forward layout of tonnage against civilian and military requirements will result.

(*b*) The two Branches of U.M.E.B. shall appoint such other committees in Washington and London as may be necessary, including allocation committees in which ship-by-ship allocations may be reviewed.

3. Procedure for Handling of Requirements

Each claimant for shipping shall periodically submit to U.M.E.B., through its accredited representative as a member or associate member of the Board (or through U.N.R.R.A. where U.N.R.R.A. is responsible), statements of its requirements covering a period of six months or more in advance. Such statements shall be submitted simultaneously to the Washington and London Branches of U.M.E.B. U.M.E.B. will refer to the S.E.P.Cs. all statements of requirements. These will be considered by the S.E.P.Cs. at their joint meetings together with statements of tonnage of each Government available to meet its own and other requirements and, after such modifications as may be made in accordance with paragraph 6 of this Appendix, will, unless modified by U.M.E.B., be accepted as shipping programs. Month-to-month requests for tonnage within accepted programs will be made to the S.E.P.Cs. separately on the basis of the division of responsibility determined at the preceding joint meeting. Allocations of named ships will be made in Washington and London in response to such requests.

4. Formulation of Shipping Programs

The first phase of the work of U.M.E.B. is the formulation of the demands of the programming authorities in terms of shipping space. This is a technical process by which programs are drawn up to cover a given period and to show the number of ships or cargo deadweight of shipping required to present each month in given loading areas.

Procedure already exists for this process in relation to military requirements, and other requirements contemplated by the Agreement on Principles for the presentation of which the United States and United Kingdom Governments are or may be responsible. No change will be made in this procedure, and the United States and United Kingdom Governments will transmit to U.M.E.B. the shipping programs for which they are responsible.

A comparable procedure will be established in respect of the requirement programs submitted by other contracting Governments or by U.N.R.R.A. The body presenting the program will be primarily responsible for this process and will need competent experts for the purpose in London and Washington respectively. The staffs of the W.S.A. in Washington and the M.W.T. in London will be available to assist the shipping representatives of the various European countries in the preparation of their programs prior to submission to U.M.E.B.

Before being submitted to U.M.E.B. all programs shall, so far as possible, be cleared with the appropriate supply authorities.

Copies of proposed shipping programs for liberated areas shall also be transmitted to U.N.R.R.A. in accordance with the Atlantic City resolution.

5. Assembly of Programs

At their quarterly joint meetings the S.E.P.Cs. shall assemble complete statements of civilian and military requirements, *i.e.*, statements covering the known requirements of all areas, military requirements as stated by the Combined Chiefs of Staff and presented by M.W.T. and W.S.A., and any other requirements which may have been submitted.

6. Estimating of Tonnage

The S.E.P.Cs. shall estimate whether or to what extent requirements can be met by available shipping (including enemy tonnage made available pursuant to paragraph 6 of the Agreement on Principles).

(*a*) In the event that requirements cannot be met by available shipping the report of the S.E.P.Cs. will be submitted by U.M.E.B. to the appropriate authorities for determination of the extent and distribution of the reduction to be imposed. On the basis of such determination the S.E.P.Cs. shall formulate firm shipping programs which shall be submitted for approval to U.M.E.B.

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(*b*) In the event that tonnage is estimated to be available to cover all requirements, the various claims that have been submitted shall be accepted, subject to the final approval of U.M.E.B. as firm shipping programs, with whatever modifications may have been agreed in the course of the consideration of the programs.

(*c*) In the event that a long-term overall surplus of tonnage is shown, the S.E.P.Cs. shall report the facts to U.M.E.B. for consideration in connection with paragraph 3 of the Agreement on Principles.

7. Determination of the Employment of Tonnage

After the acceptance of military and civilian programs, the S.E.P.Cs. shall determine (in accordance with the provisions of paragraph 7 (*b*) of the Agreement on Principles) :

(*a*) the tonnage to be allocated by each country to meet military requirements and

(*b*) the approximate number of sailings or amount of tonnage to be provided monthly by the shipping authority of each contracting Government (or from enemy tonnage made available pursuant to paragraph 6 of the Agreement on Principles) against each of the civilian programs. It is expected that these determinations will be sufficiently flexible in form to include provision for unforeseen changes that may occur before the next quarterly meeting.

So far as possible, the S.E.P.Cs. shall determine at their joint meetings how the effects of increases or reductions in particular requirements occurring between quarterly meetings are to be met.

8. Adjustments in Shipping Programs

Should major changes in either military or civilian requirements necessitate the modification of long-term programs between quarterly meetings claimants whose requirements have changed shall submit requests for changes in programs in the same way as long-term statements or requirements. On receipt of such requests or in the case of major changes in the availability of tonnage the S.E.P.C. most directly concerned shall formulate a proposal for adjustment and transmit it to the other S.E.P.C. After agreement upon a modification by both S.E.P.Cs. it shall take effect and monthly requests for and allocations of tonnage shall then be made on the basis of the modified programs.

9. Allocation of Particular Ships

The final step in the process is the allocation of particular ships against each program. This allocation is normally done monthly ahead and for this purpose monthly loading programs based on actual availability of supplies and current performance against the programs will be required from the claimant bodies. This function shall be performed on behalf of U.M.E.B. through the allocation machinery of each Branch of the Board as set forth in the Annex to this Appendix.

The month to month requests for tonnage will be made to the appropriate Branch on the basis of the agreed division of responsibility, and allocations of named ships will be made in Washington and London in response to such requests.

In the case of block allocations of tonnage for continuous employment in coasting and short sea trades, the allocations of ships will be subject to review at suitable intervals.

All requests will be scrutinised by each S.E.P.C. to ensure that they are in conformity with the authorised employment of tonnage.

ANNEX TO APPENDIX II

PROCEDURE FOR PROGRAMMING AND ALLOCATION OF TONNAGE

It is proposed that the following machinery be established for the execution of the procedure set forth in Appendix II.

1. Shipping Employment Policy Committee

There shall be established in the London and Washington Branches respectively a Shipping Employment Policy Committee composed of representatives of the four members of the U.M.E.B. Representatives of the associate members of the U.M.E.B. are entitled to participate in discussions affecting the interests of their Government in accordance with paragraphs 8 and 10 of the Annex to the Agreement on Principles. There shall likewise be provided by the Ministry of War Transport or the War Shipping Administration, as the case may be, appropriate secretariat for the Shipping Employment Policy Committee. Preparation of necessary data and any necessary action will be carried out on behalf of the secretariat of the Shipping Employment Policy Committee by the appropriate administrative machinery of the Ministry of War Transport or the War Shipping Administration as the case may be.

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2. Allocation Machinery

There shall be provided by the Ministry of War Transport or the War Shipping Administration, as the case may be, appropriate secretariat for the purpose of the allocations procedure set forth in paragraph 9 of Appendix II. As may be determined by each Branch of the Board, this secretariat shall report either to the S.E.P.C. or to an Allocation Committee established by the Branch as contemplated in paragraph 2 (*b*) of Appendix II. Preparation of necessary data and any necessary action will be carried out on behalf of the secretariat of the Allocation Committee by the appropriate administrative machinery of the Ministry of War Transport or the War Shipping Administration as the case may be.

3. The procedures, functions and duties of the Committees and Secretariats in the two preceding paragraphs shall be as outlined in Appendix II.

4. Members of the U.M.E.B. and associate members should maintain in London and in Washington government personnel to represent them as to matters coming within the ambit of each of the above Committees. Such personnel should likewise include competent experts for the presentation of cargo requirements programs as outlined in paragraph 4 of Appendix II.

APPENDIX III

PROCEDURE FOR COASTING AND SHORT SEA TRADES (DRY CARGO)

Recommendations of the Sub-Committee on Coasting and Short Sea Trades Adopted by the Planning Committee

1. Article 8 of the Agreement on Principles lays down that the principles shall apply to all types of merchant ships but recognises that the machinery for the control of employment must differ as between ships in the deep sea trades and those engaged in coastal and in short trades between nearby countries. It lays down that the arrangements for the control of the latter classes of ship " shall be appropriate to meet the requirements prevailing in each particular area ". This is further recognised in paragraph 5 of the Annex. The present Appendix is an attempt to set out in outline what this appropriate machinery might be.

2. Tonnage in coasting and short sea trades will come under the general control of U.M.E.B. Many such trades can best be dealt with through the machinery established for other trades in general but, as recognised in Article 8 of the Agreement, there are certain groups of such trades in respect of which special machinery for control may be more convenient to meet the purposes of contracting Governments as expressed in the Agreement on Principles. This is due largely to the great number of ports of call and the frequency of voyages between nearby ports.

3. It is suggested that the following area should be defined for this purpose in Europe :—

Voyages between ports in the area White Sea to Dakar, including Iceland, Faroe Isles, British Isles, Baltic, Mediterranean, Black Sea and Red Sea.

ZONE 1.—Voyages between ports in the area British Isles, Elbe and St. Jean de Luz.

ZONE 2.—(*a*) Voyages between ports in the area White Sea/Norway/Sweden/Baltic/Denmark/Iceland/Faroe Islands/British Isles and (*b*) voyages between ports in the area White Sea/Norway/Sweden/Baltic/Denmark/Iceland/Faroes and ports between Elbe and St. Jean de Luz.

ZONE 3.—Voyages between ports in the area Spain, Portugal, Mediterranean, Black Sea, Red Sea and West Africa to not south of Dakar.

4. These definitions should be amended as experience may suggest and new areas may be defined as the need arises. In principle it is agreed that separate areas or zones should be established for Malaya, Dutch East Indies and other adjacent areas.

Special arrangements will have to be made by the Coasting and Short Sea Sub-Committee to meet inter-zonal trades so as to secure an overall economy of tonnage.

5. The effective use of tonnage to be employed in these areas, within the framework of the Agreement on Principles, will be arranged as follows :—

(i) The London Branch of U.M.E.B. shall set up a Coasting and Short Sea Committee and this Committee shall estabish Committees to be known as Zone Committees to deal with matters within the authority of U.M.E.B. within each zone as defined above. Each Zone Committee would be composed of representatives of all contracting Governments involved in the zone in question.

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(ii) The Governments concerned will, as soon as practicable after the institution of U.M.E.B. and periodically thereafter, report to the Branch Coasting and Short Sea Committee, through the Zone Committees, upon their requirements and upon the expected availability of suitable tonnage for meeting these requirements within the zones. These reports would take account of ocean tonnage making occasional short sea voyages within the zones as well as tonnage regularly employed in coastwise and short sea trades within the zones. The Coasting and Short Sea Committee would make recommendations to the Branch of the Board through the S.E.P.C. as to the provision for meeting any deficiency or for disposing of any surplus of tonnage suitable for short sea trades in any area.

(iii) The Branch of the Board, through S.E.P.C., would then make appropriate allocation of tonnage to each area for a period subject to periodic review. The overall allocation would consist of named ships. Additional allocations to a particular area might be proposed at any time by any of the Governments concerned. Such allocations would only be made after approval by the Branch of the Board and in relation to the agreed requirements.

(iv) So far as practicable, tonnage required for a particular area will be made available from tonnage normally employed there and of suitable type, but it is recognised that other tonnage may have to be used to meet essential needs. U.M.E.B. will have regard, so far as is consistent with overall tonnage requirements, to the fair participation of the various countries trading in a particular area.

(v) The method of control within any zone is a matter of primary concern to the contracting Governments involved in the zone. The contracting Governments involved in each such zone shall confer and propose to the first meeting of the Executive Board appropriate machinery within the framework of U.M.E.B. applicable to such a zone. Such machinery should ensure conformity with the Agreement of Principles and, in particular, should provide—

(A) for supervision of the employment of vessels to ensure the fulfilment of the purposes for which such vessels were allocated

(B) for supervision of freight rates and other related matters.

The supervision set out in (A) and (B) above should be exercised—

(*a*) as to vessels engaged in domestic coasting trades, by the Government concerned. Where a vessel belonging to one country is allocated to the domestic coasting trade of another country, the Government of the latter country will determine the rates of freight charged to shippers. These rates will in no way affect the remuneration of the shipowner concerned, since he will receive the requisition rate of hire or its equivalent from his own Government. An agreement as to the conditions in which the ship was placed by one Government at the disposal of the other Government will be drawn up between the two Governments directly concerned subject to any overriding conditions imposed by U.M.E.B.;

(*b*) as to vessels engaged in trading between ports of more than one nation, by the nations involved in the zone, but this would not preclude special arrangements being approved between any two adjacent countries with continuous coastline.

The machinery so proposed would require approval of the Executive Board.

(vi) Where ships of a suitable type for a particular military or other requirement of common responsibility were employed in any area in accordance with the procedure outlined in this Appendix, Governments would still be under obligation to meet such requirements and U.M.E.B. would arrange, through the contracting Governments, for the tonnage required to be made available.

6. In addition to the area specified in paragraph 3 as to which special arrangements would be appropriate as aforesaid, the following areas within the Western Hemisphere, while including short sea trades, appear capable of treatment through the other Committees of U.M.E.B. established in the Washington Branch :—

Trades between the following countries or areas: Canadian Atlantic Ports, U.S. Atlantic Coast, U.S. Gulf Ports, East Coast of Mexico, Central America, including Panama Canal Zone, North Coast of South America, not beyond French Guiana, all Caribbean and West Indies Islands, including Bermuda, Newfoundland and Greenland; also trades between U.S. Pacific Coast Ports, British Columbia, West Coast of Mexico, Central America, including Panama Canal Zone, Caribbean and West Indies Islands, and also trade between British Columbia and Alaska.

The foregoing shall not prejudice the control by any contracting Government in this area of the specific employment of its own vessels engaged with the approval of U.M.E.B. in its own domestic coasting trade, which Government shall be responsible for the supervision set forth in paragraph 5 (v) (*a*) and (*b*) above.

It is recognised, however, that with respect to the problems in such areas and the tonnage employed therein it may be desirable to have a forum for general discussion as well as for liaison with the Coasting and Short Sea Committee of the London Branch. For this purpose it is recommended that there be established in the Washington Branch a Coasting and Short Sea Committee and upon which will be represented the four members of U.M.E.B.

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together with associate members from the other contracting countries directly concerned. This Committee would be charged with advising the other established Committees of the Washington Branch on problems relating to the special areas in question. But the responsibility of supervising the administration of U.M.E.B. activities with respect to such areas to assure the fulfilment of the purposes of the Agreement on Principles would remain with the other established Committees of the Washington Branch of U.M.E.B.

APPENDIX IV

DRY CARGO TRAFFIC CONTROL

Paragraph 7 (*b*) of the Agreement on Principles states that " the Central Authority shall determine the employment of ships for the purpose of giving effect to the responsibility assumed by each contracting government in paragraph I . . . ". In order to carry out this provision, machinery must be in effect under U.M.E.B. to control, not only the allocation of vessels to essential trades, but also the nature of the cargoes carried within such trades when so allocated. The first of these phases is dealt with in Appendix II under the head of " Procedure for programming and allocation of dry cargo tonnage ". The latter phase is dealt with herein.

At the present time established machinery exists under the Ministry of War Transport and the War Shipping Administration for the control of cargoes carried. These organisations will make this machinery available for the purpose of U.M.E.B. as set forth in the Agreement on Principles. The procedure by which it is proposed that this machinery should be made available to U.M.E.B. is set forth in the attached Annex. In connection with the broad question of traffic control it is pointed out that in so far as specific vessels are allocated for full cargoes of specific commodities no major problem exists. The procedure described in the Annex will be of primary importance with respect to vessels carrying cargoes of more than one commodity or general cargoes on berth services, but it will also apply to full cargoes where the allocation of the vessel does not stipulate a specific commodity and voyage.

In the administration of the machinery described in the Annex it is suggested that U.M.E.B. be guided by two principles :—

(1) First consideration should be given to the efficient overall use of shipping and to the most effective means of carrying out essential transportation requirements, without regard to financial considerations.

(2) Subject to the overriding considerations set forth in the preceding paragraph, the decisions involved in traffic control are to be based upon equitable overall distribution of cargoes, with particular reference to the assignment of high revenue and low revenue cargoes.

ANNEX TO APPENDIX IV

PROCEDURE AS TO TRAFFIC CONTROL

1. It is contemplated that specific trades or areas will be allotted to the London and Washington Branches respectively for the purpose of discharging the functions of the U.M.E.B. in connection with traffic controls. It is further contemplated that within each of these Branches the organisation for dealing with traffic controls will be as follows :—

(*a*) A Traffic Control Committee of the Branch to be composed of representatives of the four members of the U.M.E.B. Representatives of the associate members of the U.M.E.B. are entitled to participate in discussions affecting the interests of their Governments in accordance with paragraphs 8 and 10 of the Annex to the Agreement on Principles.

(*b*) The secretariat of the Branch Traffic Control Committee. Preparation of necessary data and any necessary executive action will be carried out on behalf of such secretariat by the administrative machinery in the various loading areas dealing with traffic controls under the M.W.T. or the W.S.A., or the Shipping Authority of another appropriate contracting Government as the case may be.

2. Under this organisation it is contemplated that the following procedure will prevail :—

(i) The Traffic Control Committee will lay down general principles as required for the distribution of cargo, among the vessels allocated to each trade through the machinery described in the Appendix on " Procedure for programming and allocation of dry cargo tonnage ". When necessary, quotas for the performance of such requirements will be established.

(ii) The secretariat working through the administrative machinery of the M.W.T. or the W.S.A., or the shipping authority of another appropriate contracting Government as the case may be, shall arrange for instructions to be issued to specific vessels at loading ports as to the specific nature of cargoes to be carried, and vessels of contracting nations will be given general instructions by their Governments to proceed accordingly.

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(iii) It will be necessary for availability of cargo month by month to be notified to the appropriate secretariat by the authorities concerned.

(iv) A member or associate member of U.M.E.B. may request the secretariat to call a meeting of the Branch Traffic Control Committee for the purpose of reviewing or reconsidering any action taken by or on behalf of the Traffic Control Committee as aforesaid. The Traffic Control Committee shall upon such request call such a meeting at which consideration will be given to the issues involved.

3. Traffic control within a particular area for which special machinery has been established under the appropriate Branch Coasting and Short Sea Committee will be the responsibility of that Committee.

APPENDIX V

PROCEDURE AS TO BERTH FREIGHT RATES

1. There is well-established machinery, through the Liner Conference and Liner Operators, for fixing and for making known to shippers the schedules of rates for cargoes shipped by the Lines. This machinery has not been disturbed during the war, either by Ministry of War Transport or by War Shipping Administration, although both are the beneficiaries of the revenue as the requisitioning authorities. Any adjustment in the liner tariffs required as a matter of U.S. and U.K. Government policy have been initiated through the Lines and arranged through the Conference machinery in the normal way. On the other hand the two Governments have not sought to fetter the initiative of the Lines in the adjustment of particular items of the liner tariffs, subject to conformity with Government policy as to levels of rate and compliance with Governmental practice.

2. In general, to the extent that rate schedules have been adjusted to war conditions this has been done by the addition of surcharges, some of which have been consolidated in the rates.

3. It is proposed that there should be the least possible disturbance of this machinery during the U.M.A. period. It is recognised that adjustments will be necessary to conform with policies agreed upon through U.M.E.B. and to take account of changes in shipping and economic conditions. Where any Government finds it necessary as a matter of policy to seek adjustment of particular liner rates in which it is concerned it will do so initially through the appropriate lines in the trade under its own flag. Any other Government whose interest is likely to be affected by any such adjustment would normally be consulted as necessary by the lines concerned under its own flag, but it will remain open as at present for Governments affected to consult with one another directly on these matters when important issues are involved. It will be necessary, however, to provide that any signatory Government may bring before the appropriate Committee of U.M.E.B. any question affecting liner rates and conditions of carriage applicable to ships under its control or affecting the rates charged for cargoes in which it is interested, after first seeking satisfaction through the normal channels.

Appropriate procedure is described in the following Annex.

ANNEX TO APPENDIX V

PROCEDURE AS TO BERTH FREIGHT RATES

1. It is contemplated that specific trades or areas will be allotted to the Washington and London Branches respectively for the purpose of discharging the functions of U.M.E.B. in connection with berth freight rates. It is further contemplated that within each of these Branches the organisation for dealing with berth freight rates will be as follows:—

(a) A Liner Freight Rate Committee of the Branch to be composed of representatives of the four members of U.M.E.B. Representatives of the associate members of U.M.E.B. are entitled to participate in discussions affecting the interests of their Governments in accordance with paragraphs 8 and 10 of the Annex to the Agreement on Principles.

(b) The secretariat of the Branch Liner Freight Rate Committee.

(c) Preparation of necessary data and any necessary executive action will be carried out on behalf of the secretariat of the Branch Liner Freight Rate Committee, by the administrative machinery relating to freight rates within the W.S.A. or M.W.T.

2. Under this organisation it is contemplated that the following procedure will prevail:—

(1) At the time of coming into operation of the Central Authority existing liner and/or conference rates and existing surcharges will be deemed to be approved. At the earliest practicable date there will be furnished to the secretariat of the appropriate Branch Committee all tariffs so approved.

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(2) Any adjustments in the rates or surcharges so approved, as well as any additional rates or surcharges covering trades for which no rates or surcharges exist at the time of coming into operation of the Central Authority, will be initiated wherever practicable through the established conferences or other customary channels relating to such rates or surcharges and in accordance with procedures currently in effect for the trade concerned. Information of such adjustments shall be furnished promptly to the secretariat and if possible on or before the effective date by any one (or more) of the Governments whose vessels are involved.

(3) The secretariat shall advise members of the Branch Liner Freight Rate Committee when any action as aforesaid is taken.

(4) A member or an associate member of the U.M.E.B. may request that the secretariat call a meeting of the Branch Liner Freight Rate Committee for the purpose of reviewing or re-considering any freight rate or surcharge with which his country is concerned, but such action shall only be taken after the member or associate member in question has endeavoured to arrive at an adjustment through the steps provided in sub-paragraph (2). The Branch Liner Freight Rate Committee shall upon such request call such a meeting within 30 days, at which time consideration will be given to the issues involved. In the absence of a full agreement by the Branch Liner Freight Rate Committee together with any associate members of the Board who may have an interest, the matter may be further reviewed by the appropriate Branch of the U.M.E.B.

(5) Similar procedure may be followed as regards any relevant question arising in specific trades out of the terms of contract or conditions of carriage, and other trade practices.

(6) Information forwarded to the secretariat of either Branch Liner Freight Rate Committee as aforesaid shall be available to the members of the Committee when required.

APPENDIX VI

PROCEDURE AS TO VOYAGE CHARTER RATES (DRY CARGO)

Voyage charter rates pre-war were largely the result of individual negotiation and subject to day-to-day fluctuation depending upon the supply and demand of both cargo and vessel tonnage. For the past several years voyage charter rates have remained fixed for many commodities and in many trades during the operation of the Ministry of War Transport and the War Shipping Administration. In order to avoid to the greatest extent possible confusion at the inception of the U.M.A. period, it appears desirable that voyage charter rates then in effect and charter party terms and conditions applicable thereto remain in force except in cases where it is apparent that modifications are called for by changing conditions. It is recognised, however, that in certain instances modifications will from time to time be necessary in the existing rates and that rates will need to be fixed for re-established trades, and it is accordingly appropriate that machinery be established by the Planning Committee for this purpose. It is also appropriate that machinery be established for appeals as to rates or conditions by any contracting nation. An outline of such machinery is accordingly set forth in the Annex to this Appendix.

In order that contracting nations may be fully informed as to voyage charter rates applicable during the U.M.A. period, provision is made in the attached Annex for all such rates to be kept on file with one or both of the Branch Tramp Freight Rate Committees, where they will be available for the information of any interested contracting nation. Provision is likewise made for cable advices to be exchanged by the two Branches as to any modifications in voyage charter rates as aforesaid.

While the Planning Committee is not charged with the establishment of any policy as to levels of voyage charter rates, it is pointed out in connection with the foregoing proposals that the machinery proposed would, of course, be administered in conformity with the provisions of paragraph 7 (*f*) of the Agreement on Principles.

ANNEX TO APPENDIX VI

PROCEDURE AS TO VOYAGE CHARTER RATES

1. It is contemplated that specific trades or areas will be allotted to the Washington and London Branches respectively for the purpose of discharging the functions of U.M.E.B. in connection with voyage charter rates. It is further contemplated that within each of these Branches the organisation for dealing with voyage charter rates will be as follows :—

(*a*) A Tramp Freight Rate Committee of the Branch to be composed of representatives of the four members of U.M.E.B.* Representatives of associate members of U.M.E.B. are entitled to participate in discussions affecting the interests of their Governments in accordance with paragraphs 8 and 10 of the Annex to the Agreement on Principles.

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(b) The secretariat of the Branch Tramp Freight Rate Committee. Preparation of necessary data and any necessary executive action will be carried out on behalf of the secretariat of the Branch Tramp Freight Rate Committee, by the administrative machinery relating to freight rates within the W.S.A. or the M.W.T.

2. Under this organisation it is contemplated that the following procedure will prevail :—

(1) At the time of coming into operation of the Central Authority existing voyage charter rates, terms and conditions will be deemed to be approved. At the earliest practicable date there will be furnished to the secretariat of the appropriate Branch Committee a statement setting forth such rates, together with complete terms and conditions so approved, and copies of applicable charter forms and addenda.

(2) Any adjustment in the rates, terms and conditions so approved, as well as any additional rates, terms, conditions or charter forms covering trades not existing at the time of coming into operation of the Central Authority will be initiated through the secretariat of the appropriate Branch Committee and shall be reported to the Committee for their approval. Such adjustments shall be furnished promptly by telegraph to the secretariat of the other Branch.

3. A member, or an associate member of U.M.E.B., may request that the secretariat call a meeting of the Branch Tramp Freight Rate Committee for the purpose of reviewing or reconsidering any voyage charter, rate, terms or conditions of charter with which his country is concerned, but such action shall only be taken after the member or associate member in question has endeavoured to arrive at any adjustment through the steps provided in sub-paragraph (2). The secretariat of the appropriate Branch Tramp Freight Rate Committee shall upon such request call such a meeting within 30 days, at which time consideration will be given to the issue involved. In the absence of a full agreement by the Branch Tramp Freight Rate Committee together with any associate members of the Board who may have an interest, the matter may be further reviewed by the appropriate Branch of U.M.E.B.

4. Similar procedure may be followed as regards any relevant question arising in specific instances out of trade practices not provided for above.

5. Information forwarded to the secretariat of either Branch Tramp Freight Rate Committee as aforesaid shall be available to the members of the Committee when required.

APPENDIX VII

PROCEDURE AS TO TANKER TONNAGE

The situation with regard to tankers has certain aspects which are unique and do not occur in the case of dry cargo vessels. These arise from the fact that the predominant use of tankers is an essential link in the chain of an industry closely integrated with the prosecution of the war. The availability of tanker transportation at a given date in the future affects the current of planning of production of petroleum and its products not only by areas of supply but by types of refining operations to be carried out. In recognition of this fact special techniques have been developed for the programming and allocation of tankers and their integration with the production and utilization of petroleum products. This fact is reflected in tanker operations and their integration with industrial operations even before the war.

The foregoing does not overlook the fact that tankers carry not only petroleum products but also other important food and industrial materials such as edible oils, molasses. The planning of these two types of operation is inseparable.

The problem faced by the Planning Committee was to co-ordinate the efficient machinery now existing for the control of tanker operations with the objectives of U.M.E.B. For this purpose it is proposed that there be established in each Branch of the Board a Committee on Tanker Allocations, and a Committee on Tanker Freight Rates. Each of these Committees would be composed of representatives of the members of U.M.E.B. and representatives of associate members would be entitled to discuss with the Committees problems affecting their own Governments. The duty of these Committees would be to bring within the framework of U.M.E.B. the activities of the existing administrative machinery with which U.M.E.B. is concerned, and to ensure that the activities are carried out on a basis consistent with the Agreement on Principles. These Committees will not deal with questions of supply or requirements which will be dealt with by the various Governments or by inter-governmental bodies established for that purpose.

Annexes proposing machinery as to (A) Tanker Allocations; (B) Tanker Coasting and Short-Sea Trades; and (C) Tanker Freight Rates, are appended hereto.

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ANNEX A TO APPENDIX VII

PROCEDURE AS TO TANKER ALLOCATIONS

1. It is contemplated that specific trades or areas will be allotted to the Washington and London Branches respectively for the purposes of discharging the functions of U.M.E.B. in connection with tanker allocations. It is further contemplated that within each of these Branches the organisation for dealing with tanker allocations will be as follows :—

A. A Tanker Allocation Committee of the Branch to be composed of representatives of the four members of the U.M.E.B. Representatives of the associate members of the U.M.E.B. are entitled to participate in accordance with paragraphs 8 and 10 of the Annex to the Agreement on Principles.

B. Secretariat of the Tanker Allocation Committee. Preparation of necessary data and any necessary executive action will be carried out on behalf of the secretariat of the Tanker Allocation Committee by the appropriate administrative machinery of the W.S.A. or the M.W.T.

2. Under this organisation it is contemplated that the following procedure will prevail :—

(i) U.M.E.B. will receive through the shipping authorities of one or more contracting Governments from the appropriate governmental or inter-governmental bodies semi-annually or at such other periods as may prove convenient, statements of the requirements of tanker tonnage to meet the needs of the United Nations and to fulfil the purposes of the Agreement on Principles. These statements will include requirements of tankers for other liquid cargoes as well as petroleum products.

(ii) The Tanker Allocation Committees will establish an overall layout of available tanker tonnage to meet the requirements so stated for suitable short periods ahead in accordance with the provisions of paragraph 7 (*b*) of the Agreement on Principles.

(iii) The Tanker Allocation Committees may delegate to the secretariats, making full provision for consultation with the contracting Governments concerned, the responsibility of day to day allocations of specific vessels. Such delegation shall be designed to permit flexibility in the carrying out of such programmes on a basis consistent with the maximum efficient utilisation of available tanker tonnage.

(iv) The Tanker Allocation Committees, acting through their secretariats, shall maintain liaison with the appropriate military and naval authorities in order to ensure full provision for war needs.

(v) The Tanker Allocation Committees of the two Branches of the Board shall make arrangements for joint meetings as often as they deem necessary for the effective carrying out of their responsibilities.

(vi) The Tanker Allocation Committees and the S.E.P.Cs. shall arrange for such consultation as may be necessary to cover problems of mutual concern.

ANNEX B TO APPENDIX VII

PROCEDURE AS TO TANKER COASTING AND SHORT SEA TRADES

1. London Branch

Tankers will be made available by the Tanker Allocation Committee for trade within the area defined in paragraph 3 of the Report of the Coasting and Short Sea Sub-Committee. The question whether or not any such areas should be further sub-divided into zones shall be determined by the Tanker Allocation Committee in consultation with the Coasting and Short Sea Committee. Such tankers will be subject to control through the machinery to be established under paragraph 5 thereof. It will be open to the contracting Governments involved in any area to decide whether any special arrangements should be made, as part of such machinery, for the control of such tankers, or whether alternatively such control should be exercised through the machinery established for dry cargo vessels.

2. Washington Branch

The employment of tankers in Coasting and Short Sea trades will be determined by the machinery for the allocation of tankers in such trades established in accordance with Annex A to this Appendix.

3. The allocation of tankers to the special areas to be defined in accordance with paragraph 4 of Appendix III falling within the scope of the London or Washington Branch, will be made by the London or Washington Tanker Allocation Committee as the case may be.

4. The foregoing paragraphs shall not prejudice the control by any contracting Government of the specific employment of its own vessels engaged with the approval of U.M.E.B. in its own domestic coasting trade.

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ANNEX C TO APPENDIX VII

TANKER FREIGHT RATES

1 There shall be established within each Branch of the Board a Tanker Freight Rate Committee to be composed of representatives of the four members of U.M.E.B. Representatives of associate members of U.M.E.B. shall be entitled to participate in discussions affecting the interests of their Governments in accordance with paragraphs 8 and 10 of the Annex to the Agreement on Principles. There shall likewise be established as to such Committees a secretariat. Preparation of necessary data and any necessary executive action will be carried out on behalf of the secretariat by the appropriate administrative machinery of the Ministry of War Transport or the War Shipping Administration.

2. The foregoing Committees and secretariats shall in general be charged with the same duties and responsibilities and follow the same general procedures as outlined in Appendix VI relating to voyage charter rates for dry cargo vessels, but shall give recognition to the special problems created by the peculiar conditions related to tanker operations.

APPENDIX VIII

SHIP WARRANTS

Recommendations of the Ship Warrants Sub-Committee Adopted by the Planning Committee

1. Article 5 of the Agreement on Principles signed by the Representatives of the United Nations in London in August, 1944, reads as follows:—

"The contracting Governments undertake to exercise control over the facilities for shipping available in their territories by suitable measures on the lines of the United States and British Ship Warrant Schemes and to take such other measures as may be necessary to secure that ships under all flags are used in conformity with the purposes of the United Nations. Other Governments acceding hereto will give a similar undertaking."

2. The contracting Governments will wish to consider the measures which they can appropriately take in order to enable them to fulfil the obligations they have assumed under this Article of the Agreement on Principles. Proposals as to such measures are contained in the Annex. The following paragraphs provide the necessary explanation of these proposals.

United States and British Ship Warrant Schemes

3. So far as the Governments of the United States and the United Kingdom are concerned, they consider that they have in their respective Ship Warrant schemes machinery which would go a long way to enabling the objects of the Agreement on Principles to be achieved. For the purpose of giving effect to Article 5 so far as they are concerned, they propose to continue in effect their present Ship Warrant schemes. Ship Warrants issued by the War Shipping Administration and Ministry of War Transport will continue to act in the form of passes enabling the vessels to which they have been issued to obtain the use of shipping facilities within the scope of the respective Ship Warrant Schemes. Ship Warrants will be required by all vessels of 50 GRT. and over (except in the case of any vessel which is employed exclusively as a tugboat, towboat, salvage vessel, pilot vessel, fishing vessel or cable ship), but there will be a general exclusion in the case of vessels engaged solely in trading within the territorial waters of the country in which such vessels are registered.

4. In order that appropriate warrant control may be exercised over the vessels under the flags of non-contracting Governments, it will be necessary that undertakings be furnished for the purpose of obtaining British and United States Ship Warrants. The purpose of these undertakings will be to ensure that the objects of the Agreement on Principles are achieved and their nature will be such as to provide for the regulation of the employment of vessels in the following essential particulars:—

(1) the trading areas of vessels;
(2) the voyages to be undertaken;
(3) the cargoes and commodities to be carried;
(4) control of rates of freight and charter hire;
(5) information to be given as requested on matters relating to vessels coming into or passing from the control of disponents;
(6) binding charterers and sub-charterers to the same undertaking as has been accepted by the disponents;
(7) such measures of economic warfare as the military situation may from time to time require;
(8) incidental and supplementary matters with respect to the above, including the filing of freight rates and charter parties.

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5. These controls will be necessary in order to ensure that the vessels of countries not party to the Agreement on Principles are employed in conformity with the purposes of the United Nations both as regards trades and rates, so as not to prejudice interests of contracting Governments. The Ministry of War Transport and the War Shipping Administration will co-ordinate and consult with the U.M.E.B. from time to time regarding the use of United States and British Ship Warrant control in these matters through an appropriate committee to be established in each Branch, as proposed in the Annex.

6. The form of and method of obtaining undertakings will be in accordance with the practice of the respective schemes. As regards the United States Ship Warrant Scheme, by reason of the various anti-discrimination treaties to which the Government of the United States is a party, it will continue to be necessary for undertakings to be signed in order to obtain United States Warrants, but in the case of vessels of contracting Governments for which undertakings have already been signed it is not anticipated that any new undertaking will be required. As regards the British Ship Warrant Scheme, it is proposed that the undertaking shall be deemed to have been signed in respect of all vessels flying the flags of contracting Governments and employed in accordance with the requirements of the Agreement, but undertakings in accordance with the Ship Warrant Scheme will be required from contracting Governments in respect of vessels operating under arrangements made in accordance with Article 3 of the Agreement.

Shipping Facilities under Control of Other Governments

7. For the purpose of making effective the control of shipping and the application of sanctions where necessary, the co-operation of the contracting Governments will be necessary as regards the use of facilities under their control. It is appreciated that in carrying out its obligations under Article 5 of the Agreement on Principles, each country must proceed in accordance with its own laws as regards the application of control and sanctions. Specific proposals are made in the Annex.

8. One of the most important shipping facilities controlled within the scope of the United States and British Ship Warrant schemes is marine and war risk insurance, and for this purpose the insurance markets of the United States and United Kingdom attach a Joint Warranty to all policies drawn in respect of Hull and Machinery insurances, to the effect that the vessels so insured are covered by the respective Ship Warrant Schemes. The contracting Governments, in carrying out their obligations under Article 5, should take steps, as proposed in the Annex, to prevent the insurance markets under their control from being used as a means of circumventing the objects which the Joint Warranty is designed to achieve.

9. The United States and United Kingdom representatives on the Ship Warrant Sub-Committee of the Planning Committee have explained the nature and scope of control over shipping facilities under their respective schemes, in order to assist other contracting Governments in formulating their proposals as regards control of facilities, as proposed above.

ANNEX TO APPENDIX VIII

In order to enable contracting Goyernments to give effect to paragraph 5 of the Agreement on Principles without the necessity of establishing new and elaborate machinery, the following steps are proposed :—

(*a*) For their part, the Governments of the United States and United Kingdom will maintain in effect their existing Ship Warrant systems.

(*b*) Machinery shall be established under the jurisidiction of each of the contracting Governments to ensure that subject to any limitations of law applicable to such contracting Governments the various facilities within their jurisdiction are withheld from vessels not entitled to them in accordance with paragraph 5 of the Agreement on Principles, that is not complying with the provisions of that Agreement. In this connection reference is made to C.S.C. Paper No. 5, dated 20th July, 1944. Such machinery shall provide for :—

(i) General instructions that facilities are not to be made available to vessels not operating in conformity with the Agreement on Principles.

(ii) Special instructions along similar lines with respect to specific vessels as to which the appropriate Committee of U.M.E.B. may give special advices that such vessels are not operating in conformity with the purposes of the United Nations.

(iii) Appropriate measures to be taken whereby marine and war risk insurance underwriters within the jurisdiction of the contracting Governments will ensure that such insurance is not implemented to vessels not complying with the provisions of the Agreement on Principles.

(iv) Advices to the appropriate Branch secretariat as to any vessels not operating in conformity with the purposes of the United Nations.

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(c) There will be established in each Branch a Shipping Facilities Control Committee with appropriate secretariat. Each Committee shall be composed of representatives of the members of U.M.E.B. Representatives of the associate members of the U.M.E.B. are entitled to participate in discussions affecting the interests of their Governments, in accordance with paragraphs 8 and 10 of the Annex to the Agreement on Principles. The duty of the Committee will be to co-ordinate the action of the contracting Governments under paragraph 5 of the Agreement on Principles, with the two-fold objective, first of ensuring that all contracting Governments give the broadest possible scope to the sanctions envisaged by that paragraph, and second, of keeping all contracting Governments fully advised as to vessels not being used in conformity with the purposes of the United Nations.

APPENDIX IX

DELIMITATION OF AREAS OF RESPONSIBILITY OF THE BRANCHES OF THE BOARD

I. Paragraph 7 of Appendix I (General Administration) points out that the Planning Committee have made provision for the delimitation of responsibility of each Branch of the Board in respect of the various functions of U.M.E.B. and that it was considered convenient for the basis of the division of responsibility to differ with the various functions.

II. It is proposed that at the outset of the U.M.A. period the following areas of responsibility, under the general supervision of U.M.E.B., be defined for executive purposes, the operations of the Branches within such areas of authority to be subject to the specific functional papers approved by the Planning Committee.

A. Berth Freight Rates

1. With respect to berth freight rates covered by liner conferences, matters currently dealt with by the conferences through the Ministry of War Transport shall, during the U.M.A. period, be dealt with through the Liner Freight Rate Committee and secretariat of the London Branch of the Board and matters currently dealt with by the conferences through the War Shipping Administration shall be dealt with during the U.M.A. period through the Liner Freight Rate Committee and secretariat of the Washington Branch of the Board.

2. All other berth freight rates on exports and imports of the United States, including its territories and possessions, the Philippines and the Panama Canal Zone, and all berth freight rates covering voyages confined to the Western Hemisphere including W. Indies, Bahamas, Newfoundland and Greenland will be handled through the Washington Branch.

3. All other berth freight rates shall be handled through the London Branch.

B. Dry Cargo Voyage Charter Rates

1. All North and Central American imports will be handled through Washington Branch. All North and Central American exports will be handled through Washington Branch except exports to U.K. and Europe (ex-Mediterranean).

2. All U.K. and Europe imports will be handled through London Branch, except those into the Mediterranean from North and Central America. All U.K. and Europe exports will be handled through London Branch except exports to North and Central America.

3. All voyages between Western Hemisphere ports as defined in A.2. above will be handled through Washington Branch.

4. All other voyages will be handled through London Branch.

C. Dry Cargo Traffic Controls

The basis of division of responsibility shall be as in section B above.

D. Tanker Operations

The delimitation of areas as to the various Committees established in each Branch shall be on the basis of the existing division of responsibility between Ministry of War Transport and War Shipping Administration. Continental Europe will be within the area of responsibility of the London Branch. The two Branches, in meeting their respective responsibilities, shall each have at their disposal blocks of tonnage together forming the total pool of available tonnage. Adjustments as to such blocks of tonnage between the two Branches may be arranged from time to time by the Tanker Allocation Committees, subject to the general supervision of U.M.E.B.

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E. Coasting and Short Sea Areas

1. Areas within the Western Hemisphere (as defined in A.2 above) shall be dealt with through the Washington Branch of the Board.

2. European areas shall be dealt with through the London Branch of the Board.

3. Responsibility for dealing with new areas established pursuant to paragraph 4 of Appendix III shall be determined by U.M.E.B. at the time such areas are defined.

F. Ship Warrants

1. As to control of facilities :—

(*a*) Areas or facilities now within the scope of the United States ship warrant system shall be dealt with through the Washington Branch of the Board.

(*b*) Areas or facilities now within the scope of the British Ship warrant system shall be dealt with through the London Branch of the Board.

(*c*) Other areas or facilities if within the Western Hemisphere (as defined in A.2) shall be dealt with by the Washington Branch of the Board, otherwise through the London Branch of the Board.

2. As to employment of vessels and related matters :—

(*a*) Vessels engaged in trades now within the scope of the United States ship warrant system shall be dealt with by the Washington Branch.

(*b*) Vessels engaged in other trades shall be dealt with by the London Branch.

G. Dry cargo Shipping Employment Policy and Allocations

The division of responsibility between the London and Washington Branches shall be established quarterly by the Shipping Employment Policy Committees at their joint meetings.

III. The delimitation of areas of responsibilities as aforesaid shall be subject to modification by the Executive Board or by concurrent action of the two Branches of the Board.

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AGREEMENT ON PRINCIPLES

The Agreement on Principles is appended for convenience of reference.

AGREEMENT ON PRINCIPLES HAVING REFERENCE TO THE CONTINUANCE OF CO-ORDINATED CONTROL OF MERCHANT SHIPPING.

THE undersigned representatives, duly authorised by their respective Governments or Authorities, hereinafter referred to as contracting Governments, have agreed as follows :—

1. The contracting Governments declare that they accept as a common responsibility the provision of shipping for all military and other tasks necessary for, and arising out of, the completion of the war in Europe and the Far East and for the supplying of all the liberated areas as well as of the United Nations generally and territories under their authority.

2. The contracting Governments undertake to continue to maintain such powers of control over all ships which are registered in their territories or are otherwise under their authority as will enable them effectively to direct each ship's employment in accordance with the foregoing declaration. Subject to the provisions of paragraphs 3 and 9, this control shall continue to be exercised by each contracting Government through the mechanism of requisitioning for use or title.

3. The contracting Governments agree not to release from control any ships under their authority or permit them to be employed in any non-essential services or for any non-essential cargo unless the total overall tonnage is in excess of the total overall requirements, and then only in accordance with a mutually acceptable formula which shall not discriminate against the commercial shipping interests of any nation and shall extend to all contracting Governments an equitable opportunity for their respective tonnages to engage in commercial trades.

4. Neutral Governments having ships under their control in excess of the tonnage required to carry on their essential import requirements shall be invited to subscribe to obligations in respect of all their ships which shall ensure that their employment is in conformity with the general purposes of the United Nations.

5. The contracting Governments undertake to exercise control over the facilities for shipping available in their territories, by suitable measures on the lines of the United States and British Ship Warrant Schemes, and to take such other measures as may be necessary to secure that ships under all flags are used in conformity with the purposes of the United Nations. Other Governments acceding hereto shall give a similar undertaking.

6. Without prejudice to questions of disposition or title, the employment of such ships as may at any time be permitted to operate under enemy flag or authority shall be determined to serve the requirements of the United Nations.

7.—(*a*) In order that the allocation of all ships under United Nations control may continue to be effectively determined to meet the requirements of the United Nations, a central authority shall be established, to come into operation upon the general suspension of hostilities with Germany. The central authority shall be organised in accordance with the plan agreed in the Annex.

(*b*) The central authority shall determine the employment of ships for the purpose of giving effect to the responsibilities assumed by each contracting Government in paragraph 1 to provide the tonnage required from time to time to meet current requirements for ships for the military and other purposes of the United Nations, and ships shall be allocated for those purposes by those Governments in accordance with the decisions of the central authority. So far as is consistent with the efficient overall use of shipping as determined by the central authority for those purposes, and with the provisions of paragraph 7 (*c*), each contracting Government may allocate ships under its own authority wholly or partly to cover the essential import requirements of territories for which it has special shipping responsibilities.

(*c*) In general, ships under the flag of one of the contracting Governments shall be under the control of the Government of that flag, or the Government to which they have been chartered.

In order to meet the special case of military requirements those ships which have been taken up, under agreements made by the United States Government and/or United Kingdom Government with the other Governments having authority for those ships, for use as troopships, hospital ships, and for other purposes in the service of the armed forces, shall remain on charter as at present to the War Shipping Administration and/or the Ministry of War Transport as the case may be, under arrangements to be agreed between the Governments severally concerned. (Any further ships required for such purposes shall be dealt with in a like manner.)

The fact that these ships are assigned to military requirements shall not prejudice the right of the Governments concerned to discuss with the central authority the measures to be taken to provide shipping for their essential requirements within the scope of paragraph 1.

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(*d*) The contracting Governments shall supply to one another, through the central authority, all information necessary to the effective working of the arrangements, *e.g.*, regarding programs, employment of tonnage, and projected programmes, subject to the requirement of military secrecy.

(*e*) The central authority shall also initiate the action to be taken to give effect to paragraph 5 and shall direct action under paragraph 6.

(*f*) The terms of remuneration to be paid by the users (Government or private) of ships shall be determined by the central authority on a fair and reasonable basis in such manner as to give effect to the following two basic principles :—

(i) Ships of all flags performing the same or similar services should charge the same freights.

(ii) Ships must be employed as required without regard to financial considerations.

8. The principles herein agreed shall apply to all types of merchant ships, irrespective of size, including passenger ships, tankers and whale factories when not used for whaling (but paragraph 7 (*b*) will not be applicable to ships engaged in coastal trades and short trades between nearby countries, the arrangements for control of which shall be appropriate to meet the requirements prevailing in each particular area).

The principles shall also be applied to the extent necessary, through suitable machinery, to fishing vessels, whale catchers, and other similar craft in those areas where special measures in respect of such craft are agreed to be necessary. A special authority shall be set up capable of apportioning between naval and commercial services such craft as are available in those areas.

9. The foregoing principles shall take effect on the coming into operation of the central authority, and shall remain in effect for a period not extending beyond six months after the general suspension of hostilities in Europe or the Far East, whichever may be the later, unless it is unanimously agreed among the Governments represented on the duly authorised body of the central authority that any or all of the agreed principles may be terminated or modified earlier.

Done in London on the 5th day of August, 1944.

For the Government of Belgium :
A. BALTHAZAR.

For the Government of Canada :
VINCENT MASSEY.
A. L. MacCALLUM.

For the Royal Hellenic Government :
G. VASSILIADIS.

For the Government of the Netherlands :
J. M. DE BOOY.

For the Government of Norway :
ARNE SUNDE.

For the Government of the Republic of Poland :
J. KWAPINSKI.

For the Government of the United Kingdom of Great Britain and Northern Ireland :
LEATHERS.

For the Government of the United States of America :
PHILIP D. REED.
HUNTINGTON T. MORSE.
WALTER A. RADIUS.
JOHN M. ALLISON.

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ANNEX

Organisation of the Central Authority.

1. The central authority shall consist of—

(*a*) A Council (United Maritime Council).

(*b*) An Executive Board (United Maritime Executive Board).

(a) *The United Maritime Council.*

2. Each contracting Government shall be represented on the Council. Membership of the Council shall also be open to all other Governments, whether of the United Nations or of neutral countries, which desire to accede and are prepared to accept the obligations of contracting Governments.

3. The Council shall meet when deemed necessary and at least twice a year at such places as may be convenient. Meetings shall be arranged by the Executive Board. The Council shall elect its own Chairman and determine its own procedure. The meetings of the Council are intended to provide the opportunity for informing the contracting Governments as to the overall shipping situation and to make possible the interchange of views between the contracting Governments on general questions of policy arising out of the working of the Executive Board.

(b) *The United Maritime Executive Board.*

4. The Executive Board shall be established with Branches in Washington and London under War Shipping Administration and Ministry of War Transport chairmanship respectively.

5. The Executive Board shall exercise through its Branches the executive functions of the central authority. Appropriate machinery under the two Branches shall be established for the purpose of enabling them to discharge the functions described in paragraph 7 of the Agreement on Principles. Machinery to carry out the arrangements under paragraph 8 of that Agreement as regards ships engaged in coasting and short sea trades, and as regards small craft shall be set up under the Executive Board.

6. The division of day-to-day responsibility between the two Branches of the Executive Board shall be established as convenient from time to time. So that the two Branches of the Executive Board may work in unison, meetings of the Executive Board as a whole shall be arranged at the instance of the two chairmen, as often as may be necessary, and at such place as may be convenient from time to time.

7. The membership of the Executive Board shall be restricted in numbers. By reason of their large experience in shipping normally engaged in international trade, and their large contribution of ships for the common purpose, the following Governments shall be represented on the Executive Board :—

Government of the United Kingdom of Great Britain and Northern Ireland ;
Government of the United States of America ;
Government of the Netherlands ;
Government of Norway.

It shall be open to the members of the Executive Board to recommend to contracting Governments additions to the membership of the Executive Board as circumstances may require in order to promote the effective working of the central authority.

8. Each contracting Government not represented on the Executive Board shall be represented by an associate member who shall be consulted by, and entitled to attend meetings of, the Executive Board or its Branches on matters affecting ships under the authority of that Government, or on matters affecting the supply of ships for the territories under the authority of that Government.

9. The Executive Board and its Branches shall proceed by agreement among the members. There shall be no voting.

10. The decisions of the Executive Board affecting the ships under the authority of any contracting Government shall be reached with the consent of that Government, acting through its representative on the Executive Board or through its associate member, as the case may be.

11. The Executive Board shall be the duly authorised body for the purpose of paragraph 9 of the Agreement on Principles, but it is understood that no decision reached under that paragraph by the Governments represented on the Executive Board shall impose any new or greater obligation on any other contracting Government without its express consent.

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12. A Planning Committee shall be set up to begin work in London as soon as possible after the signature of the Agreement on Principles for the purpose of working out on a basis satisfactory to the contracting Government the details of the machinery required to enable the Executive Board to discharge its functions, including the functions under paragraph 7 (*f*). Any contracting Government may be represented on the Planning Committee.

13. The Executive Board shall have the full use of the machinery and procedure of the War Shipping Administration and Ministry of War Transport in order to avoid duplication.

14. The contracting Governments shall nominate their representatives on the Planning Committee to the Governments of the United States and the United Kingdom, as soon as practicable. They shall also so nominate their representatives as members or as associate members of the Executive Board as the case may be. The Governments of the United States and the United Kingdom shall be responsible, in consultation with the other contracting Governments concerned, for determining the date of coming into operation of the central authority in accordance with paragraph 7 (*a*) of the Agreement on Principles.

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MONTHLY SUPPLEMENT TO AC MANUAL ON MATERIALS

No. 6

SEPTEMBER 1945

FOREWORD

This pamphlet is the sixth and final edition of the series to be issued by the Materials Division of Commerce Sub-Commission, HQ Allied Commission.

For the remainder of the time, until the turnover of the Northern Regions, any information of special interest with regard to materials will be notified to Regional Commissioners in the form of a circular.

AMENDMENTS

A. Page 19 - para E.

Delete 7 Via Appiani, Milan.
Insert Montecatini Buildings, Via Alberia 20, Milan.

B. Page 4 - Section III.

Delete item 7 "Leather and all leather articles" from list of Controlled Materials.

GENERAL

1. TIRES AND TUBES

Effective immediately no further civilian demands will be forwarded to H.Q.A.C.

The Italian Government has set up its own priority board and will receive all civilian demands thru normal channels i.e. Uffici Provinciali dell'Industria e Commercio.

2. At the meeting of the Materials Committee on 27 September, it was recommended to the AFLR(1) Board that items 5 and 6, in 1st Category of controlled materials, be decontrolled. Notification as to the Boards' decision will be communicated to you in due course.

In the event of all the recommendations made at the Committee meeting being accepted, there will be no more controlled non-substitutable materials on the list of AFLR(1)B materials, thus, with the exception of [illegible]960 matters pertaining to materials under special control, the main purpose for which the Manual on Materials was published will have been accomplished.

Rome, 1 October 1945

AC/25

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

File

AFO 394
TRANSPORTATION SUB-COMMISSION
PORTS & WAREHOUSE DIVISION

27 September 1945.

MEMORANDUM

Subject: Statistics Italian Shipping.

The following information has been obtained by this Division from the Italian Ministry of Marine - Directorate General of Merchant Marine:

Steamers & motorships at disposal of Allied Authorities (MEDBO):

No. 56	Passenger & cargo vessels	Gross Reg. Tons	122,781
14	Tankers	" " "	68,765
4	Hospital ships	" " "	50,919
74	ships totalling:	Gross Reg. Tons	242,465

Steamers at disposal of Italian Authorities for essential civilian uses (coastwise trade) No.17 - GRT. 26,373

Total motor schooners over 10 GRT. used by Italian Authorities (ITMARE) (coastwise) No.1302 GRT. 41,704

Total motorschooners used by Allies No. 11 GRT. 5,630

ITALIAN MERCHANT TONNAGE in 1939:

Steamers over 100 GRT	No. 863	GRT.2,709,050
Motorships " " "	" 364	" 715,754
Total ocean going and coasting vessels	No.1227	GRT.3,424,804
Schooners over 100 GRT	No. 108	GRT. 23,649

Figures for schooners & steamers under 100 GRT not immediately available.

COASTWISE TRAFFIC - ITALY - in 1939:

Total goods loaded in coastwise traffic only, in 1939: Tons 11,693,000

Total passengers landed in only coastwise traffic 1939: No.4,028,208

AC/25

B. McDonnell

R[illegible], 11 March 1945.

MEETING held in Room 3, ground Floor, AC Building. Present:

Col. Harris, Coordinating Officer Transport Northern Regions;
Col. Fitzgerald, Transportation Officer, Lombardia Region;
Col. Woodger, ditto , Venetia Region;
Maj. James, ditto , Liguria Region;
Maj. Saunders, ditto , Piemonte Region.
Maj. Maclure, Movements Div., Tn. S/C, ACHQ
Lt. Marena, Italian Liaison Officer with Ministry of Marine;
Mr. Bazzanella, Chief Ports & W.hse Division, ACHQ
Mr. B.McDonnell, of Ports Division
and also: Col. G. Camerino, of the C.A.R. (Compagnia Autotrasporti, Rome);
Capt. Insom, Vice-President of the C.I.P.;
Ing. Sommariva, of the F.I.A.T.;
Comm. Ara, Managing Director of Assicurazioni Generali.

On opening of Meeting at 10 a.m. McDonnell stated that he had interviewed Lt. Com.dr Davies of the Naval Sub-Commission, who is Liaison with the Comitato Interministeriale for salvage, and who explained that on entering Northern areas priority would be given to operational salvage, and that the salvage of schooners and craft being non operational work would be in the hands of the above Comitato. It appears that this Comitato up to the present has not functioned in freed Italy. Before the war there were 7 or 8 good salvage firms in Italy, but to-day there are over 100, most of them mere speculators, not properly equipped and unable to do serious work. In any case all matters of salvage should be discussed in Naples with Capt. Rippon, R.N.V.R., Fleet Salvage Officer, Navy House, who has in hand the salvage operations in the Mediterranean, and with a Lt. Commander, Plans, who has in hand the future planning in this connection, and is also at Navy House. McD. will see them.

Questions were asked regarding the possibilities of the Po river traffic. It appears that owing to bars the mouths of the river are not approachable, but lighters go down from Venice to Chioggia by canal, and then up the river for a short distance towards Cremona. Such lighters are up to 300 tons, and on to Pavia by 100/150 ton lighters, above this only small lighters of 20/30 tons can pass as far as Chivasso, but owing to shifting sandbanks, navigation on the Po is very difficult after the first hundred miles.

The other rivers are said not to be navigable however there are numerous canals within a hundred mile radius of Venice, and a Canal from Venice to Monfalcone (with three locks); very few indeed of the lighters used are self-propelled; on most canals the lighters are hauled by use of horses on the two paths; in some cases tugs are used. The lighters are owned by small Companies and also by private individuals.

For the salvage of river craft, contact would have to be made with the Genio Civile. The barges are: a few of 600 tons; some of 300 tons (especially for Monfalcone Canal); others usually of about 150 tons. Higher up the Po the craft are smaller - 20/30 tons.

There was raised the question of the [illegible]

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Comm. Ara, Managing Director of Assicurazioni Generali.

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There was raised the question of who is to run the river and canal transport services. Maj. Maclure will see if any special plan has been made about this. McD. is to ask in Naples if Cogena would eventually be able to run this; in any case he has pointed out that the Cogena people never have had any experience of inland navigation.

In regard to motorschooners, it has been suggested to have a pool for Liguria Region for port to port traffic in that Region, and for the carriage of foodstuffs from Leghorn stocks, as discussed in meeting of 9th. March. This will be discussed by McD. in Naples, as arranged, with the Schooner Control Sub-Committee and Medbo.

For Venetia it is thought that rather than local port to port traffic, the schooners would be needed for longer hauls, say from Ancona, Barletta (salt), Bari, up to Venice, and to run on regular

lines/

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lines.

McDonnell is to ask in Naples for a rough idea of tonnage in motorschooners which Cogena could place at disposal, and also about RASC schooners ~~which~~, some of which it seems will be released shortly to run under Cogena.

He is to ask if Cogena could immediately organise the management of the schooners in the Northern areas as soon as these are freed, and if they could put in an official to each port to act immediately with the Transportation Officers. In this way the latter would be freer to deal with road and rail transport problems. The names of such officials should be obtained.

In the Adriatic, no doubt, as in freed Italy already, the "Adriatica" Company's agents would be acting for Cogena, and the latter is to be asked about this.

The matter of road transport was also raised, and a certain amount of information was given by Col. Camerino, Capt. Insom, Ing. Sommariva and Comm. Ara (also as re/ insurance under the Germans up in the Norther regions). These gentlemen have promised more detailed information in two or three days, and Col. Camerino will give information as to the number and tonnage of trucks available or which it is hoped may be available.

Capt. Insom, for the C.I.P., said that this organisation already two months made plans for the Northern Regions re/ P.O.L. distribution, and will be ready to move in immediately the territories are freed and within a week have their system working.

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Report for Mr. Upman 14 August 1945

Fiumicino

Dredging of the bar at the entrance of Fiumicino continued as necessitated by further siltation due to rough seas.

Tiber

Dredging of the Tiber has been held up until the dredger can return there from Fiumicino. Dredging will be resumed shortly.

Civitavecchia

The floating 120 ton crane "Trieste" has been employed in clearing obstructions from berth #8, preparatory to dredging there. This berth is being cleared for use as an additional Liberty alongside berth. When berth #8 is cleared, there will be 4 available alongside Liberty berths.

Salerno

The port entrance is being dredged to obtain a depth of 27½ feet and dredging will proceed at this port to clear the East Mole which will provide a second alongside Liberty berth. At present, there is only one.

Dredging Surveys

We have instructed the Ministry of Marine to intervene with the Ministry of Public Works with a view to fixing responsibility on Genio Civile for ~~pre~~-dredging surveys.

Stevedoring Tariffs

The proposed new stevedoring tariff - This matter is being closely followed and it is anticipated that a letter will be sent to the various divisions and headquarters concerned, ~~getting~~ a brief note of ~~their~~ reaction to the proposed tariff.

14.

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

14 August 1945

PORTS AND WAREHOUSE DIVISION

The ports have suffered severely from Allied bombing and German demolition, particularly the latter. Quay sides, warehouses, etc. were found, in many cases, either totally destroyed or very badly damaged. Port equipment (cranes, tugs, barges, etc.) was destroyed and the docks and basins littered with wrecks of sunken vessels and harbor equipment and the entrance channels blocked or partially blocked. In addition, dredging of these harbors had been neglected during the period of hostilities and dredgers themselves, in a majority of cases, found badly damaged, if not totally wrecked and sunk.

The above situation has meant that temporary wooden structures had to be erected over sunken ships in order to provide a minimum number of berths for Liberty type ships and every effort made to cope with traffic with such operational equipment as could be spared from military or naval sources.

In addition to the destruction of the ports themselves, there has been almost a complete destruction of land transport facilities, railways, in particular, which were used for clearing and/or feeding the ports. Progress, necessarily slow, is being made in the work of clearing the ports of wrecks and other obstructions, reconstruction of quays, warehouses and rail service to the ports, all of which work is very badly hampered by shortages of materials and plant and transport facilities.

Every effort is being made to assist the Italian Government, through its various ministries, to cooperate in the work of rehabilitation, but there has been a noticeable lack of coordination as between the various Italian Government departments despite their desire to cooperate with the Allied Commission. This question of coordination is being tackled and there is evidence of improvements in regard to this matter.

With respect to the port warehouse facilities, while the work of repairing and reconstructing warehouses is necessarily slow for the reasons given above, nevertheless, some progress has been made in the improvising of warehouse space and the reconstruction of damaged warehouses has also made progress.

It is assumed, even in the present circumstances, that the reception and warehousing of future imports should not, in the majority of cases, constitute a major problem, as in the past, it has been possible for Transportation Sub Commission to meet all its commitments.

955

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

Among other difficulties may be cited the problem of port and warehouse security; that is, the provision of adequate armed guards to obviate the problem of pilferage and thefts which, under present conditions in Italy, are prevalent and constitute a major problem.

The checking of civilian supplies at end of ship's tackle for the Italian Government has been delegated to two Italian Government agencies; Federazione dei Consorzi Agrari for foodstuffs and Istituto Nazionale per il Commercio Estero for general merchandise.

for
R. M. BAZZANELLA, Chief
Ports & Warehouse Division

To:

Mr. Frank Upman, Director
Transportation Sub Commission

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

PORTS AND WAREHOUSE DIVISION

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for
R. M. BAZZANELLA, Chief
Ports & Warehouse Division

To:

Mr. Frank Upman, Director
Transportation Sub Commission

RESTRICTED

Subject : Sailing Wires & Documentation

ALLIED FORCE HEADQUARTERS

G-4(Mov & Tn) 5/48/GDM

4 Jun 45

Tel: FREEDOM 318

(NOTE: Previous instructions on this subject are hereby cancelled)

1. SAILING WIRES:

(i) On completion of loading or embarkation of a vessel, the Port Commandant is responsible for advising forward the details of cargo, personnel and vehicles loaded by means of a 'VICE' signal which will be agreed with SSTO of port of loading or DMTR, as applicable.

(ii) The 'VICE' signal will be used in respect of all ships loaded in this theatre for all destinations within the MEDITERRANEAN.

(iii) It is emphasised that 'VICE' signals must be made for all vessesl carrying cargo, regardless of the tonnage.

(iv) Special attention must be given to vessels returning to the MIDEAST to load, as apart from the resultant delay in the commencement of loading when cargo, not previously advised, is required to be discharged, there are the added complications of -

(a) SUEZ CANAL DUES, which are levied should vessels carry oven a half ton of cargo through the Canal

(b) PORT CHARGES, which are very heavy in the case of any commercial freight in Hired Transport.

(v) 'VICE' signals for vessels sailing to MIDEAST will indicate whether cargo is Military, commercial or mixed and a modified signal will be sent for vessels completely loaded with commercial cargo, in agreement with MTTR representative at Port of Loading.

(vi) Addressees for 'VICE' signals are shown in Appendices 'B' and 'C' 'VICE' signals for vessels carrying military and civil cargo will be sent Military addressee for action and repeated to all other interested parties.

(vii) 'VICE' signals will not be used for advising forward cargo in vessels which are sailing to destinations outside the MEDITERRANEAN. Appendix 'A' gives separate instructions.

(viii) Only recognised abbreviations will be used in 'VICE' signals.

2. PERSONNEL SHIPS.

(i) (a) VICE signals for personnel ships moving within the Mediterranean will be set out as follows:-

VICE (A) Name of ship
(B) Name of unit or draft

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(iii) It is emphasised that 'VICE' signals must be made for all vessesl carrying cargo, regardless of the tonnage.

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(B) Name of unit or draft
(C) Number of Officers
(D) Number of OR
(E) Number of vehs
(F) Accompanied baggage in shipping tons
(G) Mail, MPO and stores in shipping tons
(H) Estimate arrival draft, fore and aft.
(J) Number of days endurance bunkers and water remaining on arrival at destination.

Contd / Sheet 2

actg/Tnk

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

(b) VICE Signals will be addressed for action to Port Commandant - port of Disembarkation. Copies will also be sent for information to the addressees shown in the appropriate columns of Appendix "B".

(c) VICE Signals are normally classified as SECRET.

(d) VICE Signals must be sent as soon as possible after the ship sails, and in any case within 24 hours.

(ii) Sailing wires to ports outside the MEDITERRANEAN.

(a) These are despatched by A.F.H.Q. for all ports in ITALY.

(b) Italian ports of embarkation will forward to A.F.H.Q. details of personnel etc., in the form of a VICE signal.

(c) For troopships due to disembark at a port in U.K. or INDIA fuller details of personnel are required, and will be set out by ports of embarkation in sections in accordance with instructions in W.O. letter 13/GEN/365/1 9(M)2a of 13 Apr 44 (extract from which is as follows):-

" SECTION A. (for despatch direct to unit locations)

Comprising formations, units and other formed bodies. In the case of sailing cables no names are required in this section but totals of officers and other ranks for each formation HQ and units are required.

SECTION B. (for despatch to home location)

Comprising individual officers above the rank of Lt.Col. also R.A.Ch.D., Q.A.I.M.N.S., Q.A.S., V.A.D. and personnel of the Indian Army. In this section names are required in the sailing cable as personnel are despatched direct on leave on arrival in this country and advance notice of their arrival is desired by the personnel branches.

SECTION C. (for despatch to various depots)

Comprising postings to home establishments, except W. African reversions to Home Establishment (see Section F) which heading includes the following sub-categories:-

(a) British Army Details and Individuals other than those in Section B above.
(b) "PYTHON" personnel.
(c) Compassionate postings.
(d) Personnel for O.C.T.U.
(e) Category "C" personnel.
(f) "Triwound" personnel.

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(b) Italian ports of embarkation will forward to A.F.H.Q. details of personnel etc., in the form of a VICE signal.

(c) For troopships due to disembark at a port in U.K. or INDIA fuller details of personnel are required, and will be set out by ports of embarkation in sections in accordance with instructions in W.O. letter 13/GEN/365/1 Q(M)2a of 13 Apr 44 (extract from which is as follows):-

" SECTION A. (for despatch direct to unit locations)

Comprising formations, units and other formed bodies. In the case of sailing cables no names are required in this section but totals of officers and other ranks for each formation HQ and units are required.

SECTION B. (for despatch to home location)

Comprising individual officers above the rank of Lt.Col. also R.A.Ch.D., Q.A.I.M.N.S., Q.A.S., V.A.D. and personnel of the Indian Army. In this section names are required in the sailing cable as personnel are despatched direct on leave on arrival in this country and advance notice of their arrival is desired by the personnel branches.

SECTION C. (for despatch to various depots).

Comprising postings to home establishments, except W. African reversions to Home Establishment (see Section F) which heading includes the following sub-categories:-

(a) British Army Details and Individuals other than those in Section B above.
(b) "PYTHON" personnel.
(c) Compassionate postings.
(d) Personnel for O.C.T.U.
(e) Category "C" personnel.
(f) "Triwound" personnel.

Names of personnel in this section are not required in the sailing cable but it is essential that total of officers and other ranks should be shown by regiments in each of the above sub-categories.

SECTION D (for despatch to hospitals)

Comprising all invalid personnel destined for hospital on disembarkation. Here again names are not required in sailing cables but medical code names (e.g. PP, TB, etc) are essential in order that medical arrangements can be made at the port.

Contd sheet 3.....

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SECTION E. (for despatch to home locations)

Comprising all families returning, in alphabetical order, irrespective of regiments, and giving details of number of children. "Accompanied" and "Unaccompanied" families should be shown separately in this section.

SECTION F. (for despatch to home locations)

Comprising W. African leave and R.T.D personnel. Names are not necessary in the sailing cable but total of officers and other ranks required irrespective of regiments.

SECTION G. (for despatch to various locations depending on category)

Comprising all other personnel embarked, grouped into categories (e.g. repatriated and escaped P.W., P.N., R.M. and R.A.F. personnel, personnel of Allied Forces, Civilians, etc.). In the sailing cable names are not required in this section but totals by categories must be shown.

NOTE: In the event of a vessel calling at one or more Ports en route to the U.K., sailing cables from the intermediate ports should NOT include details of personnel already on board. Details of personnel shown as originally embarked for U.K. but subsequently disembarked at an intermediate port must of course be shown."

(iii) SPECIAL INSTRUCTIONS

(a) Where civilian personnel are embarked at ports in CMF for INDIA (either direct or for transhipment en route) Port Commandant at Port of Embarkation will in future signal AFHQ giving following details:

(A) Nominal Roll
(B) Destination in INDIA
(C) Class of rail accommodation required (1st or 2nd class).

This signal will be distinct from the Normal Vice Signal but will contain reference to the Vice Signal concerned.

The numbers of civilians embarked will continue to be included in Vice Signals.

(b) Sailing wires for ships proceeding to INDIA or U.K. should be sent to A.F.H.Q. as in para 1 (d) above.

(c) LIAP personnel are included in ii(c) above, but are also, the subject of a special signal giving breakdown by destinations in U.K.

(iv) HOSPITAL SHIPS

(a) Movements, Port of Embarkation, are responsible for co-ordinating information of personnel etc, embarked on Hospital Ships, and for

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Allied Forces, Civilians, etc.). In the sailing cable names are not required in this section but totals by categories must be shown.

NOTE: In the event of a vessel calling at one or more Ports en route to the U.K., sailing cables from the intermediate ports should NOT include details of personnel already on board. Details of personnel shown as originally embarked for U.K. but subsequently disembarked at an intermediate port must of course be shown."

(iii) SPECIAL INSTRUCTIONS

(a) Where civilian personnel are embarked at ports in CMF for INDIA (either direct or for transhipment en route) Port Commandant at Port of Embarkation will in future signal AFHQ giving following details:

(A) Nominal Roll
(B) Destination in INDIA
(C) Class of rail accommodation required (1st or 2nd class).

This signal will be distinct from the Normal Vice Signal but will contain reference to the Vice Signal concerned.

The numbers of civilians embarked will continue to be included in Vice Signals.

(b) Sailing wires for ships proceeding to INDIA or U.K. should be sent to A.F.H.Q. as in para 1 (d) above.

(c) LLAP personnel are included in ii(c) above, but are also, the subject of a special signal giving breakdown by destinations in U.K.

(iv) HOSPITAL SHIPS

(a) Movements, Port of Embarkation, are responsible for co-ordinating information of personnel etc, embarked on Hospital Ships, and for sending an "agreed" sailing wire or VICE signal to Port of Disembarkation.

(b) Movements are given the particulars of personnel embarked by E.M.O. Port of Embarkation, using the medical abbreviations and categories as set out in Appendix 'A' of "Disembarkation and Distribution of Casualties from Overseas 1943".

(c) VICE signals in respect of Hospital Ships sailing between ports within the MEDITERRANEAN area are sent to the same addressees as for Personnel Ships within the MEDITERRANEAN.

(d) Sailing wires to U.K. and ports outside the MEDITERRANEAN are sent by AFHQ and the procedure is the same as in paras ii(b) and (iii) above.

(e) Sailing wires for Hospital ships are normally classified as "Confidential"

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3. 'VICE' SIGNALS - MT/STORES SHIPS:

Signals for MT/Stores Ships will be despatched as follows -

'VICE'

(a) Name of Ship (not Code Number)
(b) Supplies in DW tons
(c) Ordnance stores by votes in DW tons. 'Green Arrow' traffic to be shown separately.
(d) RE Stores in DW tons.
(e) Ammunition by Services, types, rounds and explosives group numbers with total DW tonnage. Captured enemy ammunition to be shown separately.
(f) Other stores by commodities in DW tons.
(g) Commercial cargo and civil supplies by commodities in DW tons.
(h) Details of lifts which ship cannot handle with own derricks.
(j) Details of awkward cargo which may require special clearance arrangements.
(k) Stowage of dangerous cargo.
(l) Stowage of 'valuable' stores, including MFO and Mail.
(m) Details of deck cargo.
(n) Cargo for first discharge from each hatch,
(p) Number of personnel carried classified under Officers, OR, etc by units.
(q) Number of MT by types and by units.
(r) Total DW tons loaded (excluding weight of MT)
(s) Total number of vehicles loaded.
(t) Estimated arrival draft fore and aft.
(v) Requirements fuel.
(w) Requirements water.
(x) If vessel required to berth to a particular side.

4. DOCUMENTATION:

(i) Freight Forms 'T' (AF W5184), Bills of Lading and Stowage Plans will be prepared and completed in detail for every ship loaded.

(ii) Special attention will be paid to the preparation of Freight Forms 'T' and, in particular, to the following points -

(a) Stores will be listed in SSI order (or if no detailed Movement Instruction on Sea Freight Movement Order is issued, stores will be listed by types - Ord, RE, etc)

(b) Consignor and Consignees will be named.

(c) Remarks will include notes on 'shut outs' and heavy lifts.

(d) Details at the head of the sheet regarding draught, derrick capacity, etc will be completed accurately.

(e) Where a ship is due to discharge at two or more ports, separate forms will be prepared for cargo for each port.

(f) Sheets will be progressively numbered and the last sheets will

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(f) Other stores by commodities in DW tons.
(g) Commercial cargo and civil supplies by commodities in DW tons.
(h) Details of lifts which ship cannot handle with own derricks.
(j) Details of awkward cargo which may require special clearance arrangements.
(k) Stowage of dangerous cargo.
(l) Stowage of 'valuable' stores, including MFO and Mail.
(m) Details of deck cargo.
(n) Cargo for first discharge from each hatch,
(p) Number of personnel carried classified under Officers, OR, etc by units.
(q) Number of MT by types and by units.
(r) Total DW tons loaded (excluding weight of MT)
(s) Total number of vehicles loaded.
(t) Estimated arrival draft fore and aft.
(v) Requirements fuel.
(w) Requirements water.
(x) If vessel required to berth to a particular side.

4. DOCUMENTATION:

(i) Freight Forms 'T' (AF W5184), Bills of Lading and Stowage Plans will be prepared and completed in detail for every ship loaded.

(ii) Special attention will be paid to the preparation of Freight Forms 'T' and, in particular, to the following points -

(a) Stores will be listed in SSI order (or if no detailed Movement Instruction on Sea Freight Movement Order is issued, stores will be listed by types - Gri, HE, etc)

(b) Consignor and Consignees will be named.

(c) Remarks will include notes on 'shut outs' and heavy lifts.

(d) Details at the head of the sheet regarding draught, derrick capacity, etc will be completed accurately.

(e) Where a ship is due to discharge at two or more ports, separate forms will be prepared for cargo for each port.

(f) Sheets will be progressively numbered and the last sheets will have the words 'and final' inserted after the sheet number.

(g) Freight earning cargo shipped on a non-negotiable Receipt will NOT be included.

Contd / Sheet 5

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SAILING WIRES AND DOCUMENTATION. (Cont'd)

(iii) Distribution of Freight Form 'T' and Stowage Plans will be made as shown at Appendix 'D'.

(iv) Preparation and distribution of Bills of Lading will be in accordance with Stores Shipping Instruction No. 9 dated 5 Dec 44 and subsequent amendments.

(v) Freight Form 'T' will be numbered consecutively at each Port, starting a new serial each year.

One copy will be made available to the SSTO to enable him to prepare a monthly summary of all cargoes loaded.

5. This instruction will be brought into force wef 0001 hrs, 1 Jun 45.

6. Agreed PSTO Mod.

C. F. RUSSELL, Lt-Col.,
for Brigadier,
D.Q.M.G. (Mov & Tn).

CES/tgl

Distribution : Overleaf.

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and subsequent amendments.

(v) Freight Form 'T' will be numbered consecutively at each Port, starting a new serial each year.

One copy will be made available to the SSTO to enable him to prepare a monthly summary of all cargoes loaded.

5. This instruction will be brought into force wef 0001 hrs, 1 Jun 45.

6. Agreed PSTO Mod.

C. F. RUSSELL, Lt-Col.,
for Brigadier,
D.Q.M.G. (Mov & Tn).

CES/tgl

Distribution : Overleaf.

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DISTRIBUTION:

	Copy No.
C in C Med	1 - 2
U.S. Navy N4	3 - 4
P.S.T.O. Med	5 - 24
M.W.T.R.	25 - 26
W.S.A.	27 - 28
Movements HQ L.F. GREECE	29 - 48
MAAF (Rear) Movements BARI	49 - 53
~~Mov L.O. 5th British Corps~~ Mov Rear 8 Army	54 - 55
Mov HQ ~~North~~ East ITALY	56 - 58
Mov HQ VENICE	59 - 61
Mov HQ North West ITALY	62 - 64
Mov NAPLES	65 - 68
Mov L.O. British Troops SICILY	69
Mov L.O. CROTONE	70
Mov L.O. 203 Sub Area	71 - 72
Mov MLHQ JUGOSLAVIA (SPLIT)	73 - 74
Mov MLHQ " (DUBROVNIK)	75 - 76
" " " (BARI)	77 - 78
" " ALBANIA (DURAZZO)	79 - 80
" " " (BARI)	81 - 82
Port Commandant ALGIERS	83 - 84
" " ANCONA	85 - 86
" " BARI	87 - 88
" " ~~BRINDISI~~ HQ Mov Force	89 - 90
" " BRINDISI	91 - 92
" " GENOA	93 - 94
" " MONOPOLI	95 - 96
" " TARANTO	97 - 98
HQ AC (Tn Sub-Commission)	99 - 103
UNRRA	104 - 108
DCHC	109 - 110

FOR INFORMATION

War Office Q(M) 3	111 - 112
GHQ MIDDLE EAST Forces	113 - 120
Q(M) Mov TRIPOLI	121 - 122
Governor MALTA	123 - 124
C in C GIBRALTAR	125
Tn Offr P.B.S.	126 - 129
" " P.B.S. South	130 - 134
" " Adriatic Base Depot	135 - 137
" " DELLABASE	138 - 140
" " ~~Northern Area Section~~	141 - 142

MMIB c/o High Com Sardinia

A.F.H.Q.

	Copy No.
G-1 (B)	143
G-2	144
G-3	145
G-4	146
G-5	147
Q(Maint)	148 - 151
Q(AE)	152 - 154
QM	155
Pet Sec	156 - 157
D. Works	158 - 159
D.E.P.S.	160 - 161
D.O.S.	162 - 163
D.M.E.	164
D.S.T.	165 - 166
D. Tn	167 - 186
D.M.S.	187
A.D.A.P.S.	188
C., E.F.I.	189 - 190
D Survey	191
C.S.O.	192
D.P.S.S.	193
HQ MAAF (Mov)	194 - 206
Message Centre	207
Mov. 1.	208
Mov. 2.	209 - 213
Mov. 3.	214
Mov. 4.	215
Mov. 5.	216 - 225
Mov. 6.	226
Tn (A)	227 - 231
Tn (B)	232 - 233
W.T.O.	234
Mov HQ, TRIESTE	235 - 237
Spares	238 - 282

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APPENDIX 'A'

1. For vessels loaded for discharge in UK, sailing signals will be despatched to -

TROOPERS LONDON

infm AFHQ cite FREDM
Admiralty
Director of Sea Transport, LONDON
Ministry of War Transport, LONDON
PSTO Med

2. Details of the sailing signal will be as follows -

(i) Name of Vessel

(ii) Port of sailing

(iii) Full description and tonnage of each separate consignment

(iv) Name and address of consignee for each consignment, if known. Salvaged ammunition components and packages will be consigned c/o Movement Control, Port of Discharge, as specified in ACI 538/42. General salvage and scrap will be consigned to the Director of Economy (Disposals), Ministry of Supply, c/o Movement Control, Port of Discharge.

(v) If the name of consignee is not definitely known, the consignment will be addressed c/o Movement Control, Port of Discharge, the name of the port not being specified, and Movement Control, War Office will obtain the correct destination for the consignment before it arrives from the particulars given in the sailing wire.

(vi) War Office authority, if any, for returning consignment to UK.

(vii) If stores subject to security measures, particulars will be given.

(viii) In the case of unaccompanied baggage and MFO, the sailing wire will state exact stowage and whether or not the baggage is entitled to conveyance from ship's side to destination on arrival in UK at the public expense, in accordance with Para 466 to 488 and 276(C) of Regulations for the Allowances of the Army, 1938.

(ix) Details of heavy lift which cannot be handled by ship's gear.

(x) Sailing draft.

3. Sailing signal instructions for vessels sailing to other Theatres will be issued as, and when, necessary

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(i) Name of Vessel

(ii) Port of sailing

(iii) Full description and tonnage of each separate consignment

(iv) Name and address of consignee for each consignment, if known. Salvaged ammunition components and packages will be consigned c/o Movement Control, Port of Discharge, as specified in ACI 538/42. General salvage and scrap will be consigned to the Director of Economy (Disposals), Ministry of Supply, c/o Movement Control, Port of Discharge.

(v) If the name of consignee is not definitely known, the consignment will be addressed c/o Movement Control, Port of Discharge, the name of the port not being specified, and Movement Control, War Office will obtain the correct destination for the consignment before it arrives from the particulars given in the sailing wire.

(vi) War Office authority, if any, for returning consignment to UK.

(vii) If stores subject to security measures, particulars will be given.

(viii) In the case of unaccompanied baggage and MFO, the sailing wire will state exact stowage and whether or not the baggage is entitled to conveyance from ship's side to destination on arrival in UK at the public expense, in accordance with Para 466 to 488 and 276(C) of Regulations for the Allowances of the Army, 1938.

(ix) Details of heavy lift which cannot be handled by ship's gear.

(x) Sailing draft.

3. Sailing signal instructions for vessels sailing to other Theatres will be issued as, and when, necessary

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MILITARY STORES

APPENDIX 'B'

PORT OF DISCHARGE	FOR ACTION TO	FOR INFORMATION				
		1	2	3	4	5
ALGIERS	PORT COMMANDANT ALGIERS	AFHQ Cito FHGDM	HQ MAAF Rear Movements	.	.	SSTO ALG
MIDDLE EAST	MIDEAST	" FHGDM	-	PSTO M.E.	MOV 16 AREA	MOV PORT
HEEL PORTS GROUP BARI, BARLETTA BRINDISI, TARANTO	MOV BARI AND MOV TARANTO	" FHGDM		-	SSTO BARI	
ANCONA	PORT COMMANDANT ANCONA	" FHGDM	EASTMOVES	-	SSTO ANCONA	
NAPLES	MOV NAPLES	" FHGDM FHTPN		-	SSTLO NAPLES	PENBASE
LEGHORN	MOV LEGHORN	" FHGDM FHTPN	EASTMOVES	BRIT INC 5 ARMY	SSTLO LEGHORN	PENBASE
CROTONE	MOV LO CROTONE	" FHGDM			SSTO TARANTO	
GIBRALTAR	CHIEF GIBRALTAR	" FHGDM		SSTO GIBRALTAR		
MALTA	COMMANDETH MALTA	" FHGDM		SSTO MALTA		
SOUTHERN FRANCE	MOV LO 205 SUB AREA	" FHGDM " FHTPN	DELTABASE	SSTLO SOUTHERN FRANCE		
TRIPOLI (L)	TRIPAREA	" FHGDM	MIDEAST		PSTO M.E.	
SICILY	MOV LO HTSCY	" FHGDM				
PIRAEUS	MOV PIRAEUS	" FHGDM	MOV GREEKMAIL	BSSTO GREECE	STO PORT OF DISCHARGE	
VOLOS	MOV VOLOS	" FHGDM	"	"	"	
SALONIKA	MOV SALONIKA	" FHGDM	"	"	"	
CORFU	STO PORT OF DISCHARGE	" FHGDM	"	"		

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MILITARY STORES

RESTRICTED

	FOR INFORMATION				
	1	2	3	4	5	6
T	AFHQ Cito FHGDM	HQ MAAF Rear Movements			SSTO ALGIERS	
	" FHGDM	-	PSTO M.E.	MOV 16 AREA	MOV PORT SAID	
	" FHGDM		-	SSTO BARI		
NT	" FHGDM	EASTMOVES	-	SSTO ANCONA		
	" FHGDM FHTPN		-	SSTLO NAPLES	PENBASE	PENSOUTH
	" FHGDM FHTPN	EASTMOVES	BRIT INC 5 AIRY	SSTLO LEGHORN	PENBASE	
E	" FHGDM			SSTO TARANTO		
TAR	" FHGDM		SSTO GIBRALTAR			
ALTA	" FHGDM		SSTO MALTA			
UB	" FHGDM " FHTPN	DELTABASE	SSTLO SOUTHERN FRANCE			
	" FHGDM	MIDEAST		PSTO M.E.		
	" FHGDM					If vessel carrie Civil Supplies UNRRA GREECE mission
	" FHGDM	MOV GREEK/TL	BSSTO GREECE	STO PORT OF DISCHARGE		
	" FHGDM	"	"	"		"
	" FHGDM	"	"	"		"
	" FHGDM	"	"			

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APPENDIX 'E' contd.

MILITARY STORES

PORT OF DISCHARGE	FOR ACTION TO	FOR INFORMATION				
		1	2	3	4	5
IRAKLION	MOV IRAKLION	AFHQ Cite FHGEM	MOV GREEKMIL		BSSTO GREECE	STO PORT OF DISCHARGE
KAVALLA	STO PORT OF DISCHARGE	" FHGEM	-	BSSTO GREECE		
PREVEZA	STO PORT OF DISCHARGE	" FHGEM	-	"		
KALAMAI	STO PORT OF DISCHARGE	" FHGEM	-	"		
KHIOS	STO PORT OF DISCHARGE	" FHGEM	FORCE 141.2	BSSTO GREECE		
MITYLENE	"	" FHGEM	"	"		
PATRAS	MOV PATRAS	" FHGEM	MOV GREEKMIL	BSSTO GREECE		
GENOA	Port Commandant GENOA	" FHGEM	WESTMOVES			
TRIESTE	Port Commandant TRIESTE	" FHGEM	EASTMOVES	Rear 8 Army		
VENICE	MOV VENICE	" FHGEM	EASTMOVES	Rear 8 Army		

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MILITARY STORES

RESTRICTED

TO LION	FOR INFORMATION 1	2	3	4	5	6
	AFHQ Cite FHGDM	MOV GREEKMIL		BSSTO GREECE	STO PORT OF DISCHARGE	If vessel carries Civil Supplies UNRRA GREECE mission
OF ES	" FHGDM	-	BSSTO GREECE			"
OF E	" FHGDM	-	"			"
CF	" FHGDM	-	"			"
OF	" FHGDM	FORCE 1/2	BSSTO GREECE			
	" FHGDM	"	"			
AS	" FHGDM	MOV GREEKMIL	BSSTO GREECE			
mandant	" FHGDM	WESTMOVES				
iandant	" FHGDM	EASTMOVES	Rear 8 Army			
DE	" FHGDM	EASTMOVES	Rear 8 Army			

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APPENDIX 'C'

CIVIL SUPPLIES

PORT OF DISCHARGE	FOR ACTION TO	FOR INFORMATION 1	2	3	4
ANCONA	AMG ANCONA PORT COMMANDANT	AFHQ cito FHGDM	ALCOM cito ACTFT	EASTMOVES	
HEEL GROUP OF PORTS BARLETTA, BARI, BRINDISI TARANTO	MOV BARI for TAYLOR MOV TARANTO	" " "	" " "	AMG UMBRIA MARCHE REGION	SOUTHMOV
CROTONE REGGIO	ALCOM REGGIO	" " "	" " "	SOUTHMOVES	
SICILY	HIGH COMMISSIONER SICILY	" " "	" " "	MOV LO BTSCY	
PALERMO (only)	A.C. Rep FERROVIA STATO	" " "	" " "	" " "	HIGH COM SICILY
SARDINIAN PORTS	HIGH COMMISSIONER SARDINIA	" " "	" " "	PENBASE	
NAPLES, CASTELLAMMARE TORRE ANNUNZIATA, SALERNO	PORT COMMANDANT NAPLES ALCOM NAPLES for BOWERS	" " " " " "	" " " " " "	"	MOV NAPL
CIVITAVECCHIA	AMG TOSCANA REGION	" " "	" " "	"	SOUTHMOV
PIOMBINO PORTIGLIONE	ALCOM (ACTFT)	" " "	" " "	"	EASTMOVE
LEGHORN	PORT COMMANDANT AMG LEGHORN	" " "	" " "	"	MOV LEGH
DURAZZO/VALONA	ALBAID ADV DURAZZO	" " "	UNRRA ALBANIAN MISSION		
SPLIT *	MOV SPLIT	" " "	UNRRA YUGOSLAVIA		
DUBROVNIK *	MOV DUBROVNIK	" " "	"	MOV SPLIT	
OTHER YUGOSLAV PORTS *	MOV SPLIT	" " "	"		

NOTES:- 1* Vice Signals in respect of arrivals after 30 June will be addressed for action to UNRRA YUGOSLAVIA Information MOV SPLIT and DUBROVNIK as applicable.

(2) Vice Signals for colliers and coreal vessels for ITALY, SICILY and SARDINIA will in addition to the include ALCOM(ACTFT).

(3) In the case of Schooners carrying Civil Supplies to ports in ITALY, SICILY and SARDINIA (whether o COGENA) information addressees will include ALCOM(ACTFT) and MEDIO Schooner Control NAPLES.

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RESTRICTED

APPENDIX 'C'

CIVIL SUPPLIES

R ACTION TO	FOR INFORMATION 1	2	3	4	5
ANCONA T COMMANDANT	AFHQ cito FHGIM	ALCOM cito ACTPT	EASTMOVES		
BARI for T.YLOR TARANTO	" " "	" " "	AMG UMBRIA MARCHE REGION	SOUTHMOVES	
COM REGGIO	" " "	" " "	SOUTHMOVES		
GH COMMISSIONER SICILY	" " "	" " "	MOV LO PTSCY		
C. Rep FERROVIA STATO	" " "	" " "	" " "	HIGH COMMISSIONER SICILY	
GH COMMISSIONER SARDINIA	" " "	" " "	PENBASE		
RT COMMANDANT NAPLES	" " "	" " "	"	MOV NAPLES	SOUTHMOVES
COM NAPLES for BOWERS	" " "	" " "			
G TOSCANA REGION	" " "	" " "	"	SOUTHMOVES	
COM (ACTPT)	" " "	" " "	"	EASTMOVES	
RT COMMANDANT G LEGHORN	" " "	" " "	"	MOV LEGHORN	EASTMOVES
BAID DV DURAZZO	" " "	UNRRA ALBANIAN MISSION			
OV SPLIT	" " "	UNRRA YUGOSLAVIA			
OV DUBROVNIK	" " "	"	MOV SPLIT		
OV SPLIT	" " "	"			

n respect of arrivals after 30 June will be addressed for action to UNRRA YUGOSLAVIA MISSION (SPLIT) and
V SPLIT and DUBROVNIK as applicable.
or colliers and cereal vessels for ITALY, SICILY and SARDINIA will in addition to the above addressees
ACTPT).
Schooners carrying Civil Supplies to ports in ITALY, SICILY and SARDINIA (whether operated by RASC or
ation addressees will include ALCOM(ACTPT) and MEDBO Schooner Control NAPLES.

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SAILING WIRES AND DOCUMENTATION (Contd)

DISTRIBUTION OF FREIGHT FORM 'T' AND STOWAGE PLANS

Copy No	Addressed to -	Method of Despatch
1	Ship's Master	By hand
2	Docks Supt, Port of Discharge	To be placed on board vessel in charge of Ship's Master or Chief Offic
3	SSTO, Port of Discharge	
4	See below	See below
5	G-4 (Mov & Tn), AFHQ	Air Mail
6	Port of Loading file	-

Where the port of discharge is definitely known, Copy No 4 should be addressed to Port Commandant (Port of Discha Mail. Otherwise, Copy No 4 should be addressed as follows and despatched by air -

Discharge Area		Addressed to -
SOUTH ITALY	(West Coast Ports)	Movements, NAPLES
	(East Coast Ports)	Movements, BARI
NORTH AFRICA		Movements Liaison Officer, HQ
MIDDLE EAST		GHQ, MIDDLE EAST Force
CENTRAL ITALY	(LEGHORN) (TRIESTE) (ANCONA))	Movements, NORTH EAST ITALY.
NORTH WEST ITALY	(GENOA)	Movements, North West ITALY.

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ntd)

DISTRIBUTION OF FREIGHT FORM 'T' AND STOWAGE PLANS

APPENDIX 'D'

	Method of Despatch
Discharge arge Q e	By hand To be placed on board vessel in charge of Ship's Master or Chief Officer See below Air Mail -

nitely known, Copy No 4 should be addressed to Port Commandant (Port of Discharge) and forwarded by Air be addressed as follows and despatched by air -

	Addressed to -
(West Coast Ports)	Movements, NAPLES
(East Coast Ports)	Movements, BARI
	Movements Liaison Officer, HQ MAAF Rear Movements, BTNA
	GHQ, MIDDLE EAST Force
(LEGHORN) TRIESTE (ANCONA)	Movements, NORTH EAST ITALY.
(GENOA)	Movements, North West ITALY.

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A - DISPOSITION OF CARGO ARRIVING BY WATER
B - MOVEMENT OF CARGO WITHIN ITALY
C - MOVEMENT OF CARGO FROM ITALY
D - MOVEMENT OF CARGO BY AIR
E - CARGO SECURITY AND GENERAL MOVEMENT REGULATIONS
F - MISDELIVERED, DIVERTED OR MISSING CARGO

A. DISPOSITION OF CARGO ARRIVING BY WATER

1. Documents.

a. The Transportation Officer will take vigorous action to insure the timely arrival and distribution of Ocean Manifests and War Department Shipping Documents.

b. One of the advance copies of the Ocean Manifests of incoming ships from the Zone of the Interior will be retained by the Transportation Officer and two copies forwarded to the A.C. of S., G-4. One of the latter will be extracted and appropriate parts distributed to the Services concerned. Ocean Manifests for ships loaded in Mediterranean ports will be delivered by Transportation Officer to Services concerned. Each Supply Service will study these manifests and inform A.C. of S., G-4 (Operations Section) of the desired disposition and priority of discharge using form shown as Annex "A".

c. Additional copies of Ocean Manifests of ships from ZI will be reproduced by Transportation Officer upon receipt of stencils and distribution will be made as indicated by schedule shown as Annex "B".

d. One copy of Supply Manifests (the Ocean Manifests plus appropriate War Department Shipping Document) will be delivered to each interested PBS Service approximately 10 days prior to arrival of vessel from the ZI. An additional copy will be furnished by Transportation Officer to each interested Supply Service upon arrival of the vessel.

e. The Supply Service Chiefs are responsible that pertinent information contained in Ocean Manifests and War Department Shipping Documents is disseminated to all concerned and used:

(1) To effect advance planning for the most efficient disposition of stock.

(2) To replace incoming tallies whenever practicable.

(3) To assist in determining whether all cargo manifested on each vessel actually arrives in depots.

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(4) To post latest corrections on "due-in" stock records.

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f. Five (5) days prior to arrival of each convoy, A.C. of S, G-4, will publish Diversion of Shipping notice as determined by analysis of information furnished by Services and current Port operations.

2. Discharge.

a. Transportation Officer will notify consignor port and interested Services upon arrival of vessels stating name and/or number, date, time and place of arrival. Services will also be notified as to expected time of starting Service discharge. When consignor port is in the ZI, notification of arrival cables will be forwarded to MTOUSA.

b. Transportation Officer will discharge supplies and deliver items to depots as requested by Services except that all Force Marked organizational equipment will normally be held in Port Intransit Depot pending disposition. Force Marked vehicles will be delivered to appropriate PBS Service for assembly and/or servicing.

c. Transportation Officer will accomplish cargo loading tally on form indicated in Annex "C" for each truckload of cargo as it is discharged from ship. This check is most important as it is the basis for determining the arrival of cargo in the Base Section and must be accurate as to quantity, type of cargo, and vessel from which discharged. Cargo tally slip will be verified as to type of cargo and that there is no apparent discrepancy in count at either Port Motor Dispatch Office or Port Railhead Office before M/T Dispatching Orders or Tally-Dispatch Orders are accomplished. Cargo Tally slip will be stapled to Port copy of M/T Dispatching Order or Tally-Dispatch Order.

d. When cargo is dispatched by truck, the M/T Dispatching Order will be accomplished in triplicate in form of Annex "D". The white (original) copy will be retained by Port dispatcher as a record of cargo dispatched. The pink and green copies will accompany the driver to the actual point of discharge. Services receiving shipments by truck will require depot checker to properly and legibly receipt the green and pink copies of the M/T Dispatching Orders, returning the pink copy to the driver to be surrendered to the Port dispatcher. The green copies of M/T Dispatching Orders will be retained by the Depot checker to be returned by consignee Supply Service directly to the Port Highway Office within 24 hours to be matched with white copy for discrepancies. Each return will be covered by a memorandum of transmittal showing by serial number the total number of Dispatch Orders enclosed.

e. When cargo is dispatched by rail, Tally-Dispatch orders in form of Annex "E" will be accomplished in quadruplicate. Two copies of the Tally-Dispatch will be fastened on the inside of the rail car. The other copy will be sent by the most expeditious means to the consignee. Original copy of Tally Dispatch will be retained at Port Rail Office.

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Within 24 hours of receipt of each car, the receiving Service will return a receipted copy of one of the Tally-Dispatch Orders to the Port Rail Office for matching with original copy for discrepancies.

f. When it is necessary to back-pile cargo in the port, piles will be segregated so as to identify vessel from which discharged to facilitate complete and correct accomplishment of Dispatching Orders when delivery is made.

g. The Transportation Officer will notify all interested Services and local representatives of other interested Agencies upon the completion of discharge of each ship, stating whether complete delivery has been effected or whether back-pile exists. In the event it is desired to overcarry cargo so that certain ships may make certain convoys, the matter will be referred to A.C. of S., G-4, for clearance with G-4, MTOUSA, prior to departure of ship from port.

h. The Transportation Officer will notify MTOUSA by appropriate cable of overcarried cargo stating the type and quantity of supplies overcarried. Information copy of this cable will be sent to all PBS Services and local Agencies having cargo overcarried.

B. MOVEMENT OF CARGO WITHIN ITALY (Other than Port clearance)

1. Bidding.

a. Movement of supplies within Italy, other than local movements, will be bid weekly by PBS Supply Services and other interested Agencies using form shown as Annex "F". Bids will be submitted so as to reach Transportation Officer not later than 1200 hours each Thursday covering all tonnages the movement of which is desired during the week starting on Monday, 11 days thereafter. Information copy of Annex "F" will be submitted to A.C. of S., G-4. Items to move on MTOUSA Shipping Order number need not be bid. Bids will indicate priority of movement by the following letters:

(1) "A" - Supplies needed to fill Army and Air Force requirements.

(2) "B" - Supplies needed to fill Base Section and local requirements.

(3) "C" - Supplies needed to balance PBS levels in various areas.

b. The Transportation Officer will determine method of transportation; using rail to the maximum. He will consolidate the rail bids received and represent PBS at AFHQ/MTOUSA P.O.M. meetings. From rail allocations made to PBS at P.O.M. meetings, the Transportation Officer will publish data not later than 1200 hours on Thursday, seven (7) days after bids are submitted by PBS Services, showing tonnages

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scheduled to be moved daily during the week starting on the following Monday. The Transportation Officer will arrange motor transport or water lift for all "A" and "B" bid items shut out from rail movement. "C" bids will be moved if transportation is available. Otherwise, such items will be rebid by interested Services during future bid periods.

2. Rail.

a. Transportation Officer will spot empty rail cars at proper depots for loading.

b. When cars are spotted at a railhead within a depot area, Supply Services will inspect rail cars for suitability and load shipments so as to be available to Transportation Officer as shown on Transportation Officer's schedule but in no case more than 24 hours prior to scheduled dispatch.

c. When cars are spotted at a Transportation Corps railhead, the Transportation Officer will accept responsibility for cargo at the depot by receipting the original Tally-Dispatch Order (Annex "E"). Transportation Service will inspect rail cars for suitability and load shipments in accordance with schedule.

d. When Motor Transport arrives at a railhead, three copies of Tally-Dispatch Orders, in form of Annex "E", will be received. The loading checker will receipt one copy of the Tally Dispatch Order to be returned to the consignor depot and fasten two copies in an appropriate place within the rail car. The loading service will seal rail box cars and prepare a certificate of seal (Annex "G") to be used as a warrant for movement. Cars containing "highly pilferable" cargo will be grouped together to the degree practicable.

e. The Transportation Officer will maintain a file of car seal certificates for a period of six (6) months. The Transportation Officer will label rail cars with destination and arrange for expeditious movement. PBS responsibility is not relinquished until rail cars are moved from PBS installations.

f. Transportation Officer will notify appropriate consignee upon arrival of rail shipment and spot rail cars at proper depots for discharge. Responsibility is transferred to PBS when rail cars are spotted within PBS installations.

g. When cars are spotted at a railhead within a depot area, Supply Services will unload cars without delay except where the external appearance of the car indicates that pilferage has occurred. In such instances the receiving Service will immediately call on the office of the Provost Marshal to make an investigation accompanied by a representative of MRS.

h. When cars are spotted at a Transportation Corps railhead, the Transportation Officer will unload cars without delay and clear railhead in same manner as port clearance.

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i. Contents of rail cars will be checked against inclosed tallies and notations regarding car seal and any discrepancies made on both copies of tally. One set of the tallies will be immediately receipted by the unloading Service and returned direct to the consignor, the other set will remain in the possession of the unloading Service.

3. Motor Transport.

a. When "bid cargo" is to be transported by motor transport, movement will be under the direction of the Transportation Officer. Otherwise, motor transport including that spotted by Transportation Officer for use of the Supply Service for local hauls will move under the direction of the consignor Service.

b. Services will load shipments to effect a minimum of truck delay. Tally-Dispatch in form of Annex "E" will be accomplished in quadruplicate. The original will remain with the consignor Depot and three copies will accompany the motor transport driver or convoy commander to the actual point of discharge.

c. Consignee service will require depot checker to properly and legibly receipt all three copies of the Dispatch Tallies, returning one to the driver or convoy commander to be surrendered to dispatcher at point of origin (See (1) below), two copies will be retained by the Depot checker - one to be returned by consignee Supply Service directly to the Dispatching Depot within 24 hours to be matched with original for discrepancies (See (2) below), the other to be retained by consignee Service.

(1) In event motor transport is returning to a Transportation Dispatch Control Point rather than to depot of dispatch, Tally will be surrendered by driver to the Transportation Dispatcher who is responsible for forwarding Tally without delay to Dispatching Depot.

(2) Two copies of Tally accompany all rail shipments and return of one copy to consignor is not effected until rail car arrives at destination.

4. Express Service.

a. Special Express Van service operates every even numbered day between NAPLES and LEGHORN to carry less than carload lot of high priority cargo. Service chiefs may bid such cargo to the Transportation Officer using form shown as Annex "H" in duplicate. Cargo accepted will be delivered to and picked up from Transportation terminals. Tally-Dispatch in form of Annex "E" will be accomplished in quadruplicate and will be processed as any shipment between depots.

5. Shipping Information.

a. The consignor Service is responsible for furnishing consignee

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with an itemization of the contents of each rail car or motor transport making up a shipment.

b. Upon dispatch of a movement directed by MTOUSA S/O, the Transportation Officer will send the consignee a priority cable stating MTOUSA S/O number; train or convoy number; date, time and place of departure; car initials and number or vehicle number; DWLT; and consignee; with an indication as to whether shipment is complete, partial or final.

c. Upon arrival of a movement directed by an MTOUSA S/O, the Transportation Officer will send the consignor a routine cable stating MTOUSA S/O number, train or convoy number; date, time and place of arrival; car initials and number or vehicle number; DWLT; and consignor.

C. MOVEMENT OF CARGO FROM ITALY

1. MTOUSA "Shipping Orders".

a. Upon receipt of MTOUSA Shipping Orders, the consignor Service or Agency will bid cargo to the Transportation Officer (Freight Division) using TC Form 50 (see Annex "H") in quadruplicate completely accomplished. Special mention will be made of any individual pieces weighing over 5,000 pounds or measuring over 6 ft. in length, height, or width, the weight and measurements being given. Notation will also be made of security items to be shipped in care of Cargo Security Officer and items requiring special stowage such as acids, toxics, calcium carbide, explosives and other inflammable or dangerous cargo.

b. When available cargo for shipment is sufficient to justify a request for a ship, the Transportation Officer will take necessary action to have the vessel nominated and will inform consignor Services, the name of the vessel, berth assignment and time that loading of shipment will start, method of transport to the port and desired rate of movement to Port.

2. Theater Shipping Documents.

a. Upon receipt, Services will process TSD's in accordance with MTOUSA Supply Directive #20, dated 9 March 1945, and will prepare items for movement.

b. Upon receipt of TSD copies #5 through #12, the Transportation Officer will make necessary arrangements for receipt of items and will notify consignor Service of the name of vessel, berth assignment, time that loading will start, method of transport to the Port and desired rate of movement to the Port.

3. Movement.

a. Supply Services will insure that sufficient personnel are on

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hand to load supplies, prepare tallies and move supplies to Port area in accordance with Transportation schedule. Tally in form of Annex "E" will be accomplished by all consignors of general cargo, wheeled vehicles and other items to be moved to the port for shipment by water. Tally must include the TSD number or Shipping Order number corresponding to the document covering the entire shipment. When cargo is transported to the Port, the procedures outlined in Sec. B (Rail or Motor Transport) will obtain. A certificate in form of Annex "I" will be securely fastened to the windshield of wheeled vehicles and a copy of the certificate will be appended to the vehicle tally.

b. Consignor will inform Transportation Officer at least four (4) hours in advance of the estimated time of completion of cargo loading at depot so that loading of other Services may be planned and coordinated.

c. Port will check all tallies against appropriate TC Form or TSD to insure that all cargo has arrived at shipside and will immediately notify Transportation Section (Freight Division) if discrepancies exist. If necessary, the Transportation Officer will contact consignor to resolve discrepancies.

3. Shipping Information.

a. Transportation Officer will process TSD's in accordance with MTOUSA Supply Directive #20 and prepare a supply manifest using TSD Copy #10 to forward with each vessel in custody of the Cargo Security Officer. Four copies, using TSD #8, #9, #11, and #12 of each such manifest, will be airmailed to consignee. For movements directed by MTOUSA Shipping Order, Transportation Officer will prepare Ocean Manifests to be forwarded with each vessel. Thirty (30) copies of Ocean Manifests will be dispatched by Air Courier to consignee.

b. Transportation Officer will notify consignee by most expeditious means of all departures. Message will state shipping order number; name of craft; date, time and place of departure; DWLT; and destination - with an indication as to whether shipment is complete, partial or final.

c. Transportation Officer will notify consignee on delays, giving information as specified for report of departure plus reason for delay and estimated new shipping date.

d. Upon completion of shipment, Services will forward TSD (Copy #13) to appropriate PBS AG with notation "Air Service Required". No cover letter is required. Envelope will be addressed -

CG, ASF, Washington, D.C.
Attn: Director of Distribution Division

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4. A Cargo Security Officer will be placed on all vessels carrying critical and/or pilferable cargo. The Transportation Officer will fully instruct the Cargo Security Officer on his duties and responsibilities.

D. MOVEMENT OF CARGO BY AIR.

1. The basic policy of Air Movements requires that Air Shipment be authorized only when the movement of cargo is necessary for the prosecution of the War and only when the need is so urgent that transportation by air is essential. Services requesting authority to send or receive cargo by air will include in their request a complete justification for the necessity of using Aircraft and state the time delivery at destination must be accomplished.

2. The following procedure will obtain upon receipt of shipping orders to move cargo by air:

a. Consignor Services and Agencies will submit to the Transportation Officer (Air Division) TC Form 50 (Annex "H") in duplicate completely accomplished, including the basis for air movement, time and date cargo must arrive at destination.

b. Transportation Officer will arrange for space and consignor will be notified when and to what airport and plane cargo is to be delivered for shipment.

c. Services will insure that sufficient personnel are on hand to load supplies, prepare tallies and move supplies to Airport in accordance with transportation schedule. The packing used will be light in weight yet durable enough to withstand normal handling. Shipments packaged in heavy wrapping paper will be securely bound with cord, wire or baling material. Each package will have attached two (2) standard completed Air Freight Shipping Tags in form of Annex "K" including gross weight in pounds, measurement in cubic feet, and shipping order number in space marked "Delivery Ticket No.____". Standard Air Freight Delivery Ticket in Form of Annex "L" will be accomplished in quadruplicate including shipping order number in space marked "Ticket No. ___". Three copies will accompany cargo to Airport where one copy will be receipted and returned to consignor.

d. Transportation Officer at point of departure will promptly notify consignee by operational priority cable of all items leaving by air transport. Cable will include shipping order number, aircraft number, date, time and place of departure, number of pieces, total weight in pounds, description of items, priority, airwaybill number and destination of plane.

e. Transportation Officer at point of destination will promptly notify consignee of all items arriving by Air Transport. Upon such

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notification consignee Service will immediately make arrangements to pick up shipments at the airport.

f. Transportation Officer will report daily to MTOUSA on SOS Air Transportation Form Number 3, a complete record of receipts and departures of air freight.

E. CARGO SECURITY AND GENERAL MOVEMENT REGULATIONS.

1. The prevention of loss of cargo enroute is of paramount importance. This will be accomplished by application of the following regulations in con junction with all cargo movements.

a. Cargo will be properly loaded to insure prevention of loss enroute. Special Security measures will be taken to protect "sensitive" cargo such as post exchange items, food, clothing, gasoline in five (5) gallon cans, medical supplies, etc.

b. All motor vehicles will be dispatched to a definite depot and a specific route will be prescribed. Only cargo pertaining to one Service will be loaded on any one vehicle. Vehicles will be formed into convoys whenever practicable. At no time will truck or cargo be left unguarded. Drivers of loaded vehicles will not pick up hitch-hikers nor stop at unauthorized places. Armed guards will ride in the bodies of "sensitive" cargo trucks in daylight if available. Guards will ride such trucks during hours of darkness. Guards will be provided by Service responsible for the Motor Transport move. In the event guard personnel available to the responsible Service are not sufficient to meet demands, application for assistance will be made to the Provost Marshal.

c. All Rail Cars will be sealed by loading Service as indicated in Annex "T". Dispatch will be to a definite depot, railhead or other installation. All readily pilferable or "sensitive" supplies will be shipped in closed box cars, having sound floors, roofs, and sides. Rail cars will not be loaded in excess of stenciled capacity. In order to clear tunnels and bridges on rail lines, the maximum width of shipments must be less than 8' 11" and maximum height must not exceed 12' 6" above top of rail.

d. The Provost Marshal will make frequent spot checks of loaded vehicles to verify dispatch and to detect variation from authorized routes.

2. The proper accomplishment of forms is the responsibility of all Services and Agencies concerned. In addition to pertinent information in the foregoing sections, the following instructions will apply:

a. All Dispatch Orders will be carefully printed. Complete information is essential, including origin of load, number of packages, type of cargo and identity of driver and guard when applicable. All tallies will be serially numbered on all copies to facilitate checking.

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b. Services receiving shipments will take immediate action to clear all vehicles and rail cars upon receipt, making an accurate check on cargo unloaded against cargo tally, receipting by full signature and a distinctive stamp or symbol on each tally, stating count, entering other pertinent information for which spaces have been provided on all copies, and by properly disposing of tallies.

(1) CAUTION. Circulation copies of dispatch orders are carbon copies. Any indication that erasures or changes have been made will immediately be reported.

(2) The reverse side of Dispatch Orders will be used to call attention to items needing correction such as delay of truck in arriving, action of driver while awaiting unloading, poorly loaded or mixed loaded trucks, etc.

(3) Each Service will maintain a set of distinctive rubber stamps to be used in unpredictable rotation when receipting tallies, as a guard against forgery. Transportation Section will be previously notified when change in receipting rubber stamp or symbol is made.

3. Prompt action taken at the time discrepancies are first noted is the foundation for resolving errors or losses.

a. The first checker to disclose a major discrepancy, either in count or type of cargo or in method of receipt will detain the truck and contact the preceding check point. Discrepancy will be cleared prior to release of truck.

b. Each Depot and/or Agency will notify the appropriate PBS Provost Marshal daily of any and all irregularities, using form shown as Annex "N". Copy of each report will also be forwarded to the parent Service or Agency of the personnel involved. Major incidents will also be reported immediately by telephone to the Provost Marshal giving information called for on report.

c. All officer personnel are reminded of their responsibility in safeguarding Government property. In this regard, the following are some of the check points:

(1) Investigate circumstances of cargo vehicles stopping at unauthorized places, traveling on apparently incorrect routes and picking up unauthorized persons.

(2) Investigate reasons for sudden large money amounts in possession of personnel under their control.

(3) Conduct unannounced showdown inspections of all troops. When such inspections disclose illegal possession of Government property or illegal disposition of Government property, strict

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disciplinary action will be taken. Publicity programs will be instituted which will effect a wide dissemination to the troops of the results of such disciplinary action.

4. Complete shipping information is a prerequisite for cargo security. All services and Agencies in complying with preceding instructions will be guided by the following:

a. Wherever "Cable" is mentioned, - courier, TWX, or other means may be substituted if considered more efficacous, but in all cases notification of shipment or arrival must be accomplished without delay.

b. MTOUSA will be furnished an information copy of all movement cables or other notices if shipment is accomplished on an MTOUSA shipping order.

VI. MISDELIVERED, DIVERTED OR MISSING CARGO

1. Misdelivered Items: Each Service upon receipt of "foreign Cargo" in any of its depots will report such cargo to the pertinent consignee. "Foreign Cargo" is any cargo not belonging to the Service which received it. The rehaul of misdelivered cargo is the responsibility of the Service for whom the cargo was properly intended. If the consignee Service cannot move the items with one vehicle of 2 1/2 ton capacity, Transportation Service may be called upon to redeliver the cargo. The provisions of cargo security and dispatch will fully apply.

2. Diverted Items: When the diversion of ships results in supplies consigned to one Base Section arriving in another, all cargo will be unloaded and except as specified below, will be placed in depot stocks.

a. Supplies and equipment consigned to a specific unit or organization or Force Marked Equipment (FME). (These items will normally be held in Port Intransit Depot pending disposition instructions).

b. Special project marked equipment.

c. Machine repair and spare parts.

d. Supplies covered by MTOUSA S/O issued concurrently with unloading.

e. Special Service supplies.

3. REPORTS: To obviate the necessity of frequent searches by the depots, each Service will report to the G-4 General Staff Division (Operations Section) as of the 15th and last day of each month to the effect that:

a. No "foreign cargo" is currently in their depots, or list

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such cargo which has been reported in paragraph 1 above, but which has not been lifted.

b. No items listed in paragraph 2 b, c, and d, above are currently in depots, or list such items showing marking, weight, cubage, and any other pertinent information that will assist in disposition.

c. No Force Marked Equipment is on hand which has not been identified, or list such items showing marking, weight, cubage and any other pertinent information that will assist in disposition.

4. Missing items:

a. In the event that search for missing critical items is deemed necessary, PRS units or Services will submit a request to appropriate G-4 Staff Division stating complete description of item, quantity, markings on containers, vessel from which discharged, if appropriate, and any other information which would assist in search.

b. G-4 Memorandum "Request Search of Depots" to Services will normally be answered within 10 days unless other time limit is specified. Negative reports will be submitted if applicable.

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SUBJECT: _____ Date _____

1.TO : _____

Extracts from Ocean Manifests are forwarded for your information. Request information required below be provided and this form returned not later than _____ hours.

_____

2.TO: G-4 Staff Division (Attn: Opn Sec)

Following is the desired diversion and priority of discharged for the listed ships.

(1) Ship Name	No.	(2) (3) (4) Critical Cargo Only Class	Tonnage	Stowage	(5) Priority Discharge	(6) Port of Discharge Desired

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ANNEX "A"

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DISTRIBUTION OF REPRODUCED COPIES OF OCEAN MANIFESTS

	Number of Copies	
	ALOL	DUKO
Port	7	7
G-4	0	1
Chemical Warfare	2	2
Engineer	6	6
Ordnance	7	3
Quartermaster	5	3
POL	3	2
Signal	4	4
Surgeon	3	2
Transportation	6	3
Army Exchange	2	2
Special Service	2	2
AAFSC/ATC	6	4
ALCOM	2	0
ARC	2	2
WNS	0	2

ANNEX "B"

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CARGO LOADING TALLY

1	2	3	4	5	6	7	8	9	10	11	12
13	14	15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	32	33	34	35	36
37	38	39	40	41	42	43	44	45	46	47	48
49	50	51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70	71	72
73	74	75	76	77	78	79	80	81	82	83	84
85	86	87	88	89	90	91	92	93	94	95	96
97	98	99	100	101	102	103	104	105	106	107	108
109	110	111	112	113	114	115	116	117	118	119	120
121	122	123	124	125	126	127	128	129	130	131	132
133	134	135	136	137	138	139	140	141	142	143	144
145	146	147	148	149	150	151	152	153	154	155	156
157	158	159	160	161	162	163	164	165	166	167	168
169	170	171	172	173	174	175	176	177	178	179	180
181	182	183	184	185	186	187	188	189	190	191	192
193	194	195	196	197	198	199	200	201	202	203	204
205	206	207	208	209	210	211	212	213	214	215	216
217	218	219	220	221	222	223	224	225	226	227	228
229	230	231	232	233	234	235	236	237	238	239	240
241	242	243	244	245	246	247	248	249	250	251	252
253	254	255	256	257	258	259	260	261	262	263	264
265	266	267	268	269	270	271	272	273	274	275	276
277	278	279	280	281	282	283	284	285	286	287	288
289	290	291	292	293	294	295	296	297	298	299	300

(DETACH HERE)

CARGO TALLY

DATE _____ TIME _____
(Loading Completed)

LOADED AT: _____ _____ _____
Berth or Rhd Ship Hatch or Car No.

TRUCK NO _____ DRIVER NO _____

KIND OF PACKAGE	: PKGS ON TRUCK :	WEIGHT LBS.
	:	:
	:	:
	:	:
	:	:
	:	:
	:	:
	:	:
	:	:
	:	:
Total	_____	Total _____

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Date _____ M. T. DISPATCHING ORDER NO.

TC
Truck No. _____ Trailer No. _____ Driver No. _____
Loaded at _____ Hatch No. _____ Tally Chkr _____ Guard No.
(Ship, Whse, Rhd, etc) Use
Take to _____ Exit No. _____ Follow _____
Enter Route _____
Return to _____ Gate No. _____ Dispatched By _____
Material
in Load _____ Lbs.

No. Pieces	Type of Pkg	Identifying Mark	Weight

Time
Out of
Port _____
Arr
Destination _____
Lv
Destination _____
Arr
Port _____

Load
Rec'd at _____

Rec'd by _____ (Depot Stamp Here)

Depot
Count _____ Date _____

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

TALLY

USE FOR ALL CARGO MOVED TO PORT FOR OUTLOADING

For Dump Checker Only

SHIP:	SERVICE:	DATE & TIME:
BERTH:	DUMP:	B/L NO:
LIST NO:	TRUCK NO:	SEAL NO:
SO. NO:	RAIL CAR NO:	CHECKER:
No. Type Pkg.	DESCRIPTION	Weight Unit Total / Cubic Feet

This form is to be replaced in the near future. Until New Form is available this Form will be altered when necessary to give full details required for cargo security.

For Packpile Checker Only

B/P AREA NO:	SPACE NO:	DATE:	SHIFT (D/N)
RELOADED TO TRUCK NO:	DATE:	SHIFT (D/N)	CHECKER

For Shipside Checker Only

HATCH:	DATE:	SHIFT (D/N)	CHECKER:

304p (26 Mar 45)

ANNEX "E"

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

PENINSULAR BASE SECTION
WEEKLY TONNAGE BID TO TRANSPORTATION OFFICER

Supply Service _____ Period _____ Date _____

#

Priority A,B, or C	Origin Depot	Description	DWLT	SHIP Tons	Destination (Depot)	Remarks
		TOTAL				

304 q (25 Mar 43)

DECLASSIFIED

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

RESTRICTED

_____

_____

_____

_____
Date

SUBJECT: Warrant for Rail Movement.

TO : Commanding General, Peninsular Base Section, APO 782
(Attn: Rail Transportation Officer at _____)

1. I certify that I have inspected the rail cars used on S/O No. _____ and that with the exceptions noted below, all cars were serviceable and securely sealed.

List of all rail cars used on Movement Car #	Contents	Serviceable (check)	Sealed (check)
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

2. These cars are to be labeled to _____

NOTE: Deliver without delay to _____
Rail Transportation Officer (RTO) _____
serving loading railhead.

ANNEX "G"

936

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

FORM PBS T.C. 30

FROM: _____ P.B.S.

WATER _____

TO: TRANSPORTATION OFFICER, P.B.S. (Attention:Freight Division) RAIL _____

Breakdown of tonnage allotment to move from _____.

SHIPPING ORDER NO. _____

DATE _____

Consignee	Port of Destination	DESCRIPTION	Type Pkg	No. of Pkgs.	DWT	CU FT	LOCATION

SIGNED

ANN EX ###

(26 Jan 45)

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

RESTRICTED

SUBJECT: Preparation of Vehicles for Shipment by Water.

TO : All Concerned.

I have personally inspected this vehicle _____ (Type) _____ (Number) and certify

a. That no dangerous cargo is contained in or attached to this vehicle. I understand that dangerous cargo is defined as live ammunition and explosives of any type, gasoline in containers other than vehicle tanks, oily rags, paints, shellac or other inflammable or combustible materials that would unduly imperil the safety of the transporting vessel. I further certify that any other cargo contained thereon or therein and of a delicate nature which might be damaged has been adequately packed against loss or damage in shipment.

b. That vehicle fuel tanks are 95% full. (*)

c. That winterization has been accomplished in accordance with Section XI, PBS Circular 68.

d. That a certified check list for all individual shortages is attached. (*)

_____

_____

_____
Responsible Officer

(*) - Not required for vehicles being shipped for reclamation.

1 INCL
Check List

ANNEX "I" 304t (26 Mar 45)

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

AIR FREIGHT TAG

SHIP TO _____
(Name of activity or individual that shipment is for)

DESTINATION _____
(Do not use code. Show destination point in clear)

CONTENTS _____

Gross Weight, this piece _____ Cubic feet _____

Total number of Pieces in this shipment _____

SHIPPED FROM _____
(Name of activity or individual making shipment)

LOCATION OF SHIPPER _____
(Do not use code. Show origin point in clear)

* DELIVERY TICKET NO. _____
(Official order number authorizing shipment move via aircraft)
*Enter prefix symbol together with the number. Example. MED-1819

SPACE BELOW TO BE FILLED IN BY AIR FREIGHT DEPOT

AIRWAYBILL NUMBER _____ PRIORITY _____

_____ _____

TOTAL NUMBER OF PIECES ON THIS AIRWAYBILL _____

MTOUSA Air Transportation
Form No. 1

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

934

AIR FREIGHT DELIVERY TICKET
SHIPPER'S RECEIPT FOR SHIPMENT DELIVERED TO AIR FORCE FREIGHT DEPOT FOR AIR FORWARDING

* TICKET NUMBER
Official order number authorizing shipment to move via aircraft

SHIP TO _____
(Name of activity or individual that shipment is for)

SHIPMENT DESTINATION _____
(Do not use code, show destination in clear)

SHIPPED FROM _____ LOCATION _____
(Name of activity or individual making shipment) (Shipper's Location in Clear)

No. of Pieces	Kind of Package	General Description of Contents	Branch of Service	Class No.	Unit Cubic	Total Cubic	Unit Weight	Total Weight

TOTAL NUMBER OF PIECES _____ TOTAL CUBIC FEET & WEIGHT: CUBIC _____ WEIGHT _____

ABOVE PIECES RECEIVED AT AIR FORCE AIR FREIGHT RECEIVING DEPOT, PROPERLY PACKED AND MARKED BY:

Name Rank or Grade

DATE RECD _____ HOUR _____

THIS SPACE FOR AIR FREIGHT RECORDING ONLY

AIR-WAYBILL NUMBER (S) _____ PRIORITY RATING _____

Two copies must accompany shipment to Air Freight Depot, one signed copy will be returned to shipper

*Enter prefix symbol together with the number: Example, MED-1819

WTCUSA Air Transportation Form No. 2

WTCUSA 304a (23 Jan 45)

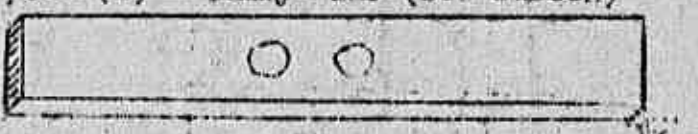
Declassified E.O. 12356 Section 3.3/NND No. 785021

RESTRICTED

Sealing of Freight Cars.

1. The following instructions will apply to insure supply Security when sealing freight cars. This type seal is designated "Wire Seal" as differentiated from the "Acme Seal" and the "Lead Seal".

2. TOOLS One (1) Bolt Cutter
One (1) "Tommy" Bar (see sketch)



(Flat iron 3/4" x 1/4" - 20" long
5/16" holes spaced 2 1/2" apart)

3. MATERIAL Supply of 1/4" round iron rods - 20" long, or 5 mm or larger wire.

4. PROCEDURE

a. Close rail car doors and engage hasps.
b. Insert round rod thru hasp and bend into a "U" shape.
c. Place "Tommy" Bar over ends of "U" and twist until round rod or wire is effective as a lock.
d. Remove "Tommy" Bar and use bolt cutter to sheer ends close to the last twist.

5. All rail cars, without exception, will be closely inspected by loading Agency and necessary repairs made before cargo is loaded. All box cars will have the doors closed and sealed in accordance with the above. Ventilators in cars will be secured to prohibit entry. No car will be loaded which has loose or broken boards in roof, sides or bottom. No pilferable items will be shipped in open or gondola type cars.

6. The Transportation Officer will not move any box car until a warrant of seal has been received.

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

Date

SUBJECT: Irregularity Report

TO : Commanding General, Peninsular Base Section, APO 782,
U.S. Army (Attn: P.M. for PLPA)

1. Short 12 cases of rations from truck — 0300 TIME — 8 Jan 45 DATE
INCIDENT
Pvt [illegible] Smith 31233456 4675 QM Trk Co
NAME ASN UNIT

Driver Held for investigation BY 135 MP Co
ACTION TAKEN

2. Dispatched ticket altered ... 1715 8 Jan 45

Sgt C.C. Clark 3272712 3456 QM Trk Co

Under investigation by Port P.M.

3. Freight car entered - Pilferage 1800/2300 8 Jan 45

Unknown

Reported to MRS - PM for investigation

4. Permitting passing of supplies thru perimeter fence. 1930 8 Jan 45
Leviglio, Bruno 1st Co, 10 Police Bn (Itn)

Under arrest of Italian Unit

5. Case of cigarette Lighters pilfered on SS JOHNS 1200 8 Jan 45
Unknown

Investigation by Cargo Security Officer & Port P.M.

Cy to:

ANNEX "N" 304x (26 Mar 45) 933

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

1. The Provost Marshal is responsible for aggressive and continuous measures to reduce property loss and secure punishment of offenders. Property loss incidents have heretofore not come to the attention of the P.M. at all or only after the elapse of a considerable number of days, making investigation extremely difficult, if not impossible. This report is to permit immediate and vigorous follow-up of the action taken at the time of the incident and will permit corrective measures to eliminate sources of property loss.

2. All loss of Allied Military property by actual or suspected illegal means is included within the meaning of the term "incident" and is to be reported, whether major or minor. (The form lists several hypothetical cases.)

3. Report will include the following information:

   a. Place
   b. The "Incident"
   c. Time and Date
   d. Name, rank, ASN, and unit of "Principal" if known
   e. Action taken

4. Not all property loss is pilferage. Use correct terminology when making this report.

5. A telephone report will be made to the P.M. whenever a major incident occurs. This written report will also be made as a written follow-up.

COPY No 43

SOUTHERN ITALY ELECTRICITY SECTION

Telephone
Rome 489081 - Ext. 317

28 March 1945

ADVISORY COMMITTEE ON ELECTRIC POWER (SOUTHERN ITALY)

M I N U T E S

The second meeting of the Advisory Committee on Electric Power (Southern Italy) was held at 0930 on Saturday 17 March 1945 in the offices of Società Meridionale di Elettricità - Naples.

Present :

Lt.Col.	W.M.LARNER	- Chairman
Prof.Eng.	A.ASTA	- Vice chairman
Dr.Eng.	T.MASTURZO	- Member
Dr.Eng.	C.CERILLO	- Member
Dr.Eng.	G.MAIONE	- Member
Dr.Eng.	MONTEFUSCO	- Member
Dr.Eng.	BOVE	- Member
Prof.Eng.	P.RUGGIERO	- Member
Major	R.A.RYAN	- In attendance
Dr.Eng.	F.BARLUZZI	- Secretary

6) - Minutes of the first meeting of the Committee, held on Thursday 25th February 1945

Min. 2)
(c) - Transfer of plant was under discussion by Electrical Reconstruction Committee.

Eng. Maione reported on the Volturno Diesel plant.

It was agreed that Ente Autonomo Volturno coordinate their maintenance programme with S.M.E. Company, so as to have a maximum output for peak load period.

It was reported that mine clearance in the vicinity of electrical plants was proceeding. The Committee agreed that maps showing areas still to be cleared be sent to the Ministry of Public Works together with a

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

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Present :

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Prof.Eng.	A.ASTA	- Vice chairman
Dr.Eng.	T.MASTURZO	- Member
Dr.Eng.	C.CERILLO	- Member
Dr.Eng.	G.MAIONE	- Member
Dr.Eng.	MONTEFUSCO	- Member
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Min. 3)

Eng. Masturzo, relating to spare capacity stated that breakdowns at plant had resulted in no spare being available. It was hoped to have spare margin available for April.

932
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Declassified E.O. 12356 Section 3.3/NND No. 785021

Min. 4)
Lt.Col.Lapper reported that the transfer of the lead press from Livorno to Pirelli Company Naples had been considered. Owing to the time taken for removal to Naples and transport difficulty it was thought undesirable to move this at the present time.

The Committee recommended that this matter be further discussed by Eng. Asta with the Pirelli representatives in Rome.

Lt.Col.Lapper reported that it was hoped to start the Ginori Insulator Factory (Florence) at an early date and requested Power Companies to let Eng. Asta have particulars of their requirements.

8) - To review progress and make recommendations in connection with the rehabilitation of the generating plants and transmission lines

Repairs made by Societa Meridionale di Elettricità at Fraitamaggiore, Agnano II, Leto, Aventino and Pescara III were reviewed by Eng.Masturzo.

Eng.Maione reviewed the progress of plant and transmission lines of "Ente Autonomo del Volturno". Transport and cement are urgently needed.

The Committee agreed that serious delay in rehabilitation was due to shortage of transport, and recommended that until such time as adequate transport is made available to the Companies, ENAC (Ente Nazionale Autotrasporti Cose) be requested to grant highest priority for works in connection with electrical rehabilitation, by the Ministry of Public Works.

The Committee recommended that the following rehabilitation works requested by S.M.E. be carried out :

(a) - Transmission lines to Formia - Gaeta - Itri area.

(b) - Re-arrangements of lines and small generating stations in Molise Region.

(c) - Repairs of civil works at Galatro Hydro Station (Calabria).

9) - To make recommendations for the operation programme and the allocation of power for the month of April 1945

Declassified E.O. 12356 Section 3.3/NND No. 765021

Ginori Insulator Factory (Florence) at an early date and requested Power Companies to let Eng. Asta have particulars of their requirements.

8) - To review progress and make recommendations in connection with the rehabilitation of the generating plants and transmission lines

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9) - To make recommendations for the operation programme and the allocation of power for the month of April 1945

It was reported that the availability of electric power during April will be increased because of seasonal reduction of load in Apulia and Campania Regions (5 - 6 MW) and larger production at Sila Stations (approx 6 MW) due to increased flow of Neto River.

It was shown that a careful study of allocations had made it possible to increase from 2 to 9 MW the demand of the fertilizer factories in Crotone.

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Declassified E.O. 12356 Section 3.3/NND No. 755021

10) - Any other business

Lt.Col. Lapper asked the Committee's opinion regarding the interconnection of the Central and Southern Italy Grid Systems pointing out that considerable damage was done to the high voltage line which would have to be used for this purpose. The Committee advised that this matter be left over the time being in view of the large amount of material involved and shortage of transport and also that it would be some considerable time before interchange of energy could be made available.

11) - Date and time of next meeting

Next meeting will be held at 0930 on Saturday April 14th.

Dr. Eng. FRANCESCO BALDUZZI
Secretary to the Committee

Distribution
List attached.

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

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11) - Date and time of next meeting

Next meeting will be held at 0930 on Saturday April 14th.

Dr. Eng. FRANCESCO BALDUZZI
Secretary to the Committee

Distribution
List attached.

930

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

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99 - File
100/115 - Spares

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

COPY N° 13

CENTRAL ITALY ELECTRICITY SCHEME

Telephone
Rome 489081 - Ext. 317

27 March 1945

ADVISORY COMMITTEE ON ELECTRIC POWER
(CENTRAL ITALY)

M I N U T E S

The third meeting of the Advisory Committee on Electric Power (Central Italy) was held at 0900 hours on Monday 19th March 1945 in room 16th, 8th Floor A.C. Hqtrs - Via Vittorio Veneto, Rome.

Present :

Lt.Col.	W.M.LAPPER	- Chairman
Prof.Eng.	A. ASTA	Vice Chairman
Dr.Eng.	A.ROVELLI	- Member
Dr.Eng.	G.ANGELUCCI	- Member
Prof.Eng.	A.ANGELINI	- Member
Dr.Eng.	C.FASCETTI	- Member
Dr.Eng.	G.LANDUCCI	- Member
Dr.Eng.	F.BARLUZZI	- Secretary

15) - Minutes of the 2nd meeting held on February 15th 1945

The minutes were approved.

16) - Matter arising

Minute 10 - Farfa I works still under discussion with Eng. De Gasperis of Terni Company.

Gorgoglione unit castings will be made at Bignone Company (Florence).

Galleto 3rd and 4th alternator will operate on open circuit air cooling until cooler tubes arrive from U.S. (approximately two months).

Preci and Papigno Stations repair still under discussion with Terni Company.

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

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Present :

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Prof.Eng.	A. ASTA	- Vice Chairman
Dr.Eng.	A.ROVELLI	- Member
Dr.Eng.	G.ANGELUCCI	- Member
Prof.Eng.	A.ANGELINI	- Member
Dr.Eng.	C.PASCETTI	- Member
Dr.Eng.	G.LANDUCCI	- Member
Dr.Eng.	F.BARLUZZI	- Secretary

15) - Minutes of the 2nd meeting held on February 19th 1945

The minutes were approved.

16) - Matter arising

Minute 10 - Farfa I works still under discussion with Eng. De Gasperis of Terni Company.

Gorosa II unit castings will be made at Pignone Company (Florence).

Galleto 3rd and 4th alternator will operate on open circuit air cooling until cooler tubes arrive from U.S. (approximately two months).

Preci and Papigno Stations repair still under discussion with Terni Company.

S.Giacomo works commenced.

Minute 12) - Emergency operation arrangements in hand by Eng.Pietromarchi and Major Renton.

Minute 13) - Neutral earthing and electrical protection under discussion by Technical Committee and Eng. Pietromarchi and Major Renton.

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

17) - Progress in rehabilitation of plants

Ing.Rovelli (S.R.E.) stated that Farfa I delayed due to contractor Bosco being on Military work. A.C. to examine. Shortage of insulating material which will cause delay. Committee advised S.R.E. to request MATER CO. for information. S.R.E. to pass information to A.C.

The question of bakelite tubes and of special insulating bushings was discussed. The Committee advised the Ministry of Public Works to obtain full particulars from the Eletrical Companies of their requirements. This to include material which may be available from the Ginori Factory (Florence).

The Committee advised that repairs at Morino Plant be discussed between Terni Company and A.C.

Eng.Rovelli raised the question of wire-drawing made by Corradini Firm (Naples). The prices and losses of material were unreasonable. Corradini was now demanding about 25% of additional copper to cover losses. It is reported that Societa Metallurgica of Fornaci di Barga (Toscana) will probably be able to carry out wire-drawing work in May. The Committee recommended that the Ministry of Public Works look into the matter of prices and losses demanded by wire-drawing works.

Eng.Fascetti (U.N.E.S.) stated progress of repairs of Unes works up to programme.

Repairs to 1st unit of Gerosa being made at Tolentino.

Eng.Angelini (Terni) - stated that Galleto unit will be examined for possibility of hydrogen cooling system to give increased output. Committee will be informed.

Eng.Landucci (Selt-Valdarno) - Lima Station breakdown after repairs; will be in operation in about one week.

Castelnuovo Garfagnana (no man's land) reported by partisan with 1 unit operating and supplying energy to enemy.

Parts of other machines have been hidden.

Gallicano still within shelling distance. Two units can be repaired in three months. Some damage to civil works.

Pian della Rocca - 11,000 KW unit operating from local reservoir. Main water supply still in enemy hands. Station can only be used for peak due to shortage of water.

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

The Committee advised that repairs at Verino Plant be discussed between Terni Company and A.C.

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Gallicano still within shelling distance. Two units can be repaired in three months. Some damage to civil works.

Pian della Rocca - 11,000 KW unit operating from local reservoir. Main water supply still in enemy hands. Station can only be used for peak due to shortage of water.

Livorno - repairs to two boilers proceeding with assistance of Orlando Shipyards.

Parts of one turbine unit being assembled.

Extention of the Nera Montoro Station was discussed and the Committe advised that this project be left over for the time being.

The rehabilitation of the State Railway transmission line Larderello-Cascina-San Romano was discussed. The Committee

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

recommended that this line be repaired to permit power flow from Larderello to the north.

Eng. Angelucci reviewed the progress in rehabilitation of plants of ACEA; repairs are going on according to programme.

Transport - All members of the Committee agreed that lack of transport was causing a serious delay in rehabilitation work.

Selt-Valdarno was being asked to return two Italian Army trucks this week.

Ente Nazionale Autotrasporti Cose (ENAC) were not meeting demands for transport. The Committee recommended that the Ministry of Public Works request ENAC to give the highest priority to transport for electric rehabilitation work.

18) - Report from the Director of Master Control
Report from the Director of Master Control was received. The Committee agreed that operation has been satisfactory.

The question of high voltage transmission was discussed and it was thought that in order to effect economies particularly in transformers, some form of standardization be considered.

The Committee recommended that the Ministry of Public Works examine the position with a view of obtaining a standard grid system voltage.

19) - Operation and allocation of power
The Committee agreed the programme for the month of April.

20) - Any other business

1946 Programme - The question of future rehabilitation work was discussed and the possibility of availability of repair shops reviewed.

The Committee recommended that all Electrical Companies submit to Ministry of Public Works programmes of rehabilitation work for the year 1946.

Financial - The Electrical Companies in Central Italy were now concerned with the intercompany financial arrangements for settlement of interchange of reactive KVA and also the division of fuel costs. After much discussion the Committee

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demands for transport. The Committee recommended that the Ministry of Public Works request ENAC to give the highest priority to transport for electric rehabilitation work.

18) - Report from the Director of Master Control
Report from the Director of Master Control was received. The Committee agreed that operation has been satisfactory.

The question of high voltage transmission was discussed and it was thought that in order to effect economies particularly in transformers, some form of standardization be considered.

The Committee recommended that the Ministry of Public Works examine the position with a view of obtaining a standard grid system voltage.

19) - Operation and allocation of power
The Committee agreed the programme for the month of April.

20) - Any other business

1946 Programme - The question of future rehabilitation work was discussed and the possibility of availability of repair shops reviewed.

The Committee recommended that all Electrical Companies submit to Ministry of Public Works programmes of rehabilitation work for the year 1946.

Financial - The Electrical Companies in Central Italy were now concerned with the intercompany financial arrangements for settlement of interchange of reactive KVA and also the division of fuel costs. After much discussion the Committee recommended that Eng. Pietromarchi, Director of Master Control, examine the position to see whether it is possible to determine the costs which will accrue to each company in respective of reactive KVA and of fuel consumption.

21) - Date and time of next meeting
Next meeting will be held in the offices of Società Romana di Elettricità - Via Poli - Rome at 0 00 on Monday, April 16th 1945.

Dr. Eng. F. BARLETZZI
Secretary of the Committee

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