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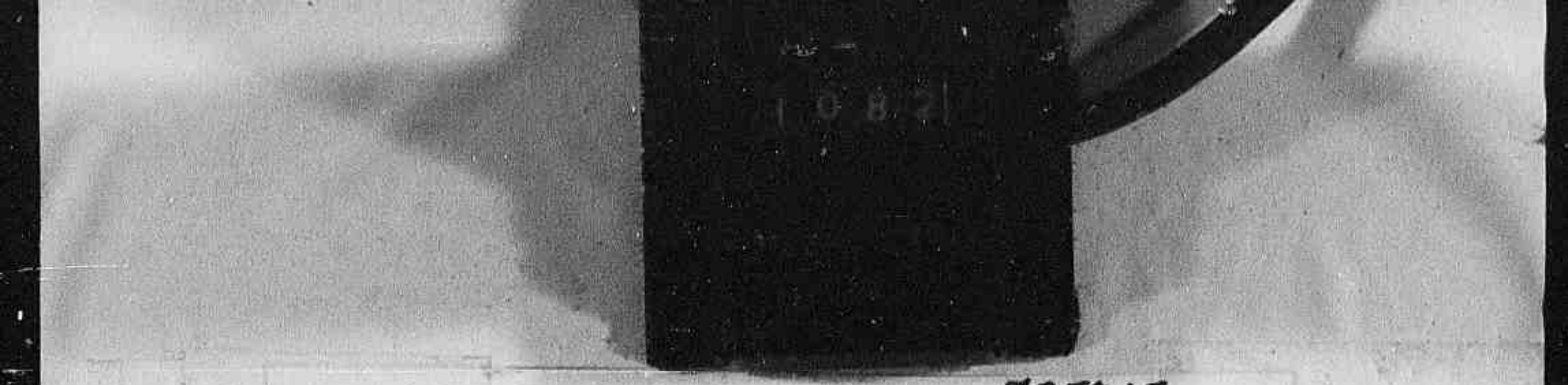
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INTERROGATION REPORTS
JAN. 1944

235pp



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I N D E X

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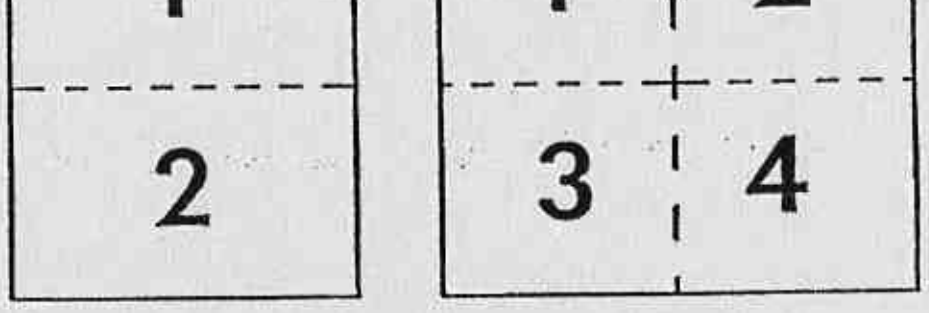
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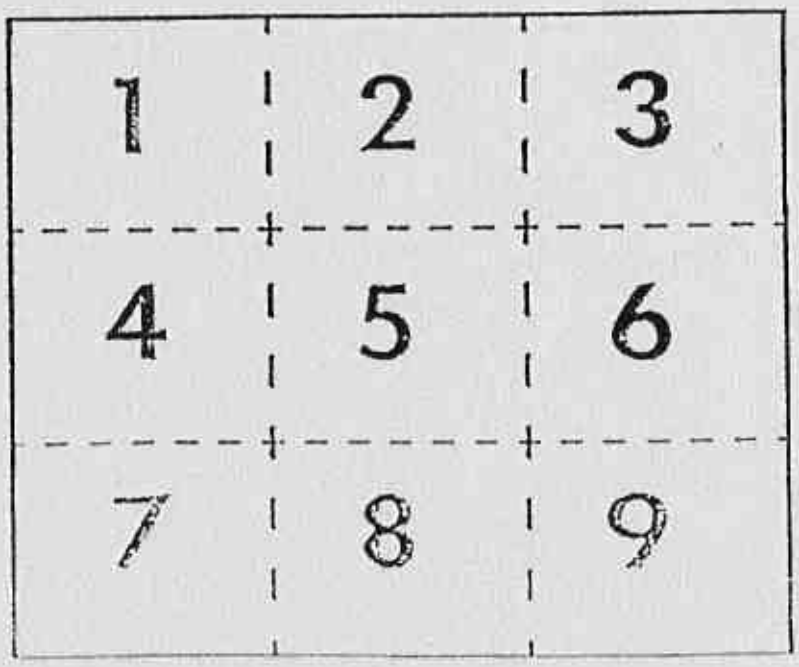
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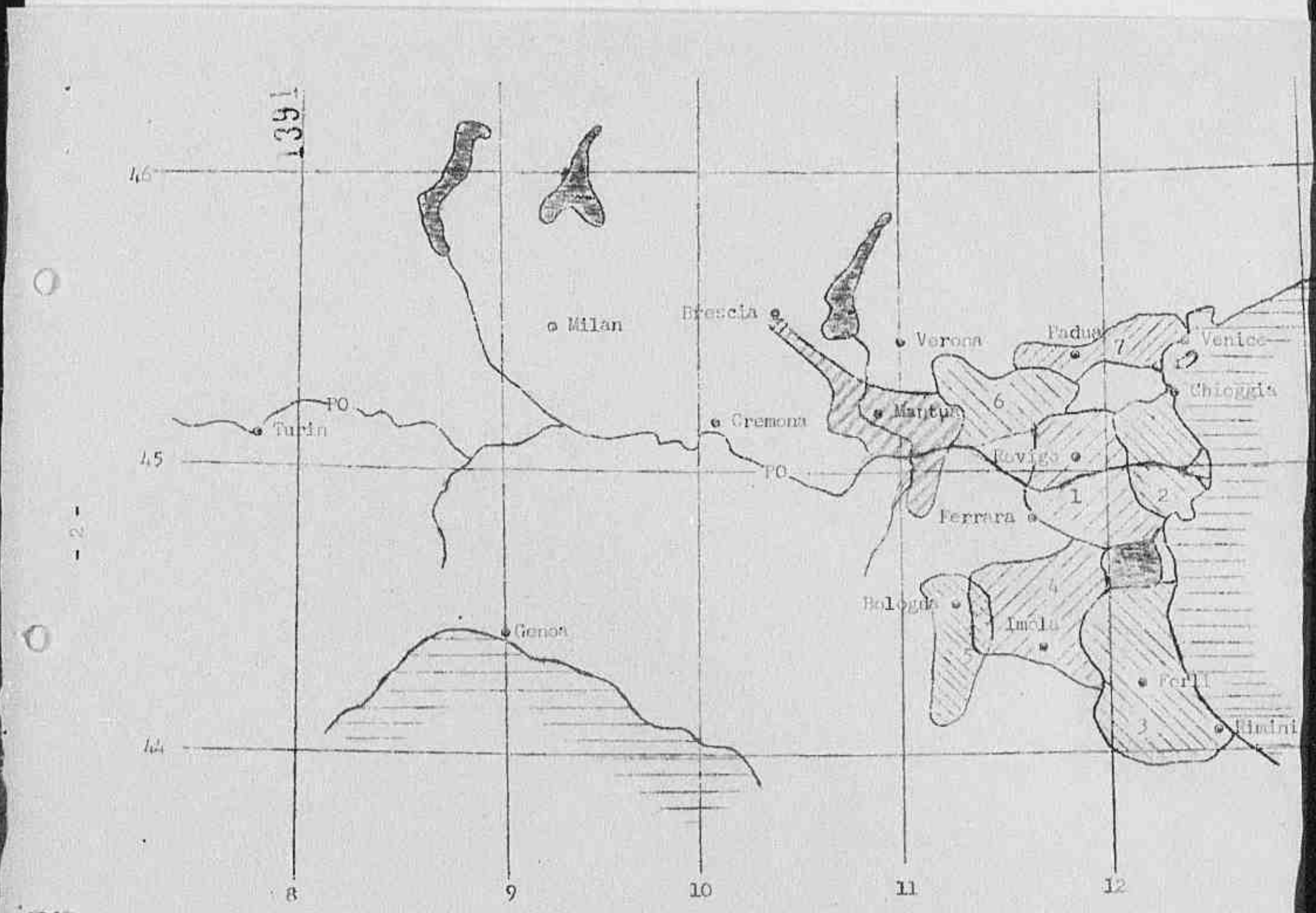
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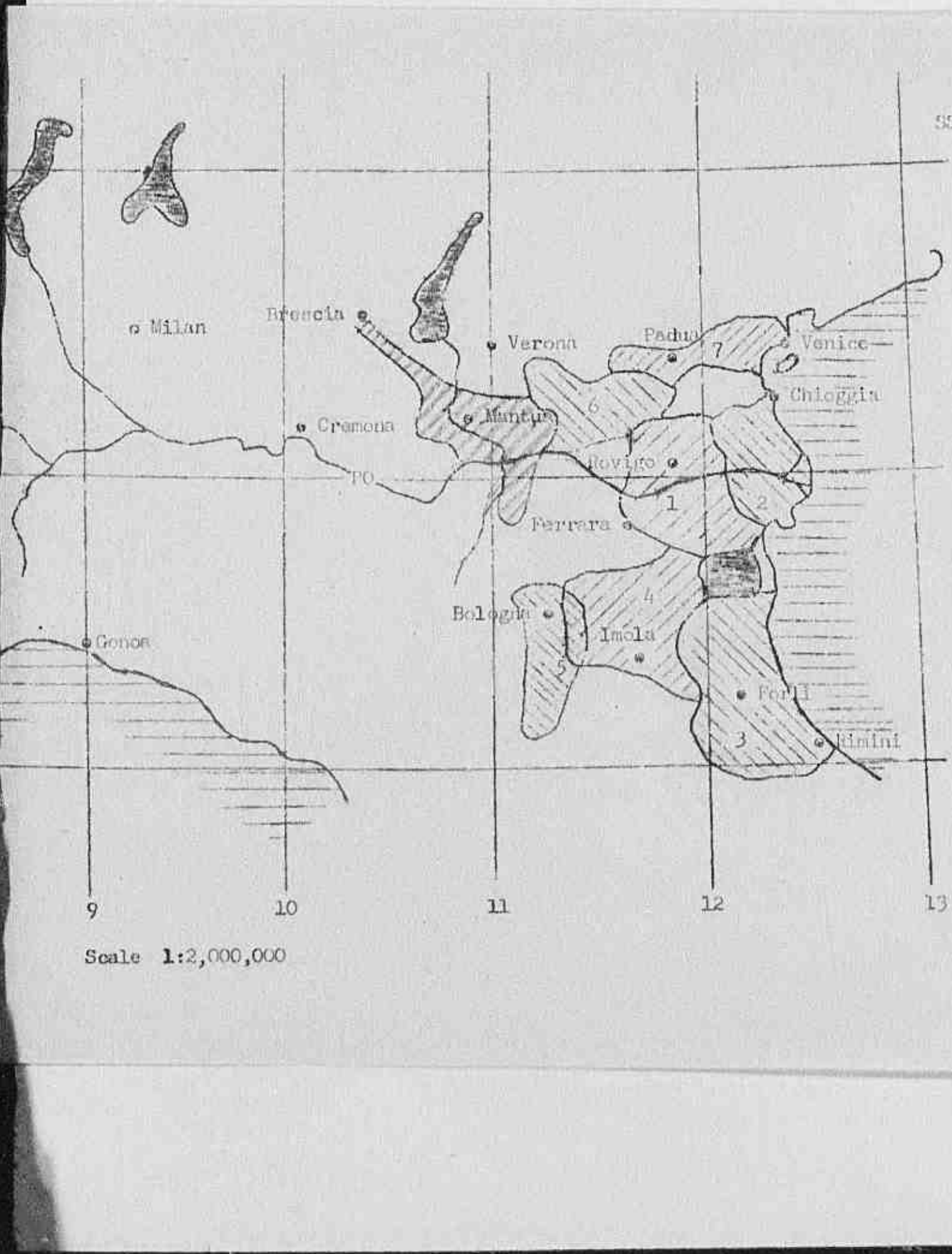
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GAZZO VERONESE - PRADELLE (690210) (PROV. VERONA)
(Map used ITALY 1:100,000 Sheet 63 LEGNAGO)

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A SOURCE

P/W Pte. MANTOVANI, MARIO, a 33-year-old letter-carrier, was home last for 7 days in Apr. 1943. He is unintelligent, unobservant and seemed only fairly reliable.

B TOWN

i) POPULATION
About 1,000, the majority of whom are farmers.

ii) WATER SUPPLY
Drawn from underground pipes by hand pumps, the water is potable and plentiful.

iii) ELECTRICITY
Most homes and streets have electricity which originates at a power station at NOGARA (690250) and is transformed at a sub-station in GAZZO-VERONESE.

iv) GAS
None. Wood and charcoal serve for cooking and heating.

v) SEWERAGE
Cesspools are used and emptied periodically and their contents are used as fertilizer.

vi) POSTAL FACILITIES
A one-room P.O. serves the twin towns of GAZZO-VERONESE-PRADELLE. Telegraph is available, but NOT telephone; the latter is found at the neighboring town of RONCANOVA (724212). Mail is delivered.

vii) GACL
None. An 8-year old CC.RR. barracks in RONCANOVA is used.

viii) HOSPITALS
None; there is a small dispensary. A pharmacy is located in RONCANOVA. A large, 2-storey general hospital, called LA RAFFA, is near NOGARA at (682240). It serves several neighboring towns. This is considered a fairly healthy area. There is little or NO malaria and NO prevalent diseases.

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B TOWN

i) POPULATION
About 1,000, the majority of whom are farmers.

ii) WATER SUPPLY
Drawn from underground pipes by hand pumps, the water is potable and plentiful.

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iv) GAS
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v) SEWERAGE
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vi) POSTAL FACILITIES
A one-room P.O. serves the twin towns of GAZZO-VERONESE-PRADELLE. Telegraph is available, but NOT telephone; the latter is found at the neighboring town of RONCANOVA (734212). Mail is delivered.

vii) JAIL
None. An 8-year old CC.RR. barracks in RONCANOVA is used.

viii) HOSPITALS
None; there is a small dispensary. A pharmacy is located in RONCANOVA. A large, 2-storey general hospital, called LA RAFFA, is near NOGARA at (682240). It serves several neighboring towns. This is considered a fairly healthy area. There is little or NO malaria and NO prevalent diseases.

ix) HOTELS
An inn, TRATTORIA CACCIATORI, has 3 lodging rooms. Four small hotels in NOGARA have a total of 42 rooms.

x) SCHOOLS
One elementary school with 4 large rooms.

xi) INDUSTRIES
None.

xii) OTHER BUILDINGS
1) A cinema, used also for dancing, seats 4-500.
2) A DOPOLAVORO at PRADELLE has 2 large rooms.
3) Fascist Headquarters is located in the town hall.

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GAZZO VERONESE - PRADELLE (690210) (PROV. VERONA) (Cont.)

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C COMMUNICATIONS

a) ROADS

i) VILLIMPENTA (660210) - GAZZO VERONESE - RONCANOVA - MACCACARI (750210).
This is a narrow-2-way, metalled, gravel-surfaced road. At various points it is flanked by earth verges 1-1½ m. wide. The state of repair is good; gravel piles are placed on the verges at frequent intervals. Ditches are to be found in places; they usually contain 5-15 cm. of water and are at least 1 m., and sometimes 2 m. deep. At VILLIMPENTA the road crosses a 15 m.-long, 2-way, stone bridge. At GAZZO VERONESE there is a 5-6 m.-long, 1-way, brick bridge.

ii) CASTEL D'ARIO at RJ (641258) - CHIESONE (690191) - PRADELLE
This is a metalled, gravel-surfaced, narrow-2-way road. It is in poor condition in Winter and after rains, due to poor drainage. Near CHIESONE there are 2, 10 m.-long, brick bridges.

b) RAILWAYS

i) NOGARA - LEGNAGO (880260)
This is a single-track, standard gauge, steam Rly. whose bed varies from 30-100 cm. above terrain level. At (692258) it crosses the TARTARO River over a steel, 15-20 m.-long bridge. The station at NOGARA has 4-5 sidings.

ii) OSTIGLIA (740120) - NOGARA
This is a single-track, standard gauge, electrified Rly. At (717217) there is a level crossing protected by drop gates.

D TOPOGRAPHY

The terrain in this region is flat and marshy in many places. The fields are cultivated with maize, wheat, sugar-beets and potatoes. Vines are very common, and reach a maximum height of 2 m. Orchards of apple, peach, pear and cherry trees are to be found frequently.
Extensive irrigation is effected by many electric pumps.
Fields are divided by the many 1-way, gravel roads which traverse the marshlands, or by drainage ditches. Most of the fields are impassable to wheeled vehicles.
Snow reaches a maximum depth of 45 cm. in Dec. and Jan. Heavy rains occur in mid-Summer and Autumn.

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Extensive irrigation is effected by many electric pumps.
Fields are divided by the many 1-way, gravel roads which traverse the marshlands, or by drainage ditches. Most of the fields are impassable to wheeled vehicles.
Snow reaches a maximum depth of 45 cm. in Dec. and Jan. Heavy rains occur in mid-Summer and Autumn.

E ECONOMIC

See D, above.
Considerable fishing is carried on in the streams and ditches in the area. Licenses are required; they are obtainable in the local town halls.
Hunting of wild duck and many species of birds is common.

F PERSONALITIES - POLITICAL and ECONOMIC

a) ALTICHIERI, MARIO, a rich landowner, has succeeded CAVALIER, SPIRIDIONE as political secretary. (See ITALY, ZONE HANDBOOK No. 13, VENEZIA EUGANEA, Part III)
b) POLI, BENIAMINO, a wealthy landowner, is a Fascist and NOT well liked.
c) BONCOLETTA, SILVIO, a large landowner and a Fascist, is NOT liked.

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GAZZO VERONESE - TRADELLE (690210) (PROV. VERONA) (Cont.)

d) Count GUARIENTI, BARTOLO, a wealthy absentee landowner residing in VERONA, is a hated exploiter.
e) Baron TREVES DEI BONFILI owns large tracts in the vicinity of SAN PIETRO IN VALLE (692205) and is well-liked because he has aided many people.
f) IACUR, a wealthy landowner living in MACCACARI (749209), is well-liked.
g) MENGHINI, GIACOMO, owns extensive rice fields and is well liked.
h) SURATTO, VITTORIO, a large landowner, is well regarded.

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J.D.

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CASTELLUCCHIO (357234), GAZOLDO (320293), OSPITALETTO (334218) and Area (PROV. MANTUA)
(Map used ITALY 1:100,000 Sheet 62 MANTOVA)

1387

A SOURCE

P/W Pte. NEGRI, Giacomo, is a 36-year-old farmer, who has lived in the area all his life. He was last home in Oct. 1942 when called up. His estimate of distances is rather conservative; he seems reliable.

B TOWNS

a) CASTELLUCCHIO

i) POPULATION
About 2,000, mostly farmers.

ii) WATER SUPPLY
Water is drawn from wells 20 to 40 m. deep, equipped with hand-operated pumps. Most of the wells have a filtering apparatus: the filter was changed every 10-12 years. Water is good and plentiful all the year round.

iii) ELECTRICITY
Electricity is laid on in practically all houses. The wires are strung on wooden poles and attached to brackets on the houses. Street lamps hang from wires strung from building to building.

iv) GAS
None. Wood is generally used for fuel.

v) SEWERAGE
Cesspools are used and their contents are periodically emptied and used as fertilizer.

vi) POSTAL FACILITIES
The P.O. is in a 2-storey building. The P.O. proper is a room about 7 by 5 m. on the ground floor. Telegraph and telephone facilities are available. Mail is delivered once daily.

vii) GAOL
There is NO gaol. The CC.RR. barracks is a 2-storey building with 8-10 rooms, including a lock-up. It has a complement of about 10 men with a M.O. in charge.

viii) HOSPITALS
There is NO hospital. The town is served by one doctor, one

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5 TOWNS

a) CASTELLUCCHIC

i) POPULATION
About 2,000, mostly farmers.

ii) WATER SUPPLY
Water is drawn from wells 20 to 40 m. deep, equipped with hand-operated pumps. Most of the wells have a filtering apparatus: the filter was changed every 10-12 years. Water is good and plentiful all the year round.

iii) ELECTRICITY
Electricity is laid on in practically all houses. The wires are strung on wooden poles and attached to brackets on the houses. Street lamps hang from wires strung from building to building.

iv) GAS
None. Wood is generally used for fuel.

v) SEWERAGE
Cesspools are used and their contents are periodically emptied and used as fertilizer.

vi) POSTAL FACILITIES
The P.O. is in a 2-storey building. The P.O. proper is a room about 7 by 5 m. on the ground floor. Telegraph and telephone facilities are available. Mail is delivered once daily.

vii) GAOL
There is NO gaol. The CC.RR. barracks is a 2-storey building with 8-10 rooms, including a lock-up. It has a complement of about 10 men with a W.O. in charge.

viii) HOSPITALS
There is NO hospital. The town is served by one doctor, one pharmacy and one veterinary.

ix) HOTELS
There are 2 hotels, each 2 storeys high, with a combined capacity of about 15 rooms.

x) SCHOOLS
The elementary school at (362232) is a 2-storey building, about 15 by 10 m.
The kindergarten is a single-room building about 6 by 6 m.

xi) INDUSTRIES
1) A water-driven flour mill at (370237), on the OSONE Canal, can mill 3 tons of wheat and maize per day. In Summer the canal is usually dry and the mill is then electrically powered.

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CASTELLUCCHIO (357234), GAZOLDO (320293), OSPITALETTO (334218) and Area (PROV. MANTUA) (Cont.)

2) An abattoir and meat packing house, at (365229), employs about 100 workers. The establishment is equipped with refrigerators and electrically-powered machines. 1386
3) A butter and cheese factory is located on the South side of the CASTELLUCCHIO-MARCARI highway, 500 m. West of CASTELLUCCHIO. In Summer this factory uses 2 tons of milk per day.
4) Another butter and cheese factory is located at (372237). In Summer it uses up to 4 tons of milk per day.

xii) PUBLIC BUILDINGS
1) The Town Hall is a 2-storey building 12 by 8 m. located in the center of town. The municipal offices are in this building.
2) The CASA DEL FASCIO occupies one room in the theatre (see below, xiii).
3) The AMMASSO was located once at (365232), in a 2-storey building about 14 by 8 m. This building is now empty.
4) The present AMMASSO is located at (367234). It is a masonry shed, consisting of one store-room 40 by 14 m.

xiii) THEATRE
The local theatre, located near the Town Hall, has a capacity of 500. Seats are removable.

xiv) PERSONALITIES
1) LEONI, the mayor of the town, is a Fascist who is fairly well-liked.
2) LEONI, the mayor's father, owns one butter and cheese factory and the abattoir (see above xi, 1 and 4).

b) GAZOLDO

i) POPULATION
About 1,200, mostly farmers.

ii) WATER SUPPLY
Same as in B, a, ii.

iii) ELECTRICITY
Electricity is laid on in practically all homes. The wires are strung on wooden poles and attached to brackets on the houses. Street lamps hang from wires strung from building to building.

iv) GAS

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Summer it uses up to 4 tons of milk per day.

xii) PUBLIC BUILDINGS
1) The Town Hall is a 2-storey building 12 by 9 m. located in the center of town. The municipal offices are in this building.
2) The CASA DEL FASCIO occupies one room in the theatre (see below, xiii).
3) The AMBASSO was located once at (365232), in a 2-storey building about 14 by 8 m. This building is now empty.
4) The present AMBASSO is located at (367234). It is a masonry shed, consisting of one store-room 40 by 14 m.

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The local theatre, located near the Town Hall, has a capacity of 500. Seats are removable.

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b) GAZOLDO

i) POPULATION
About 1,200, mostly farmers.

ii) WATER SUPPLY
Same as in B, a, ii.

iii) ELECTRICITY
Electricity is laid on in practically all homes. The wires are strung on wooden poles and attached to brackets on the houses. Street lamps hang from wires strung from building to building.

iv) GAS
None. Wood is generally used for cooking and heating purposes.

v) SEWERAGE
Cesspools are used. They are emptied periodically and their contents used as fertilizer.

vi) POSTAL FACILITIES
The P.O. occupies 5 rooms of a 2-storey building. Telegraph and telephone facilities are available.

vii) GAOL
There is NO gaol. The CC.RR. barracks is a 2-storey building with 6-7 rooms, including a lock-up. It has a complement of about 10 men, with a N.C.O. in charge.

viii) HOSPITALS
None. There is 1 doctor and 1 pharmacy.

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CASTELLUCCHIO (357234), GAZOLDO (320293), OSPITALETTO (334218) and Area (PROV. MANTUA) (Cont.)

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ix) HOTELS
1) One hotel, 2-storeys high, has 10-12 rooms, including dining rooms.
2) Another hotel is a 2-storey building, smaller than the previous one.

x) SCHOOLS
The elementary school is a 2-storey building with 6 rooms.

xi) INDUSTRIES
1) A flour mill located at (314291), can mill about 3 tons of wheat and maize per day. It is driven by water power in Winter and electric power in Summer.
2) A butter and cheese factory, located in the center of town, uses 1-1½ tons of milk per day in Summer.

xii) PUBLIC BUILDINGS
The Town Hall is a 2-storey building with about 10 rooms.
The ARMISSO is a single-storey building about 15 by 15 m., located in the center of the town.

c) OSPITALETTO

i) POPULATION
5 to 600, mostly farmers.

ii) WATER SUPPLY
Same as in B, a, ii.

iii) ELECTRICITY
Electricity is laid on in some of the houses.

iv) GAS
None. Wood is generally used for fuel.

v) SEWERAGE
Cesspools are used and their contents emptied periodically and used as fertilizer.

vi) SCHOOLS
The elementary school is a single-storey building with 5 rooms.

vii) INDUSTRIES
1) A cheese and butter factory, located at CAVECCHI (324222),

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x) SCHOOLS
The elementary school is a 2-storey building with 6 rooms.

xi) INDUSTRIES
1) A flour mill located at (31A291), can mill about 3 tons of wheat and maize per day. It is driven by water power in Winter and electric power in Summer.
2) A butter and cheese factory, located in the center of town, uses 1-1½ tons of milk per day in Summer.

xii) PUBLIC BUILDINGS
The Town Hall is a 2-storey building with about 10 rooms.
The AMASSO is a single-storey building about 15 by 15 m., located in the center of the town.

c) OSPITALETTO

i) POPULATION
5 to 600, mostly farmers.

ii) WATER SUPPLY
Same as in B, a, ii.

iii) ELECTRICITY
Electricity is laid on in some of the houses.

iv) GAS
None. Wood is generally used for fuel.

v) SEWERAGE
Cesspools are used and their contents emptied periodically and used as fertilizer.

vi) SCHOOLS
The elementary school is a single-storey building with 5 rooms.

vii) INDUSTRIES
1) A cheese and butter factory, located at CAVECCHIA (324222), uses about 2 tons of milk per day in Summer.
2) An electrically-powered flour mill is located at (331220). It has a wheat and maize grinding capacity of about 2 tons a day.

C WATERCOURSES

a) OSONE Canal from (323280) to CASTELLUCCHIO
This is a drainage canal about 5 m. wide and 1 to 2 m. deep. Its perpendicular banks are at terrain level. The bed is of earth. From Oct. to May the water of the canal rises to the top of the banks and often overflows, flooding the adjoining fields for a distance up to 1 km. on each side. In Summer the water is used for irrigation, leaving about 20 cm. of water in the canal.

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CASTELLUCCHIO (357234), GAZOLDO (320293), OSPITALETTO (334218) and Area (PROV. MANTUA) (Cont.)

b) CANALE DELLA BONIFICA from IL CRISTO (362232) to (306204)
This canal runs along the North side of the CASTELLUCCHIO-MARCARIA highway. It is NOT shown on the Map ITALY 1:100,000, Sheet 62, nor on the Maps ITALY, 1:25,000, Sheets 62, III N.E.; 62, III N.W. 1384
This canal is 5 m. wide at the top and has an average depth of 4½ m. The North bank of the canal slopes at an angle of 50 degrees and is bordered at intervals by an earth levee 1 m. high. The South bank is at road level, sloping down at 45°. The canal has an earth bottom that ranges in width from 1 to 2 m. It is dry in Summer except after rains. The average water depth in Winter is 1 m., but after heavy rains or thawing of snow the water may reach a height of 4½ m. P/W does NOT recall that it has ever overflowed.

c) SERIOLA MARCHIONALE from RODIGO (350289) to (395233)
This is a drainage canal about 4 m. wide and 1-1½ m. deep, with perpendicular banks at terrain level. The bottom is of sand and gravel. In Summer the canal carries 10-20 cm. of water; however in a few places there are holes in which the water may have a depth of 1 m. The average water depth in Winter is 70-80 cm.

d) SCOLO TARTARO in the vicinity of (304203)
This is an earth drainage canal. It is 5 m. wide and 2½ m. deep. The banks slope at an angle never less than 45 degrees. The canal has an average water depth of 60 cm. in Summer and 1-1½ m. in Winter. North of the bridge at (304203), the canal has NO levees and often floods the adjacent fields in Winter. South of the bridge the canal is protected by grass-covered earth levees about 3 m. high. The levee on the East side slopes gently towards the fields; the levee on the West side is 3 m. wide and slopes towards the fields at a 90 degree angle.

I COMMUNICATIONS

a) ROADS

i) MANTUA-CASTELLUCCHIO-MARCARIA (275200)
This is a section of the MANTUA-CREMONA state highway. It is a metalled, asphalt-covered road, 6 m. wide, with hard-earth verges 1½ m. wide.
On these verges, 50 cm. from the asphalted road, there are white and black-striped, stone markers, 60 cm. high, at 15 m. intervals. From MANTUA to CASTELLUCCHIO the road is straight and generally runs at terrain level. The road is bordered by earth drainage ditches that vary in width from 60 cm. to 3 m. and in depth from 60 cm. to 1½ m. In Summer the ditches are dry, except after rains;

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at road level, sloping down at 45°. The canal has an earth bottom that ranges in width from 1 to 2 m. It is dry in Summer except after rains. The average water depth in Winter is 1 m., but after heavy rains or thawing of snow the water may reach a height of 4½ m. P/W does NOT recall that it has ever overflowed.

c) STRIOLA MARCHIONALE from RODIGO (350289) to (395233)
This is a drainage canal about 4 m. wide and 1-1½ m. deep, with perpendicular banks at terrain level. The bottom is of sand and gravel. In Summer the canal carries 10-20 cm. of water; however in a few places there are holes in which the water may have a depth of 1 m. The average water depth in Winter is 70-80 cm.

d) SCOLO TARTARO in the vicinity of (304203)
This is an earth drainage canal. It is 5 m. wide and 2½ m. deep. The banks slope at an angle never less than 45 degrees. The canal has an average water depth of 60 cm. in Summer and 1-1½ m. in Winter. North of the bridge at (304203), the canal has NO levees and often floods the adjacent fields in Winter. South of the bridge the canal is protected by grass-covered earth levees about 3 m. high. The levee on the East side slopes gently towards the fields; the levee on the West side is 3 m. wide and slopes towards the fields at a 30 degree angle.

D COMMUNICATIONS

a) ROADS

i) MANTUA-CASTELLUCCHIO-MARCARIA (275200)
This is a section of the MANTUA-CREMONA state highway. It is a metalled, asphalt-covered road, 6 m. wide, with hard-earth verges 1½ m. wide.
On these verges, 50 cm. from the asphalted road, there are white and black-striped stone markers, 60 cm. high, at 15 m. intervals. From MANTUA to CASTELLUCCHIO the road is straight and generally runs at terrain level. The road is bordered by earth drainage ditches that vary in width from 60 cm. to 3 m. and in depth from 60 cm. to 1½ m. In Summer the ditches are dry, except after rains; in Winter water may reach a height of 1 m. Hedges up to 1½ m. high flank the road outside the ditches. On the South side of the road the hedge is sometimes replaced by plane-trees at intervals of about 15 m. At (469236) the road overpasses the MANTUA-CREMONA Rly. The overpass is about 12 m. long, with a clearance of about 5 m. It is protected by iron railings 110 cm. high. It has steep, earth-filled approaches. The electric tram MANTUA-GRAZIE (see below, Rlys., 2) runs on the North side of the road, from MANTUA to (408233). Along this section the hard-earth verge on the North side of the road is 5-6½ m. wide, and there are NO stone markers. The rails run at road level, 1 m. from the asphalted part of the highway, but they are NOT flush with the surface. From CASTELLUCCHIO to MARCARIA the North side of the road is bordered by CANALE DELLA BONIFICA (see above C,b). The South side is bordered by ditches similar to those of the previous section.

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CASTELLUCCHIO (357234), GAZOLDO (320293), OSPITALETTO (334218) and Area (PROV. MANTUA) (Cont.)

The bridge at (304203), over SCOLO TARTARO (see above, C, d), is a single-arch, masonry bridge 10 m. long, and about 9 m. wide, its entire width being asphalted. After heavy rains the water may reach the top of the span, which is about 2 m. above water level in Summer. There is a level Rly. crossing with swinging bars at (307204).

ii) (362231) - CARBONCIO (340236) - (330221) - OSPITALETTO
This is a metalled, gravel-topped road, 4½ m. wide, flanked by earth-drainage ditches about 2 m. wide and 1½ m. deep. These ditches are dry in Summer except after rains; in Winter the water may reach a height of 50 cm. Hedges about 2 m. high line the ditches . The road is about 50 cm. below terrain level. In Winter the road is muddy during the day and freezes at night.

iii) CARBONCIO (340236) - (288268) road
This is a metalled, gravel-topped/similar to C,a,ii.

iv) (266252) - GAZOLDO - (329299)
This is a metalled, gravel-topped road about 6 m. wide, bordered by earth-drainage canals. The road generally runs on an embankment 1 m. high. The canal on the North side of the road is 3-5 m. wide with an average depth of 2 m. The canal on the South side is 1-2 m. wide and about 2 m. deep. These canals are usually dry. After rains the water may reach a height of 50 cm.

v) (329299) - RODIGO (359289)
This road is of the same description as C, a, iv. The drainage ditches along the road have an average width of 2 m. and a depth of 1½ m.

vi) IL CRISTO(362232) - (366228)
This is a metalled, gravel-topped road wide enough for 2-way traffic by small vehicles only. It has an earth-drainage ditch, 150 cm. wide and 70 cm. deep on the West side; the ditch is usually dry.

vii) CASTELLUCCHIO - (367229) - RLY. STATION (366226)
This is a metalled, gravel-topped road wide enough for 2-way traffic throughout.

b) RAILWAYS

i) MANTUA - CREMONA.
P/W knows only the section MANTUA-OSPITALETTO. This is a single-track, standard-gauge, steam Rly. on wooden sleepers. The Rly. runs generally at terrain level, but at some points it runs on a 60 cm. embankment and at others it is 60 cm. below terrain level. The station at CASTELLUCCHIO is a 2-storey building with 10-12

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earth-drainage ditches about 2 m. wide and 1½ m. deep. These ditches are dry in Summer except after rains; in Winter the water may reach a height of 50 cm. Hedges about 2 m. high line the ditches . The road is about 50 cm. below terrain level. In Winter the road is muddy during the day and freezes at night.

iii) CARBONDIO (340236) - (283268) road
This is a metalled, gravel-topped/similar to C,a,ii.

iv) (266252) - GAZOLDO - (329299)
This is a metalled, gravel-topped road about 6 m. wide, bordered by earth-drainage canals. The road generally runs on an embankment 1 m. high. The canal on the North side of the road is 3-5 m. wide with an average depth of 2 m. The canal on the South side is 1-2 m. wide and about 2 m. deep. These canals are usually dry. After rains the water may reach a height of 50 cm.

v) (329299) - RODIGO (359289)
This road is of the same description as C, a, iv. The drainage ditches along the road have an average width of 2 m. and a depth of 1½ m.

vi) AL CRISTO(362232) - (366228)
This is a metalled, gravel-topped road wide enough for 2-way traffic by small vehicles only. It has an earth-drainage ditch, 150 cm. wide and 70 cm. deep on the West side; the ditch is usually dry.

vii) CASTELLUCCHIO - (367229) - RLY. STATION (366226)
This is a metalled, gravel-topped road wide enough for 2-way traffic throughout.

b) RAILWAYS

i) MANTUA - CREMONA
P/W knows only the section MANTUA-OSPITALETTO. This is a single-track, standard-gauge, steam Rly. on wooden sleepers. The Rly. runs generally at terrain level, but at some points it runs on a 60 cm. embankment and at others it is 60 cm. below terrain level. The station at CASTELLUCCHIO is a 2-storey building with 10-12 rooms. Here there are two sidings, each about 150 m. long.

ii) MANTUA - (408233) - GAZZIL (409237)
This is an electrically-powered, single-track, narrow-gauge tram line. (see above C, a, i.) There is a 50 m.- long siding at GLI ANGELI at approximately (408233).

E TOPOGRAPHY

a) PRODUCTS
The main products are grapes, wheat, maize and fodder. There are vineyards on practically all the fields; the vines are trained on wooden poles and on trees.

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CASTELLUCCHIO (357234), GAZOLDO (320293), OSPITALETTO (334218) and Area (PROV. MANTUA) (Cont.)

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b) FIELDS
The countryside consists of level, flat terrain. The fields are divided by earth drainage ditches and canals. The dimensions of the ditches and canals vary, but they are never less than 1½ m. wide and 1 m. deep. They are dry in Summer except after rains. The fields are often flooded in Winter and are very muddy.

c) WEATHER
The average annual snowfall is 30-40 cm., most of it in January. Snow is cleared from the highways by means of tractor-drawn, snow-ploughs and then dumped into the canals.

R.E.M. and R.E.A.

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MANTOVA (MANTUA)
(Maps used ITALY 1:100,000 Sheets 62, MANTOVA; 63 LENAGO; and 47, BRESCIA)

A SOURCE

P/W Sergeant Major FANTOZZI, ATHOS, a 35-year-old clerk, was born at MANTOVA, but lived in BRESCIA for 15 years. However, he visited his native town often, and was there on a 20-day leave, on 6 Apr. 1941. He is very intelligent, cooperative and seems to be very reliable. 381

B TOWN

a) MANTOVA

i) POPULATION
39/40,000. Mostly farmers, shopkeepers and clerks.

ii) WATER SUPPLY
Water is laid on in all homes, and in some fountains. It comes from 14 artesian wells which reach depths of 120 m. It is good and plentiful.

iii) ELECTRICITY
Laid on in all homes, and on the streets. A sub-station is located in VIA CORRADO. Wires are laid on from house to house.

iv) GAS
Gas is laid on in all homes. It is carried in lead pipes. It is manufactured from coal, and the furnaces are located East of the town.

v) SEWERAGE
There is a very modern underground sewerage system with outlets to LAKE SUPERIOR (?).

vi) POSTAL FACILITIES
The P.O., in VIA CAIROLI, is a large, 2-storey building with telephone and telegraph facilities. Mail is delivered. The STIPEL Telephone Co., in VIA FILIPPO CORRIDONI, is a 4-storey, and 10 m. long building.

vii) GAOL
A large, 3-storey building located in VIA CARLO POMA.
CC.RR. headquarters is located in VIA CHIASSI.
The barracks is near PIAZZA (SQUARE) VIRGILIANA.

viii) FIRE DEPARTMENT, in VIA FRATELLI CAIROLI, is very modern and efficient. The trucks have power extension ladders that will

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v) SEWERAGE
There is a very modern underground sewerage system with outlets to LAKE SUPERIOR (?).

vi) POSTAL FACILITIES
The P.O., in VIA GRACIOLI, is a large, 2-storey building with telephone and telegraph facilities. Mail is delivered. The STIPEL Telephone Co., in VIA FILIPPO CORRIDOIVI, is a 4-storey, and 10 m. long building.

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viii) FIRE DEPARTMENT, in VIA FRATELLI CAIROLI, is very modern and efficient. The trucks have power extension ladders that will extend up to 60 m.

ix) HOSPITALS
MANTOVA has the following Hospitals:
a) City Hospital - SANATORIUM BELFIORE, located West of the city, is a large building and has accommodations for approximately 170 patients.
b) City Hospital - located next to the SANATORIUM, is a large structure varying from 2-4 stories and has accommodations for approximately 500 patients.
c) CHILDREN'S HOSPITAL - "BULGARINI" located between VIA BACCHIO and VIA FILIPPO CORRIDONI. This is a 3-storey building with bed accommodations for 50 children.
d) The Insane Asylum, located 2 km. SW of MANTOVA, is a 4-storey-high, 60 m.- long, and 20 m.- wide building.

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MANTOVA (MANTUA) (Cont.)

a) CASA DI CURA ORSI - VESCOVINI, in VIA SOLFERINO, is a 2-storey, 20 m.- long building. It treats nervous and mental cases.

x) SCHOOLS

The following schools are in MANTOVA:

a) BENITO MUSSOLINI INSTITUTE, between VIA SETTIMO LEONE and VIA G. ACERBI, is 100 m. long, 60 m. high, and 50 m. wide.
b) REGIO LICEO and GINNASIO, in VIA R. ARDIGO, is a 2-storey building, 30 m. long and 80 m. wide. It has a student body of 400. An athletic field 60 m. wide and 90 m. long is near the school.
c) The HIGH SCHOOL is part of the GINNASIO - LICEO. It is 50 m. long and 100 m. wide. It has a student body of 900.
d) IL REGIO LICEO SCIENTIFICO, in VIA GIOVANNI ACERBI, is a 2-storey building, 12 m. long, and 60 m. wide. It has a student-body of 200.
e) BUSINESS AND SURVEYING SCHOOL, in VIA GIOVANNI ACERBI, is 50 m. long and 60 m. wide. It has a student body of 500.
f) An ELEMENTARY SCHOOL, in VIA PORTA, is L-shaped, 50 m. long and 12 m. wide. It has a student-body of 1000. A 12 m.- wide and 50 m.- long gymnasium adjoins the building. It has a play-ground the size of a foot-ball field.
g) The REGIO LICEO MUSICALE (INSTITUTE OF MUSIC), in VIA R. ARDIGO, is a large, 60 m.- square building. It has an attendance of 150 students.
h) An ELEMENTARY SCHOOL, in VIA FRATTINI is a 70 m.- long, 150 m.- wide and 60 m.-high building. It has a student-body of 1200.
i) ELEMENTARY SCHOOL, between VIA SETTEMBRE and VIA BACCHIO, is 50 m. long, and 20 m. wide and 60 m. high.
j) A HIGH SCHOOL, in VIA FRATELLI BRONZETTI, is 40 m. long, 30 m. wide and 30 m. high.

xi) HOTELS

a) HOTEL AQUILA d'ORO, a 1st-class hotel in CORSO UMBERTO PRIMO, is a 3-storey, 20 m.- long building. It has restaurant, telephone, and bath facilities.
b) HOTEL SEMONER is a 1st-class hotel in VIA ROMA. It is 3-storeys high and 20 m. long. It has restaurant, telephone and bath facilities. It has 32 rooms.
c) HOTEL TRE GARIBALDINI is a 1st-class hotel in VICOLO CAPPELLO.
d) HOTEL MOUBLE, a 1st-class hotel in PIAZZOLA STAZIONE FERROVIA., is 3-storeys high and has a 30 m. front. The TRUZZI and the BROCCHI HOTEL, are in the immediate vicinity of HOTEL MOUBLE, and are approximately of the same size. All three have restaurant, telephone and bath facilities.
e) ALBERGO STRADA FERRATA, a 2nd-class hotel in CORSO UMBERTO PRIMO, is a 4-storey, 20 m.-long building. It has restaurant, telephone and bath facilities. It has 17 rooms.
f) HOTEL [illegible] 2nd-class hotel in CORSO VITTORIO EMANUELE, is a

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c) The HIGH SCHOOL is part of the GINNASIO - LICEO. It is 50 m. long and 100 m. wide. It has a student body of 900.
d) IL REGIO LICEO SCIENTIFICO, in VIA GIOVANNI ACERBI, is a 2-storey building, 12 m. long, and 60 m. wide. It has a student-body of 200.
e) BUSINESS AND SURVEYING SCHOOL, in VIA GIOVANNI ACERBI, is 50 m. long and 60 m. wide. It has a student body of 500.
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g) The REGIO LICEO MUSICALE (INSTITUTE OF MUSIC), in VIA R. ARDIGO, is a large, 60 m.- square building. It has an attendance of 150 students.
h) An ELEMENTARY SCHOOL, in VIA FRATTINI is a 70 m.- long, 150 m.- wide and 60 m.-high building. It has a student-body of 1200.
i) ELEMENTARY SCHOOL, between VIA SETTEMBRE and VIA BACCHIO, is 50 m. long, and 20 m. wide and 60 m. high.
j) A HIGH SCHOOL, in VIA FRATELLI BRONZETTI, is 40 m. long, 30 m. wide and 30 m. high.

xi) HOTELS
a) HOTEL AQUILA d'ORO, a 1st-class hotel in CORSO UMBERTO PRIMO, is a 3-storey, 20 m.- long building. It has restaurant, telephone, and bath facilities.
b) HOTEL SENONER is a 1st-class hotel in VIA ROMA. It is 3-storeys high and 20 m. long. It has restaurant, telephone and bath facilities. It has 32 rooms.
c) HOTEL TRE GARIBALDINI is a 1st-class hotel in VICOLO CAPPELLO.
d) HOTEL MOUBLE, a 1st-class hotel in PIAZZOLA STAZIONE FERROVIA, is 3-storeys high and has a 30 m. front. The TRUZZI and the BROCCHI HOTEL, are in the immediate vicinity of HOTEL MOUBLE, and are approximately of the same size. All three have restaurant, telephone and bath facilities.
e) ALBERGO STRADA FERRATA, a 2nd-class hotel in CORSO UNBERTO PRIMO, is a 4-storey, 20 m.-long building. It has restaurant, telephone and bath facilities. It has 17 rooms.
f) HOTEL ITALIA, a 2nd-class hotel in CORSO VITTORIO EMANUELE, is a 4-storey, 10 m.- long building. It has restaurant, telephone and bath facilities and has 18 rooms.

xii) INDUSTRIES
a) The CERAMICA Co., in PORTO CaTEMA, manufactures bricks and employs more than 600 people. The average pay is 25 lire per day.
b) VILLANI BROTHERS SAUSEGES FACTORY , near BARRIERA VIRGILIO, employs more than 40 men. The average pay is 30 lire per day.
c) GNUTTI Co., in PIAZZA (SQUARE) VIRGILIAN., does iron and steel work, employs more than 20 men and pays 25 lire per day.
d) FELTRINELLI BROTHERS, deal primarily with lumber, and have a fairly good-sized saw-mill.
e) SCHIROLLI Co., in LOCALITA BELFIORE, manufactures furniture and employs 100 men.

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MANTOVA (MANTUA) (Cont.)

f) OTTOLENGHI Co., near "PALAZZO DELTE" (See ISTD/C/241 PLAN 13, MANTOVA)., does iron and steel works, employs 80 men, and the average pay is 30 lire per day.
g) MANTOVA SUGAR Co., just outside PORTA CERESE, South-East of the town, employs 200 women and 100 men, and the average pay is 20 lire per day.
h) LEARCO GUERRA GARAGE, in CORSO VITTORIO EMANUELE, does repair work.
i) CASTAGNA GARAGE, in VIA PRINCIPE AMADEO, does repair work.
j) SOCIETA ITALO-AMERICANA di BENZINA, wholesale gasoline to MANTOVA and vicinity.
k) GIANNANTONI FLOUR MILLS, in PORTA MULINA South West of the town, is a 4-storey, 60 m.- long and 20 m.- wide building, and employs 30-40 men. The average pay is 20 lire per day.

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xiii) OTHER STRUCTURES
a) TOWN HALL, VIA ROMA, is a 3-storey, 70 m.- long and 40 m.- wide building.
b) PALAZZO DEL GOVERNO (ADMINISTRATION and PREFECT building), in VIA PRINCIPE AMADEO, is a large, 3-storey, 100 m.- long and 70 m.- wide building.
c) FASCIST HEADQUARTERS, in VIA FRATELLI BANDIERA, is a large, 2-storey building.
d) REGIO QUESTURA (Civil Police), in PIAZZA (SQUARE) SORDELLO, is a 2-3 storey, 12 m.- wide, 20 m.- long building.
e) BANCA D'ITALIA (Bank of ITALY), in VIA RONALDO STRINGHER, is a 3-storey, 50 m.- long and 35 m.- wide building.
f) BANCA COMMERCIALE ITALIANA (Italian Commercial Bank), in VIA ROMA, is a 1-storey building next to the HOTEL SEMONER.
g) BANCA AGRICOLA MANTOVANA (MANTOVA Agricultural Bank), in CORSO VITTORIO EMANUELE, is a 3-storey, 40 m.- long and 20 m.- wide building.
h) MANTOVA has the following THEATRES:
1) SOCIALE OPERA HOUSE, in CORSO VITTORIO EMANUELE, is shaped like a horse-shoe, has 3 balconies and can accommodate 7-800 persons.
2) APOLLO THEATRE, in CORSO UMBERTO PRIMO, can accommodate 3-400 persons.
3) BIAS THEATRE, in the center of the town, can accommodate 2-300 persons.
4) ANDREANI THEATRE, in CORSO VITTORIO EMANUELE, is shaped like a horse-shoe, has 2 balconies, and can accommodate 500 persons.

MILITARY BUILDINGS
i) INFANTRY BARRACKS, in VIA BREDA DELL'ACQUA, is a 2-3 storey, and 200 m.-long structure. It quartered in 1940 the entire 49th Infantry Regiment.
ii) GARIBALDI BARRACKS, located North-East of the town, quartered the 4th Anti-aircraft Artillery Regiment.

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a 4-storey,60 m.- long and 20 m.- wide building, and employs 30-40 men. The average pay is 20 lire per day.

xiii) OTHER STRUCTURES

a) TOWN HALL, VIA ROMA, is a 3-storey, 70 m.- long and 40 m.- wide building.

b) PALAZZO DEL GOVERNO (ADMINISTRATION and PREFECT building), in VIA PRINCIPE AMADEO, is a large, 3-storey, 100 m.- long and 70 m.- wide building.

c) FASCIST HEADQUARTERS, in VIA FRATELLI BANDIERA, is a large, 2-storey building.

d) REGIO QUESTURA (Civil Police), in PIAZZA (SQUARE) SORDELLO, is a 2-3 storey, 12 m.- wide, 20 m.- long building.

e) BANCA D'ITALIA (Bank of ITALY), in VIA RONALDO STRINGHER, is a 3-storey, 50 m.- long and 35 m.- wide building.

f) BANCA COMMERCIALE ITALIANA (Italian Commercial Bank), in VIA ROMA, is a 1-storey building next to the HOTEL SENONER.

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MILITARY BUILDINGS

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ii) GARIBALDI BARRACKS, located North-East of the town, quartered the 4th Anti-Aircraft Artillery Regiment.

iii) There is a large structure in VIA TRENTO, that used to quarter the 4th heavy Artillery Regiment.

iv) FASCIST BARRACKS, in VIA SOLFERINO, is a 2-storey, 80 m.- wide and 150 m.- long building. It has a large courtyard.

C COMMUNICATIONS

a) ROADS

i) (474260) - MONTECHIARI- BRESCIA
This is a 7 m.- wide, metalled, asphalt-surfaced road. The North, side has a 5 m.- wide earth verge, on which ran formerly a narrow-gauge tramway. The ties up to MONTECHIARI have been removed, the bed levelled with earth, and it is now used primarily by bicycles and mule-drawn carts. The tramway from MONTECHIARI to BRESCIA is still in use.

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MANTOVA (MANTUA) (Cont.)

The South side has an earth drainage ditch 50 cm. wide and 30 cm. deep. The road is fairly straight, on the same level with the surrounding terrain, and has NO walls. Deployment into adjoining wheat, maize or vine fields is possible at any point. Vines are 2-3 m. high, 3 m. apart, and for support are attached to wooden poles, and form long rows of rectangular canopies. These give good overhead concealment. When NOT raining, the terrain is hard and firm enough for employment of armored vehicles.
A 7 m.- long, 1½ m. high, 1-arch masonry bridge is built over the MINCIO River at (393347). This is a perennial stream, 5 m. wide at the bridge, with earth banks 1 m. high, having a gentle slope. It has an earth and gravel bed. The depth of the MINCIO at this point, irrespective of seasonal rains, is never more than 1½ m. and never less than 1 m. The flow of the current is slow. P/W has crossed it on maneuvres with full field pack.
Another single-arch, 10 m.- long, 7 m.- high, masonry bridge is built over the CHIESI River at (171541). The banks are of earth, 5-6 m. high, and have a slope of 35°. The river bed is of earth and gravel. The river is dry during the Summer. However in May, and in the Autumn, and when raining the water has an average depth of 1½ m. and flows with a swift current. During the Summer and when NOT raining the river is fordable on both sides of the bridge.
A railway underpass at (065668) is 7 m. wide. It has a sign which states that vehicles higher than 3.80 m. CANNOT pass under it.

ii) MANTOVA - CASTELLUCCHIO
This is a metalled, asphalt-surfaced road, 7 m. wide. A narrow-gauge tramway, on a 4 m.- wide, earth bed, borders and is on the same level as the North side of the road. The South side has an earth drainage ditch 40 cm. wide and 30 cm. deep. The road is fairly straight, on the same level as the surrounding country, and deployment into maize, wheat, or vine fields is possible at any point. There is a highway overpass at (465235).

iii) MANTOVA - BANCOLE (483288)
This is a metalled, asphalt-surfaced road, 7 m. wide. Drainage ditches 50 cm. wide and 40 cm. deep are built intermittently. In passing through CITTADELLA, the road widens to approximately 15 m. Leaving CITTADELLA the road narrows to its former width of 7 m., is level with the surrounding country, and deployment into wheat, maize and vine fields is possible at any point.

iv) (462233) - S.LORENZO (397398)
This road is metalled, asphalt-surfaced, 5 m. wide, and embanked [illegible] ground level. Earth drainage ditches 40 cm. wide

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at the bridge, with earth banks 1 m. high, having a gentle slope. It has an earth and gravel bed. The depth of the MINCIO at this point, irrespective of seasonal rains, is never more than 1½ m. and never less than 1 m. The flow of the current is slow. P/W has crossed it on maneuvres with full field pack.

Another single-arch, 10 m.- long, 7 m.- high, masonry bridge is built over the CHIESI River at (171541). The banks are of earth, 5-6 m. high, and have a slope of 35°. The river bed is of earth and gravel. The river is dry during the Summer. However in May, and in the Autumn, and when raining the water has an average depth of 1½ m. and flows with a swift current. During the Summer and when NOT raining the river is fordable on both sides of the bridge.

A railway underpass at (065668) is 7 m. wide. It has a sign which states that vehicles higher than 3.80 m. CANNOT pass under it.

ii) MANTOVA - CASTELLUCCHIO

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iii) MANTOVA - BANCOLE (483283)

This is a metalled, asphalt-surfaced road, 7 m. wide. Drainage ditches 50 cm. wide and 40 cm. deep are built intermittently. In passing through CITTADELLA, the road widens to approximately 15 m. Leaving CITTADELLA the road narrows to its former width of 7 m., is level with the surrounding country, and deployment into wheat, maize and vine fields is possible at any point.

iv) (462283) - S.LORENZO (397198)

This road is metalled, asphalt-surfaced, 5 m. wide, and embanked ½ m. above the ground level. Earth drainage ditches 40 cm. wide and 30 cm. deep are built intermittently. Deployment into wheat, maize and vine fields is possible at any point.

v) MANTOVA - GAZZO (562257)

This is a metalled, asphalt-surfaced, 7 m.- wide road. Leaving MANTOVA and crossing the lake, the road is built over an embankment varying from 5 to 7 m. high. East of the lake and up to GAZZO, the road is straight, fairly level with the surrounding country and deployment into wheat or maize fields is possible at any point.

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MANTOVA (MANTUA) (Cont.)

vi) MANTOVA - BORGOFORTE
This is a metalled, asphalt-surfaced, 7 m.- wide road. Leaving MANTOVA and for a distence of 3 km. the road is embanked 2-3 m. above the ground level. The terrain is soft, and in this area a large wood, of several varities of trees, has been planted. Traveling South from this point, the road is on the same level as the surrounding country, is straight, has NO walls, and deployment into maize, wheat, or vine fields is possible at any point.

b) RAILWAYS

i) There are 5 standard-gauge, steam railway lines on wooden sleepers, at MANTOVA. The station has from 14 to 16 sidings, varying from 2-400 m. in length. There are 2 freight-stations, East and West of the passenger station, for loading and unloading of carriages. At each of these freight-stations there is a masonry platform, 1½ m. high, 50-60 m. long, and 4-5 m. wide. Each platform has a large, 1-storey building 60 to 70 m. long, used for storage of merchandise.
The railway station is a 2-storey building. It has a good-sized restaurant and bar, a waiting room, telephone and telegraph facilities.

ii) A single-track, narrow-gauge, electrified tramway, with overhead wires, runs from MONTECHIARI toBRESCIA.

C WATERCOURSES

i) LAKE SUPERIORE
This lake has a water depth of 5 m. at the center. P/W has seen wooden boats 6 m. long and 2 m. wide come to shore at (477243). Here the water is shallow and has a gradient of 1-30.
A 100 m.- long and 50 m.- wide swimming pool is at (477244). The East side of this pool has a 1 m.- high masonry wall. The water depth near the wall is ½ m. The shores of this lake are very soft, deceiving, and dangerous even for a man on foot. There are many/banks all along the sides of this lake.

ii) LAKE di MEZZO and LAKE INFERIORE
Both these lakes are navigable only in the center. Here the navigable portion is staked-off by wood poles that protrude 1 m. above the water level. It has a depth of about 6 m. It has an outlet into the MINCIO River which is also navigable. The Eastern section of Lake SUPERIORE is damed in, giving to it a higher water-level than that of Lake di MEZZO. As the water passes through the Ponte di MULINI (Flour mill bridge), the flour-mills utilizes the energy of the water-fall. The shores

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ii) LAKE di MEZZO and LAKE INFERIORE
Both these lakes are navigable only in the center. Here the navigable portion is staked-off by wood poles that protrude 1 m. above the water level. It has a depth of about 6 m. It has an outlet into the MINCIO River which is also navigable. The Eastern section of Lake SUPERIORE is damed in, giving to it a higher water-level than that of Lake di MEZZO. As the water passes through the Ponte di MULINI (Flour mill bridge), the flour-mills utilizes the energy of the water-fall. The shores of these lakes on the MONTOVA side have been filled with earth. Nevertheless, the terrain is very muddy. (For further references on these lakes (See PRELIMINARY REPORT, STRATEGIC ENGINEERING STUDY, NO. 60, ITALY, VOLUME 2, EAST COAST, Page 898, The LAKES of MANTUA.)

D TOPOGRAPHY

The terrain in the immediate vicinity of MANTOVA is generally soft. Numerous projects of reforestation have been instituted. However, the terrain around the Lakes is very marshy and it is dangerous even to walk on. Wheat, maize and vine fields are numerous. Mulberry trees are also grown extensively for silk purposes.
BOSCO(FOREST) FONTANA, 5 km. NW of MANTOVA is an excellent site for bivouac. It has numerous roads leading in and out, with good concealment.

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MANTOVA (MANTUA) (Cont.)

The area South of MANTOVA has also been wooded and it too offers good concealment, with many roads leading in and out of it. It is known as "ARMANDO MUSSOLINI GARDEN".

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E PERSONALITIES

ONOREVOLE (HONORABLE) FERRI
A strong, well known SOCIALIST, and a good speaker. He is popular with the people of MANTOVA.

NEGRI, ANGELO
Chairman of the SOCIALIST PARTY for the district of MANTOVA, lives at VIA CARLO MONTANARI, No.1.

ZANIBONI
A strong anti-FASCIST. He together with GENERAL CAPPELLO, made an organized attempt on the life of MUSSOLINI. GENERAL CAPPELLO was sentenced to 30 years, while ZANIBONI is believed to have gone either to FRANCE or SWITZERLAND. He lived at VIA CHIASSI, No. 58 MANTOVA.

DUGONI
A strong SOCIALIST, and a good speaker. He is very popular with the masses.

MOSCHINI BROTHERS
They are very wealthy and powerful FASCISTS. Their chaufeur surnamed "MONCHIN" is a very good shot, and has proven it by mudering several persons in MANTOVA.

ONOREVOLE (HONORABLE) ANTONIO ARRIVABENE
SQUADRISTA and staunch friend of the MOSCHINI brothers.

NELLO SCARAVELLI
A strong FASCIST who won fame in MANTOVA for his brutality. He was last with the ITALIAN ARMY.

LAZZI BROTHERS
Very wealthy. They have a monopoly of all road constructions for the district of MANTOVA.

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SCHIVENOGLIA, POGGIO RUSCO (PROV. MANTUA) and AREA
(Maps used: ITALY 1:100,000 Sheets 43 LEGNAGO, 75 MIRANDOLA)

A SOURCE

P/W Pte. GUERZONI, Gaetano, a 32-year-old farmer, lived the first nine years of his life in QUISTELLO (622065), thereafter in SCHIVENOGLIA (693048) until he was called up in Feb., 1941. He has NOT been home since. He is cooperative and fairly bright, and seems fairly reliable. 375

B TOWNS

a) SCHIVENOGLIA (693048)

i) POPULATION
400 in the village, 2,000 in the commune, mostly farmers.

ii) WATER SUPPLY
Water is drawn with hand-pumps or pails from wells 10-11 m. deep. Mechanical filters are used. The water is plentiful and good.

iii) ELECTRICITY
The power comes from MODENA. There is a main-switch station annexed to the Town Hall, where the power has been regularly switched off in the day time since the outbreak of the war. All houses have electric lights, and there are nine street lights. Wires in the village are strung on iron brackets attached to the buildings.

iv) GAS
None. Wood is used for heating and cooking purposes.

v) SEWERAGE
The houses have W.C's and cesspools, which are emptied periodically into neighboring fields.

vi) POSTAL FACILITIES
There is a Post Office, with living quarters for the postmaster, comprising four 3 x 2 m. rooms. Mail is distributed twice daily. Telegraph service is available. There is only one telephone, in a cafe on the village square.

vii) GAOL
None. There is NO CC.RR. station. The CC.RR., when needed, come from POGGIO RUSCO (733027).

viii) HOSPITALS

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There is a Post Office, with living quarters for the postmaster, comprising four 3 x 2 m. rooms. Mail is distributed twice daily. Telegraph service is available. There is only one telephone, in a cafe on the village square.

vii) GAOL
None. There is NO CC.RR. station. The CC.RR., when needed, come from POGGIO RUSCO (733027).

viii) HOSPITALS
None.

ix) HOTELS
There are three small hotels, with a total of about 10 rooms.

x) SCHOOLS
The Elementary School is a 2-storey, brick building, 25 x 9 m., with four class-rooms.

xi) INDUSTRIES
There are five small cheese and butter factories. Each factory comprises two rooms, produces about 200 kg. of cheese daily, and employs 3-4 men.

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SCHIVENOGLIA, POGGIO RUSCO (PROV. MANTUA) and AREA (Cont.)

xii) PERSONALITIES
a) Mayor: LONGHINI, in 1941, was unpopular.
b) Party Secretary: SCANZIANI, in 1941, unpopular.
FERRARI, in 1942.
c) DELL'ACQUA, Francesco, LL.D., a wealthy landowner, NOT politically active. Very popular.

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xiii) OTHER STRUCTURES
a) The Town Hall, comprising 4 rooms, the FASCIST HEADQUARTERS, and a DISPENSARY, are all in a 3-storey, brick building in the village square.
b) There is a cinema, with a capacity of 100, in the DOPOLAVORO building. The chairs are removable. Another hall, with a capacity of 130, above a cheese and butter factory, was formerly used as a cinema, but has been vacated because of a dangerously weak floor.
c) The GRAIN POOL, about ½ km. North of the village, holds 6-8000 tons.

b) QUISTELLO (622065)

i) POPULATION
2000 in the village, 6000 in the commune, mostly farmers.

ii) WATER SUPPLY: as in SCHIVENOGLIA (see B, a, ii).

iii) ELECTRICITY: as in SCHIVENOGLIA (see B, a, iii).

iv) GAS: as in SCHIVENOGLIA (see B, a, iv).

v) SEWERAGE
W.C's, cesspools and disposal are as in SCHIVENOGLIA (see B, a, v). In addition, there are underground pipes that empty the street water into the SECCHIA Canal.

vi) POSTAL FACILITIES
There is a post office, and mail is distributed twice daily. Telegraph service is available.

vii) GAOL
There is a CC.RR. station, manned by 6 CC.RR., with holding cells for cases up to 10 days. Severer cases are sent to REVERE.

viii) HOSPITAL
This is located in a 2-storey brick building at (623066).

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a) The Town Hall, comprising 4 rooms, the [illegible] and a DISPENSARY, are all in a 3-storey, brick building in the village square.
b) There is a cinema, with a capacity of 100, in the DOPOLAVORO building. The chairs are removable. Another hall, with a capacity of 130, above a cheese and butter factory, was formerly used as a cinema, but has been vacated because of a dangerously weak floor.
c) The GRAIN POOL, about ½ km. North of the village, holds 6-8000 tons.

b) QUISTELLO (622065)

i) POPULATION
2000 in the village, 6000 in the commune, mostly farmers.

ii) WATER SUPPLY: as in SCHIVENOGLIA (see B, a, ii).

iii) ELECTRICITY: as in SCHIVENOGLIA (see B, a, iii).

iv) GAS: as in SCHIVENOGLIA (see B, a, iv).

v) SEWERAGE
W.C's, cesspools and disposal are as in SCHIVENOGLIA (see B, a, v). In addition, there are underground pipes that empty the street water into the SECCHIA Canal.

vi) POSTAL FACILITIES
There is a post office, and mail is distributed twice daily. Telegraph service is available.

vii) GAOL
There is a CC.RR. station, manned by 6 CC.RR., with holding cells for cases up to 10 days. Severer cases are sent to REVERE.

viii) HOSPITAL
This is located in a 2-storey brick building at (623066).

ix) HOTELS
There are four hotels, with a total of about 20 rooms.

x) SCHOOLS
There are two elementary schools, one in a 30 x 20 m., 2-storey, brick building on the village square, the other in a 40 m.-long, 1-storey, brick building at (625065).

xi) INDUSTRIES
a) A DISTILLERY, located at (618059), makes brandy and animal fodder, and employs about 40 men.
b) There are about 6 cheese and butter factories, each as described in B, a, xi.

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SCHIVENOGLIA, POGGIO RUSCO (PROV. MANTUA) and AREA (Cont.)

xii) OTHER STRUCTURES
a) The TOWN HALL, a CINEMA and a CAFE, occupy a 3-storey, brick-building, about 60 m. long. The cinema is 20 x 15 m., has a balcony, and removable chairs.
b) The GRAIN POOL is a 1-storey, brick-structure, 35 x 10 m., near the Rly. Station.

c) S. GIOVANNI DEL DOSSO (704008) has a population of about 500 in the village and 2500 in the commune. It has general characteristics similar to those of SCHIVENOGLIA (see B, a). CC.RR., when needed, come to it from S. GIACOMO (661023). There are 2 small taverns in the village, and 4 cheese and butter factories as described in B, a, xi. A 4-year elementary school is located in a 35 x 20 m., 2-storey, brick building.

d) QUINCENTOLA (673095)

i) POPULATION
1200 in the village, 2200 in the commune, mostly farmers.

ii) WATER SUPPLY, ELECTRICITY, GAS, and SEWERAGE are as in SCHIVENOGLIA (see B, a, ii-v). In addition, there are underground pipes that empty the street water into the PO River.

iii) POSTAL FACILITIES
There is a post office, and mail is distributed twice daily. Telegraph and telephone services are available.

iv) GAOL
None. CC.RR., when needed, come from SUISTELLO.

v) HOSPITALS
None.

vi) HOTELS
There are two small hotels, with a total of about 5 rooms.

vii) SCHOOLS
The Elementary School offers a 5-year course.

viii) INDUSTRIES
a) There are about 10 cheese and butter factories, the largest employing about 10 men.
b) Two brick factories, 1-2 km. NW of the village, employ 50-60 workers each.
c) Many (673101) laborers in boats dig up sand from the bed of

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c) S. GIOVANNI DEL DOSSO (704008) has a population of about 500 in the village and 2500 in the commune. It has general characteristics similar to those of SCHIVENOGLIA (see B, a). CC.RR., when needed, come to it from S. GIACOMO (661023). There are 2 small taverns in the village, and 4 cheese and butter factories as described in B, a, xi. A 4-year elementary school is located in a 35 x 20 m., 2-storey, brick building.

d) QUINGENTOLA (673095)

i) POPULATION
1200 in the village, 2200 in the commune, mostly farmers.

ii) WATER SUPPLY, ELECTRICITY, GAS, and SEWERAGE are as in SCHIVENOGLIA (see B, a, ii-v). In addition, there are underground pipes that empty the street water into the PO River.

iii) POSTAL FACILITIES
There is a post office, and mail is distributed twice daily. Telegraph and telephone services are available.

iv) GAOL
None. CC.RR., when needed, come from QUISTELLO.

v) HOSPITALS
None.

vi) HOTELS
There are two small hotels, with a total of about 5 rooms.

vii) SCHOOLS
The Elementary School offers a 5-year course.

viii) INDUSTRIES
a) There are about 10 cheese and butter factories, the largest employing about 10 men.
b) Two brick factories, 1-2 km. NW of the village, employ 50-60 workers each.
c) Near (678101) laborers in boats dig up sand from the bed of the PO River with long-handled pails. Carts come down to a low, level, earth terrace at the water's edge and take away the sand to points where it is used for construction work.

ix) OTHER STRUCTURES
The TOWN HALL, the SCHOOL and the POST OFFICE occupy a 2-storey, brick building, about 40 x 20 m., on the village square. A small cinema, the TEATRO DOPOLAVORO, 12 x 20 m., is annexed to this building.

e) PIEVE DI CORIANO (720035) has a population of 250 in the village proper, and 1500 in the commune. It answers the same general description as SCHIVENOGLIA (see B, a). The P/W has NO information on hotels and personalities. CC.RR., when needed, come from REVERE. There are three cheese and butter factories (see B, a, xi) in the village.

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SCHIVENOGLIA, POGGIO RUSCO (PROV. MANTUA) and AREA (Cont.)

f) POGGIO RUSCO (733027)

i) POPULATION
2700 in the village, 7500 in the commune, mostly farmers. 1372

ii) WATER SUPPLY
There is a cylindrical, masonry, water reservoir near (728027), built in 1932. It has a diameter of 8-10 m., and rises 6 m. above the ground. Water trucks come from VERONA to fill it. Water is laid on in the homes, to which it is distributed by underground metal pipes. There are wells in a few private houses. The water is good and generally plentiful, but the reservoir has been empty on occasion when the water-trucks failed to arrive on time.

iii) ELECTRICITY
There is a sub-station in the village, and houses and streets are electrically lighted . Wires are strung on iron brackets attached to the buildings. Power is believed to come either from MODENA or BOLOGNA.

iv) GAS
A few wealthy families use gas bought in cylindrical, cast-iron containers, 30-50 cm. in diameter and 3-4 m. high.

v) SEWERAGE
There are W.C's in the houses, and the cesspools are emptied periodically by carts into neighboring fields. Underground pipes empty the street water into ditches outside the village.

vi) POSTAL FACILITIES
The Post Office is located in the Town Hall building (see below, xii). Mail is delivered twice daily. Telegraph and telephone services are available.

vii) CAOL
This is located on the 2nd floor of a 2-storey, brick building, 12 x 9 m. The first floor is occupied by the CC.RR., who number about 20.

viii) HOTELS
There are 3 hotels, with a total of about 25 rooms.

ix) HOSPITALS
There is a hospital in an L-shaped, 1-storey, brick building,

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There is a cylindrical, masonry, water reservoir near (728027), built in 1932. It has a diameter of 8-10 m., and rises 6 m. above the ground. Water trucks come from VERONA to fill it. Water is laid on in the homes, to which it is distributed by underground metal pipes. There are wells in a few private houses. The water is good and generally plentiful, but the reservoir has been empty on occasion when the water-trucks failed to arrive on time.

iii) ELECTRICITY
There is a sub-station in the village, and houses and streets are electrically lighted . Wires are strung on iron brackets attached to the buildings. Power is believed to come either from MODENA or BOLOGNA.

iv) GAS
A few wealthy families use gas bought in cylindrical, cast-iron containers, 30-50 cm. in diameter and ½-1 m. high.

v) SEWERAGE
There are W.C's in the houses, and the cesspools are emptied periodically by carts into neighboring fields. Underground pipes empty the street water into ditches outside the village.

vi) POSTAL FACILITIES
The Post Office is located in the Town Hall building (see below, xii). Mail is delivered twice daily. Telegraph and telephone services are available.

vii) GAOL
This is located on the 2nd floor of a 2-storey, brick building, 12 x 9 m. The first floor is occupied by the CC.RR., who number about 20.

viii) HOTELS
There are 3 hotels, with a total of about 25 rooms.

ix) HOSPITALS
There is a hospital in an L-shaped, 1-storey, brick building, with 6 rooms in one wing and 3 in the other. The Old Age Home occupies a 3-storey brick building.

x) SCHOOLS
A 5-year elementary school, offering an additional 1-2 years advanced course, occupies a 2-storey, brick building. It comprises about 24 rooms.

xi) INDUSTRIES
There are several,2-room,cheese and butter factories (see B, a, xi).

xii) OTHER STRUCTURES
a) The TOWN HALL, the FASCIST HEADQUARTERS and the POST OFFICE occupy a 2-storey, brick building, 70 x 12 m.
b) The GRAIN POOL is a brick building, 40 x 20 m., and 6 m. high, near the Rly. Station.

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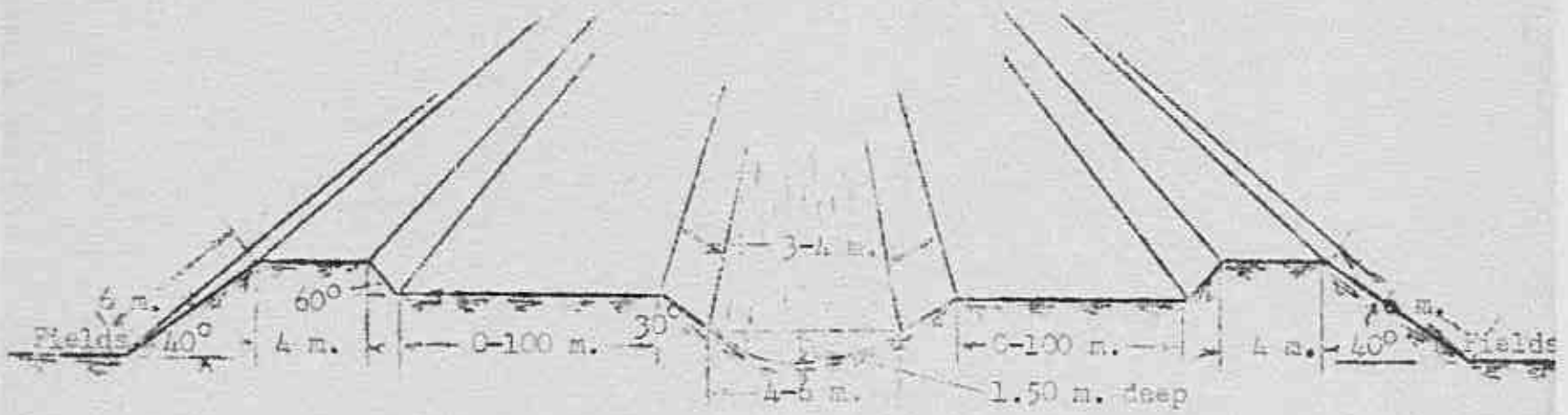
SCHIVENOGLIA, POGGIO RUSCO (PROV. MANTUA) and AREA (Cont.)

g) VILLA POMA (725050)
This small locality is a suburb of POGGIO RUSCO, and answers the same general description as SCHIVENOGLIA (see B, a), on a reduced scale. The CC.RR., when needed, come from POGGIO RUSCO. The Town Hall is a 12 x 15 m., 2-storey, brick building. There are 2 small taverns in the village, and about 5 cheese and butter factories (see B, a, xi). The village school offers a 2-year elementary course.

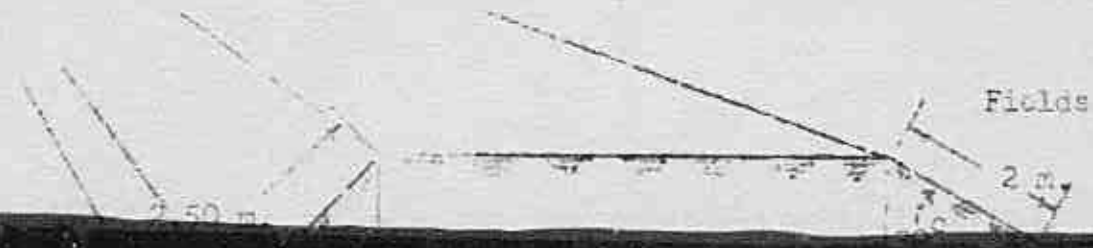
1371

C WATERCOURSES

i) SECCHIA Canal from (607060) to (640110)
This is a perennial canal, contained by earth levees which are separated in stretches from its 4-6 m.-wide channel by level, grass-covered, earth terraces varying in width from zero to 100 m. The water in Summer has a depth of about 1.5 m.; in Spring it rises and sometimes overflows into the terraces mentioned above. The sketch below shows a cross-section of this canal:

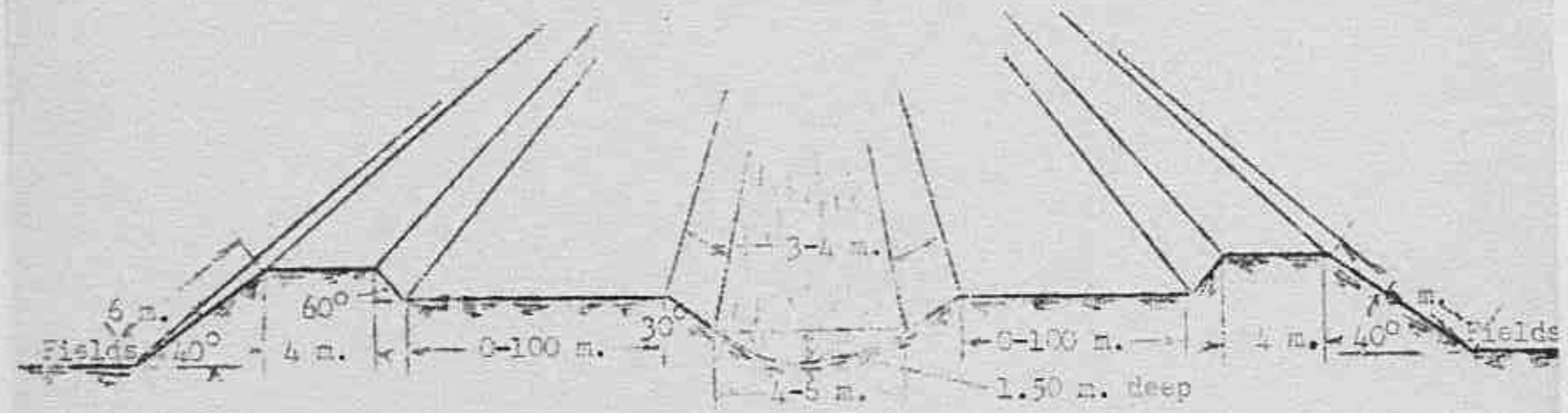


ii) Canal of the BONIFICA, from (773083) to (652094)
This is a perennial canal cut through fields cultivated with corn, hemp, wire-trained vineyards and fruit trees. The water depth is about 1.5 m. in Summer, and 3-4 m. in Spring. The sketch below shows the cross-section of one bank. The opposite bank is similar.

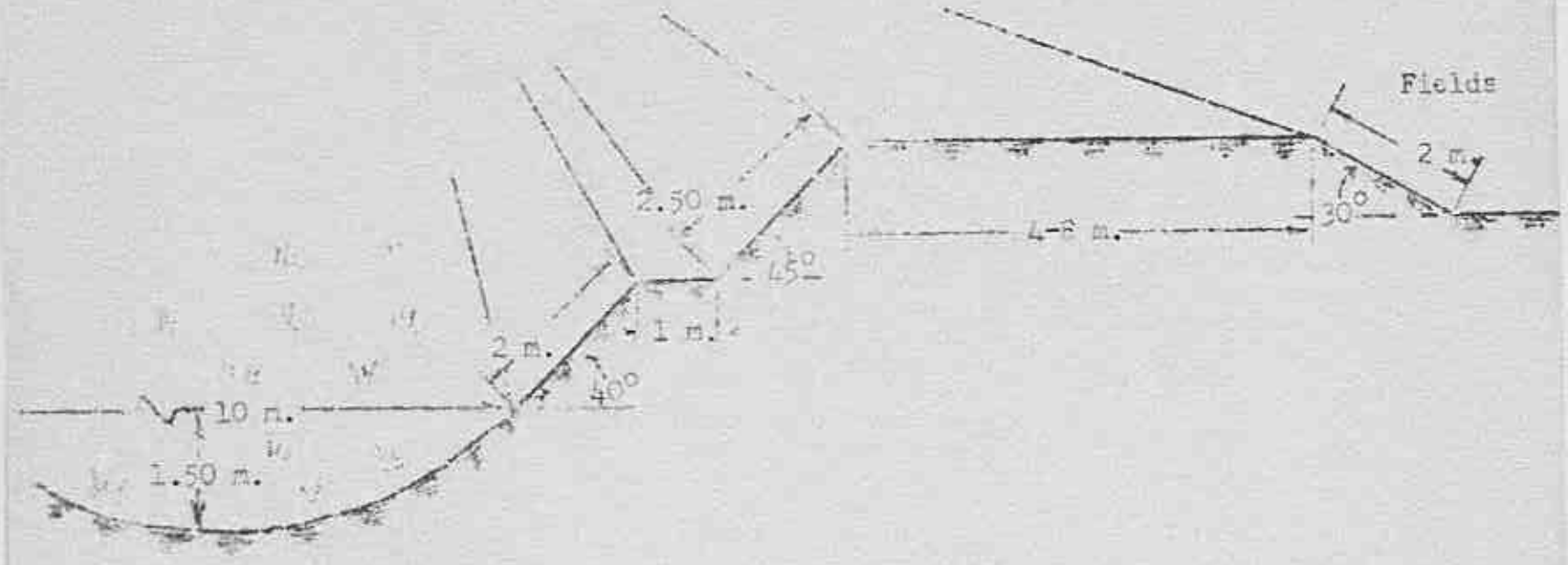


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separated in stretches from its 4-6 m.-wide channel by level, grass-covered, earth terraces varying in width from zero to 100 m. The water in Summer has a depth of about 1.5 m.; in Spring it rises and sometimes overflows into the terraces mentioned above. The sketch below shows a cross-section of this canal:



ii) Canal of the BONIFICA, from (773083) to (652094)
This is a perennial canal cut through fields cultivated with corn, hemp, wire-trained vineyards and fruit trees. The water depth is about 1.5 m. in Summer, and 3-4 m. in Spring. The sketch below shows the cross-section of one bank. The opposite bank is similar.



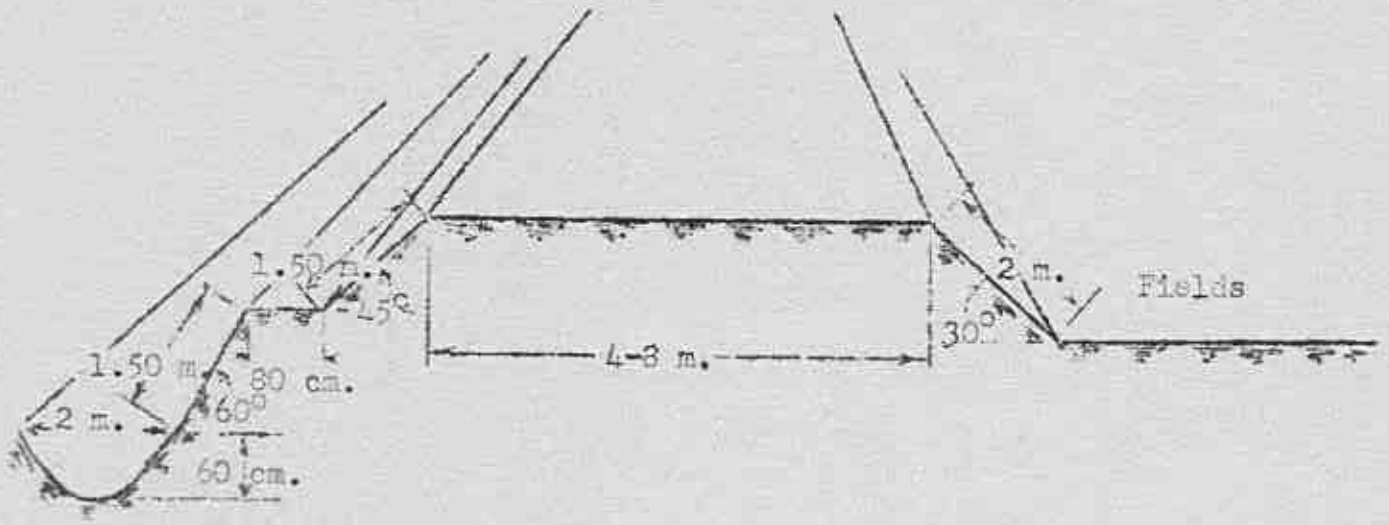
The bed of the canal is soft and muddy, and water-weeds grow in it.

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SCHIVENOGLIA, POGGIO RUSCO (PROV. MANTUA) and AREA (Cont.)

iii) FOSSALTA SUPERIORE Canal, from (695073) to (745075)
This is a perennial canal, with about 60 cm. depth of water in Summer, and 1½-2 m. in Spring. The bed is soft and muddy, and water-weeds grow in it. The current is sluggish. The cross-section of one bank is shown below; the opposite bank is similar.

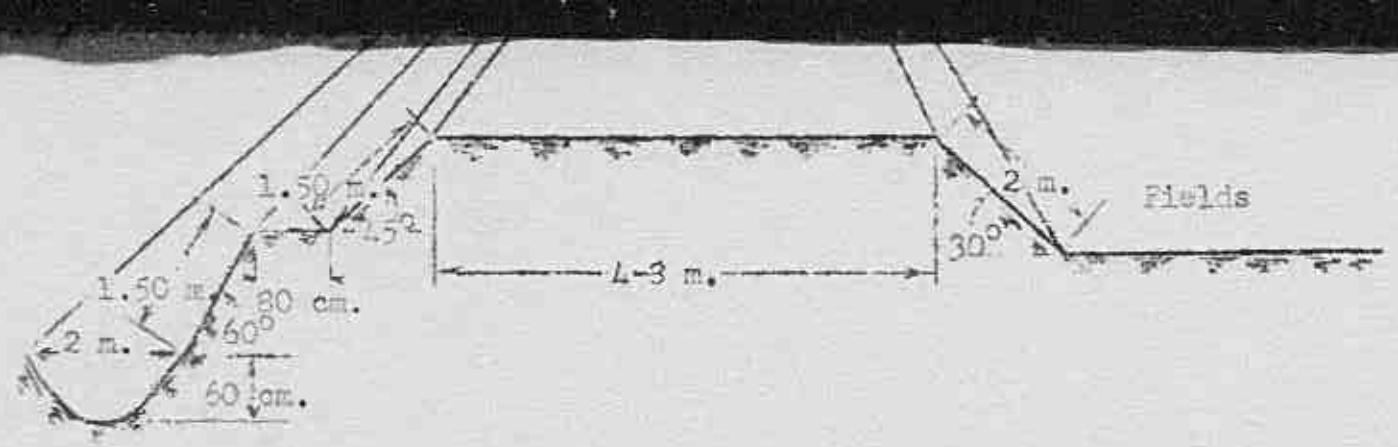


D COMMUNICATIONS

a) ROADS

i) OSTIGLIA - MIRANDOLA (State Road No. 12)
This is a metalled, asphalt-covered road, 7-8 m. wide, flanked by 50 cm.- wide verges on both sides. Between roadway and verges there are 8 cm.- high stones at 8 m. intervals, which are replaced along curves by 1 m. high parapets of reinforced concrete. Drainage ditches, 1-2 m. wide and 1 m. deep, border the road on both sides, and saplings, planted at 4 m. intervals in 1940, line the ditches along the outside edges. The adjoining fields, cultivated with corn, fruit trees and wire-trained vines, lie at road level or about 50 cm. below it. The road rises on a 200 m.-long incline, with a slope of about 9%, to the bridge over the PO River, and descends on the other side by an equal slope. This bridge is of steel-girder construction, supported on masonry piers. It remains at road width, and is flanked in addition by a 1.5 m.-wide sidewalk, raised 7-9 cm. above the roadway, on the West side. On the East side it is paralleled by a Rly. bridge, of similar construction, resting on the same piers. P/W states that a sign on the bridge gives its length as 998 m. This is at variance with information

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D COMMUNICATIONS

a) ROADS

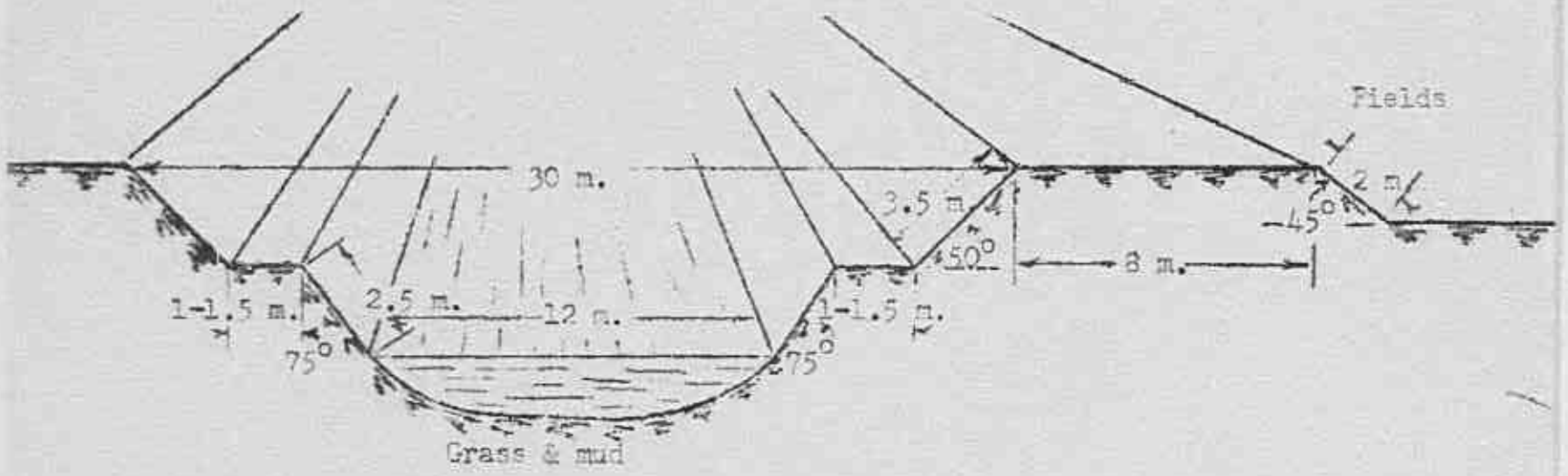
i) OSTIGLIA - MIRANDOLA (State Road No. 12)
This is a metalled, asphalt-covered road, 7-8 m. wide, flanked by 50 cm.- wide verges on both sides. Between roadway and verges there are 8 cm.- high stones at 8 m. intervals, which are replaced along curves by 1 m. high parapets of reinforced concrete. Drainage ditches, 1-2 m. wide and 1 m. deep, border the road on both sides, and saplings, planted at 4 m. intervals in 1940, line the ditches along the outside edges. The adjoining fields, cultivated with corn, fruit trees and wire-trained vines, lie at road level or about 50 cm. below it. The road rises on a 200 m.-long incline, with a slope of about 9%, to the bridge over the PO River, and descends on the other side by an equal slope. This bridge is of steel-girder construction, supported on masonry piers. It remains at road width, and is flanked in addition by a 1.5 m.-wide sidewalk, raised 7-9 cm. above the roadway, on the West side. On the East side it is paralleled by a Rly. bridge, of similar construction, resting on the same piers. P/W states that a sign on the bridge gives its length as 998 m. This is at variance with information given in E.S.T.D./C/241, REPORTS ON NORTHERN ITALY, ROADS, p. 45.
The PO River near this bridge is contained by earth levees, which rise by a slope of 35-40° to a height of 10-12 m. above water level in Summer time. In Spring the water in the Po River rises to within 1-2 m. of the top of the levees. The tops of the levees are 10-12 m. wide, and descend to the adjoining fields by 12-15 m.-wide escarpments which slope at an angle of about 30°. There are drainage ditches, 1.5-2 m. wide and 1-1½ m. deep, at the bottom of these escarpments. On the South side of the river, West of the bridge, a 1½ m.-wide stairway leads from the bridge to the top of the levee below.

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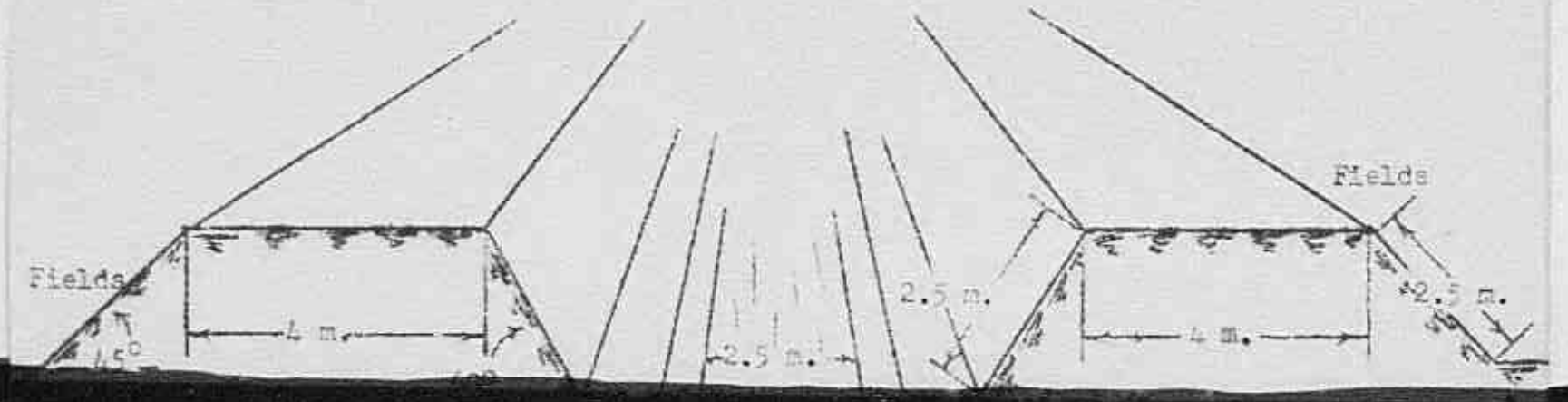
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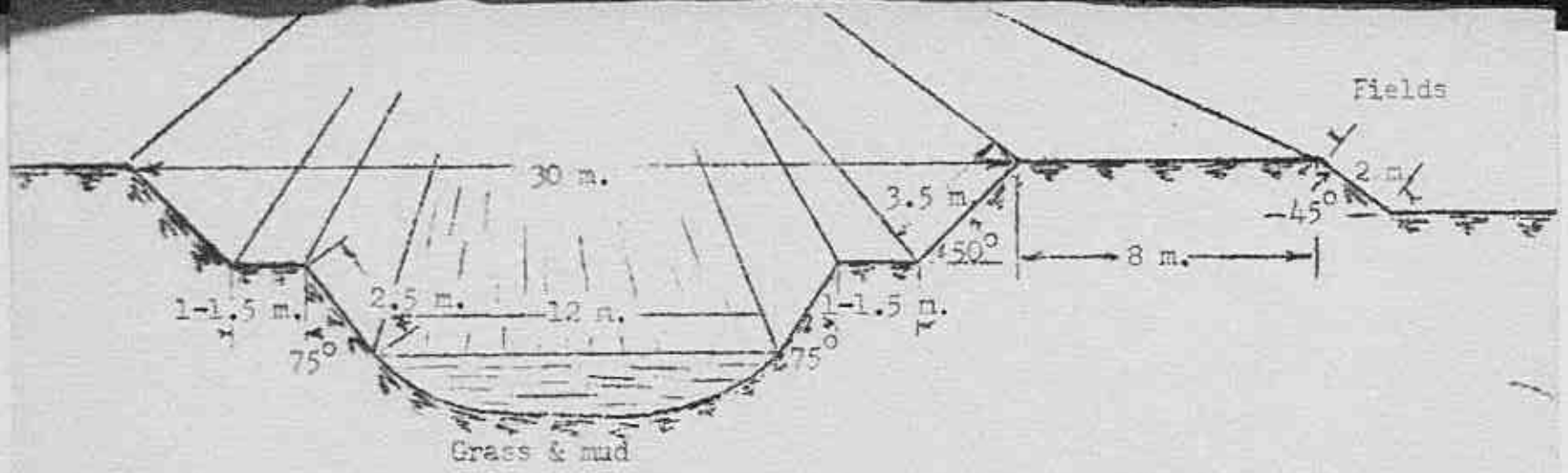
At (731088) there is a 35-40 m.-long, 3-arch, masonry bridge, over the BONIFICA Canal, where the roadway narrows slightly to a width of 6-7 m. There are NO sidewalks. It is protected by 1.1 m.-high stone walls on both sides, and there are NO sidewalks. A cross section of the Canal at this point is shown below:



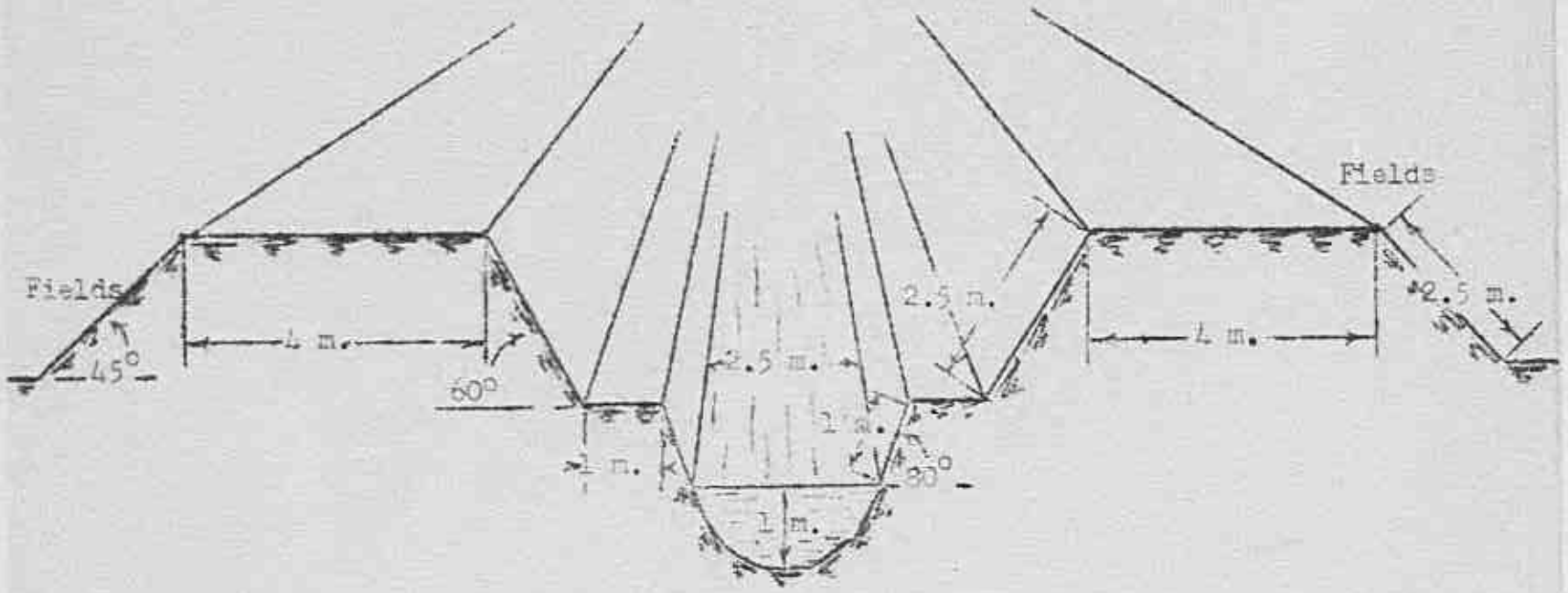
The BONIFICA is a perennial canal. In Summer the water-depth is as low as 1.2 m., and in early Spring it increases to about 4 m. The bed is made of soft earth, and water-weeds grow in it.
At (735078) there is a 30-35 m.-long, 3-arch, masonry bridge over the FOSSALTA Canal, protected by 1.2 m.-high stone walls on both sides. The road here is about 7 m. wide, and there are NO sidewalks. A cross-section of the canal near this bridge is shown below:



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The BONIFICA is a perennial canal. In Summer the water-depth is as low as 1.2 m., and in early Spring it increases to about 4 m. The bed is made of soft earth, and water-weeds grow in it. At (735078) there is a 30-35 m.-long, 3-arch, masonry bridge over the FOSSALTA Canal, protected by 1.2 m.-high stone walls on both sides. The road here is about 7 m. wide, and there are NO side-walks. A cross-section of the canal near this bridge is shown below:



The water-depth of the canal is about 1 m. in Summer and 2 m. in Spring. Water-weeds grow in its soft, muddy, earth bed. The level Rly. crossing at (731040) is protected by swinging gates. At (693991) a single-arch, masonry bridge spans the CANNUCCHIO Canal at road-width, flanked by 1.2 m.-high stone walls on both sides, with NO sidewalks. An iron sluice-gate under the bridge is worked by hand.

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SCHIVENOGLIA, POGGIO RUSCO (PROV. MANTUA) and AREA (Cont.)

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The earth banks of the canal at this point are at terrain level, about 3 m. apart at the top, and rise by a 30° slope 2 m. from the bottom of the bed. The canal is intermittent, being dry in Summer, and sometimes near overflowing in Spring.
There are 6-8 m.-long, masonry, 1-arch bridges, at road-width, crossing drainage canals at (690978), (689972) and (687970). These canals are intermittent, about 2 m. wide, 1-1½ m. deep, with earth banks at terrain level.

ii) S. GIOVANNI (704008) - S. GIACOMO (661023)
This is a metalled, gravel-topped road, 4-5 m. wide, well maintained, and flanked by 20-30 cm.-wide, hard-earth verges. Drainage ditches 1-2 m. wide and 1-1½ m. deep, with little or NO water, follow it on each side. Trees of various kinds, 4 m. apart, with touching leaves, border the outside edges of the ditches. The adjoining fields, at road level or 50 cm. below it, are cultivated with wheat, corn, and rows of wire-trained vines.

iii) QUISTELLO - (622065) - SCHIVENOGLIA -(693048)
This is a metalled, gravel-surfaced road, about 6 m. wide from QUISTELLO to the level Rly. Crossing at (650051), and 5-5½ m. wide after that point. There are hard-earth verges on both sides, 20-30 cm. wide. Ditches, 1-1½ m. wide and 1-1½ m. deep, flank the verges and trees, 4 m. apart, with touching leaves, border the ditches on the outside edges. The terrain is at road level or 50 cm. below it. There is a 90° curve at (678047) where the road narrows to a width of about 5 m., including the verges. The 90° curve at (680055) was banked and widened to 8 m. in 1937. At (633056), (649052) and (696043) there are level Rly. crossings protected by swinging bars. About 60 m. North of the point (640050) there is a pond of stagnant water for the maceration of hemp. At (642050) two drainage ditches meet on the South side, flow through a culvert under the road, and widen out on the North side into the FOSSALTA Canal. At this point the latter is 10 m. wide and 2½ m. deep, contained by earth banks at terrain level and inclined at a slope of 20-25°.

iv) S.GIACOMO DELLE SEGNATE (661023) - MALCANTONE (634015)
This is a metalled, gravel-surfaced road, about 5 m. wide, with NO verges. Ditches, trees and terrain level are the same as described for c) above.

v) SCHIVENOGLIA - (695076) - GUIDIZZOLO (673095)
This is a metalled, gravelled road, 4½-5m. wide, with 20 cm.-wide, hard-earth verges. Ditches, trees and terrain level are the same as described for c) above. There is a 2-arch, masonry bridge, about 25 m. long, over the FOSSALTA Canal at (696073),

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ii) S. GIOVANNI (754008) - S. GIACOMO (661023)
This is a metalled, gravel-topped road, 4-5 m. wide, well maintained, and flanked by 20-30 cm.-wide, hard-earth verges. Drainage ditches 1-2 m. wide and 1-1½ m. deep, with little or NO water, follow it on each side. Trees of various kinds, 4 m. apart, with touching leaves, border the outside edges of the ditches. The adjoining fields, at road level or 50 cm. below it, are cultivated with wheat, corn, and rows of wire-trained vines.

iii) QUISTELLO - (622065) - SCHIVENOGLIA -(693048)
This is a metalled, gravel-surfaced road, about 6 m. wide from QUISTELLO to the level Rly. Crossing at (650051), and 5-5½ m. wide after that point. There are hard-earth verges on both sides, 20-30 cm. wide. Ditches, 1-1½ m. wide and 1-1½ m. deep, flank the verges and trees, 4 m. apart, with touching leaves, border the ditches on the outside edges. The terrain is at road level or 50 cm. below it. There is a 90° curve at (678047) where the road narrows to a width of about 5 m., including the verges. The 90°curve at (680055) was banked and widened to 8 m. in 1937. At (633056), (649052) and (696043) there are level Rly. crossings protected by swinging bars. About 60 m. North of the point (640050) there is a pond of stagnant water for the maceration of hemp. At (642050) two drainage ditches meet on the South side, flow through a culvert under the road, and widen out on the North side into the FOSSALTA Canal. At this point the latter is 10 m. wide and 2½ m. deep, contained by earth banks at terrain level and inclined at a slope of 20-25°.

iv) S.GIACOMO DELLE SEGNATE (661023) - MALCANTONE (634015)
This is a metalled, gravel-surfaced road, about 5 m. wide, with NO verges. Ditches, trees and terrain level are the same as described for c) above.

v) SCHIVENOGLIA - (695076) - QUINGENTOLE (673095)
This is a metalled, cravelled road, 4½-5m. wide, with 20 cm.-wide, hard-earth verges. Ditches, trees and terrain level are the same as described for c) above. There is a 2-arch, masonry bridge, about 25 m. long, over the FOSSALTA Canal at (696073), and a 3-arch, masonry bridge, about 30 m. long, over the BONIFICA Canal at (696074). The roadway over the bridges narrows to about 4 m. Both are protected by stone walls 1.3 m. high.
The cross-section of each canal near the bridges is similar to that shown for the corresponding sketch in D, a. The two canals are separated here by a single, 10 m.-wide, grass-covered levee.

vi) There are many secondary roads in the area, 4-5 m. wide, flanked by earth ditches about 2 m. wide and 1½ m. deep. These roads are usually metalled and gravel-surfaced. The adjoining fields, generally at road level, are cultivated with corn, wheat, hemp, apple trees and wire-trained vines.
The removal of snow (see F) on secondary roads is the individual responsibility of the nearest farmer. The main roads are kept clear by the municipalities, horse-drawn, wooden snow-ploughs being used for the purpose.

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SCHIVENOGLIA, POGGIO RUSCO (PROV. MANTUA) and AREA (Cont.)

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b) RAILWAYS

i) POGGIO RUSCO - OSTIGLIA.
This is a single-track, standard-gauge Rly. line, part of the BOLOGNA - VERONA - BRENNER line, which was electrified in 1941. It is also used by LITTORINE (trains pulled by diesel-motor engines). Between POGGIO RUSCO and VILLA POMA it runs on an embankment about 50 cm. high, which rises gradually North of VILLA POMA to a height of 4-5 m. near the bridge over the PO River. The slopes of the embankment vary from 30 to 45°. P/W confirms information given in I.S.T.D./C/240, REPORTS ON NORTHERN ITALY, RAILWAYS, 157-158, except for the length of the bridge over the PO River (see C, a, i).
The Rly. station at POGGIO RUSCO is a 3-storey, brick building, 30 x 8 m. P/W saw new construction work going on there in March, 1941. There are about 7 sidings, of which 4 flank the freight house, a 1-storey, brick building, 25 x 6 m., located North of the station.
At (739077) there is a girder, steel bridge, about 30 m. long, over the FOSSALTA Canal. A second bridge spans the BONIFICA Canal at (740090).
There is a Rly. station at (741096) for freight to REVERE and for passengers to PIEVE DI CORIANO (723039), in a 35 x 20 m., 2-storey brick building. A freight house stands North of the station.
The passenger Rly. station in REVERE is a 2-storey, brick building, 8 x 3 m., located at (743112). A 4 m.-wide road cuts through the embankment under the Rly. line between the station and the bridge over the PO River. From the bridge to the Rly. station in OSTIGLIA the line runs on an embankment, with sides sloping 30°, which descends from a height of about 6 m. above ground level to zero.
In 1940 the P/W saw a new station being built on the site where the old one had been torn down in OSTIGLIA. The new station was apparently a 3-storey, brick building, and workers were beginning the roof when the P/W saw it.

ii) POGGIO RUSCO - QUISTELLO - SUZZARA
This is a single-track, standard-gauge Rly. line, used by steam trains and LITTORINE, running on an earth embankment about 50 cm. above ground, with sides sloping at an angle of 30°.
The level Rly. crossing at (730041) is protected by swinging gates; that at (696044), also level, is protected by swinging bars.
The Rly. station at QUISTELLO is a 2-storey, brick building, 12 x 6 m. There is a freight house West of the station, 8 x 6 m., and 1-storey high, made of brick. There is an iron bridge over the [illegible] (666058). The Rly. station at SUZZARA is

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information given in I.S.T.D./C/240, REPORTS ON NORTHERN ITALY, RAILWAYS, 157-158, except for the length of the bridge over the PO River (see C, a, i).
The Rly. station at POGGIO RUSCO is a 3-storey, brick building, 30 x 8 m. P/W saw new construction work going on there in March, 1941. There are about 7 siddings, of which 4 flank the freight house, a 1-storey, brick building, 25 x 6 m., located North of the station.
At (739077) there is a girder, steel bridge, about 30 m. long, over the FOSSALTA Canal. A second bridge spans the BONIFICA Canal at (748090).
There is a Rly. station at (741096) for freight to REVERE and for passengers to PIEVE D. CORIANO (723089), in a 35 x 20 m., 2-storey brick building. A freight house stands North of the station.
The passenger Rly. station in REVERE is a 2-storey, brick building, 8 x 8 m., located at (742112). A 4 m.-wide road cuts through the embankment under the Rly. line between the station and the bridge over the PO River. From the bridge to the Rly. station in OSTIGLIA the line runs on an embankment, with sides sloping 70°, which descends from a height of about 6 m. above ground level to zero.
In 1940 the P/W saw a new station being built on the site where the old one had been torn down in OSTIGLIA. The new station was apparently a 3-storey, brick building, and workers were beginning the roof when the P/W saw it.

ii) POGGIO RUSCO - QUISTELLO - SUZZARA
This is a single-track, standard-gauge Rly. line, used by steam trains and LITTORINE, running on an earth embankment about 50 cm. above ground, with sides sloping at an angle of 30°.
The level Rly. crossing at (730041) is protected by swinging gates: that at (696044), also level, is protected by swinging bars.
The Rly. station at QUISTELLO is a 2-storey, brick building, 12 x 6 m. There is a freight house West of the station, 8 x 6 m., and 1-storey high, made of brick. There is an iron bridge over the SACCHI Canal at (668059). The Rly. station at SUZZARA is a 2-storey brick building.

E TOPOGRAPHY

The area covered by this report is flat and fertile. It lies lower than the PO, and the levees of this river are being constantly reinforced to prevent the water from breaking through and overflowing into the countryside. Numerous canals and drainage ditches criss-cross the area. The fields are cultivated with corn, wheat, hemp, wire-trained vines and fruit trees. Earth ditches, 1-2 m. wide and 1-1½ m. deep, generally separate the fields. Fruit orchards are often enclosed by wire-woven fences.

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SCHIVENOGLIA, POGGIO RUSCO (PROV. MANTUA) and AREA (Cont.)

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F WEATHER

Snow falls in the Winter time, sometimes to a height of 50 cm., and remains 1-2 months.

G MILITARY

P/W heard, from men employed on the job, that an underground petrol depot was built in 1939 near a spot formerly occupied by a brick-factory, since torn down. About 200 persons were employed for the work, and rumour spoke of a "big" depot. The location is presumably at or near (746108).

H ECONOMIC

The area discussed is especially productive of cheese, butter and pork. The five cheese and butter factories in SCHIVENOGLIA (see B, a, xi) produce 200-300 tons of cheese, about 30 tons of butter and 300 tons of pork, per year.

R.M.B. and A.M.F.

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I N D E X

This report deals with the area indicated on the overleaf, namely:

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PADUA and Vicinity, PROV. PADUA	15-26
TORREGLIA and Area, PROV. PADUA	27-28

CROSS SECTION of RONIGO CANAL near POIANA MAGGIORE..... Appendix A

Ivo V. Giannini

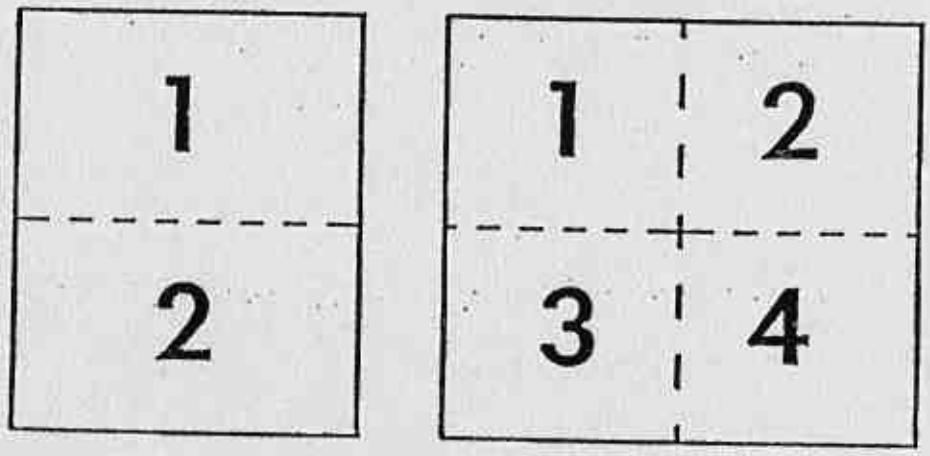
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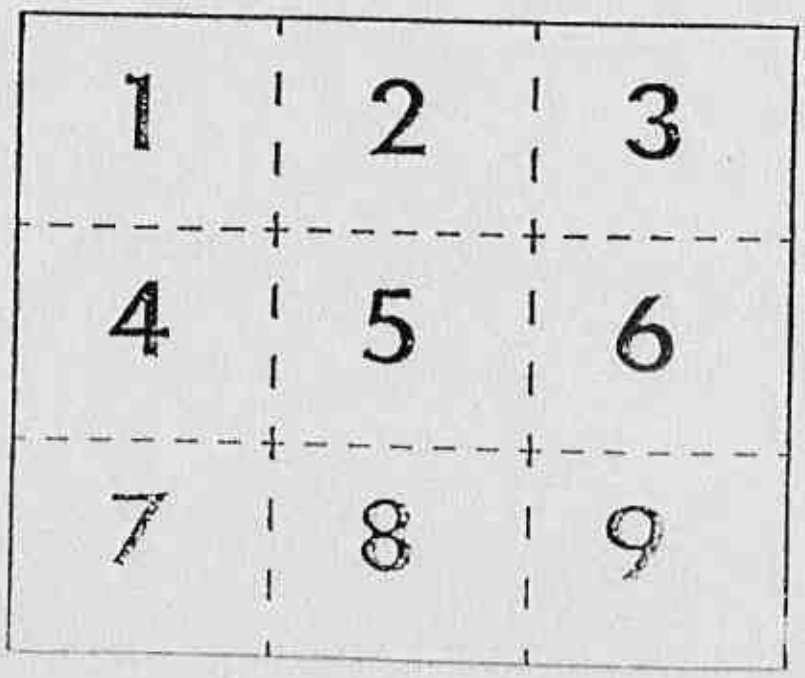
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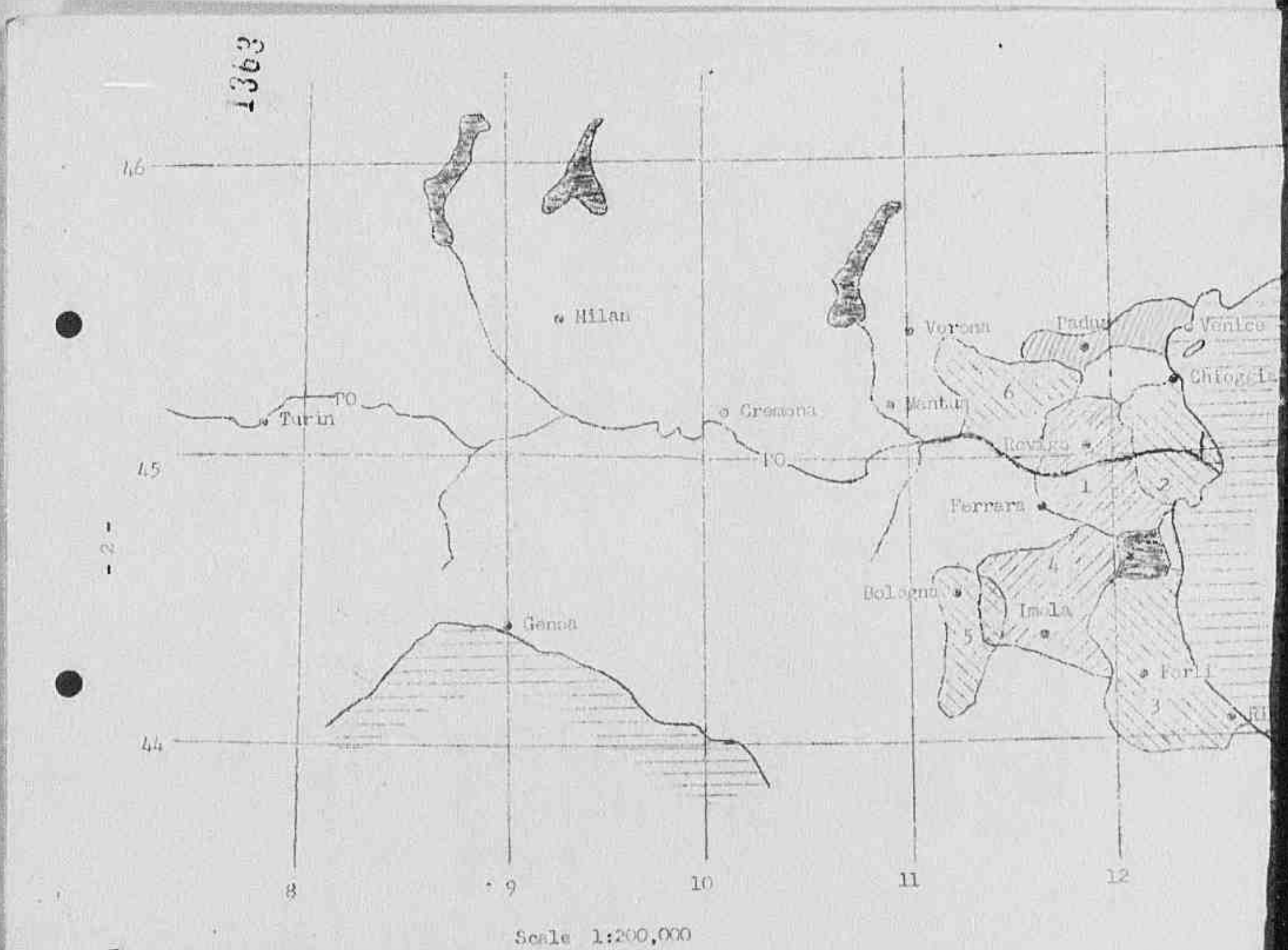
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SEE DIAGRAMS BELOW.





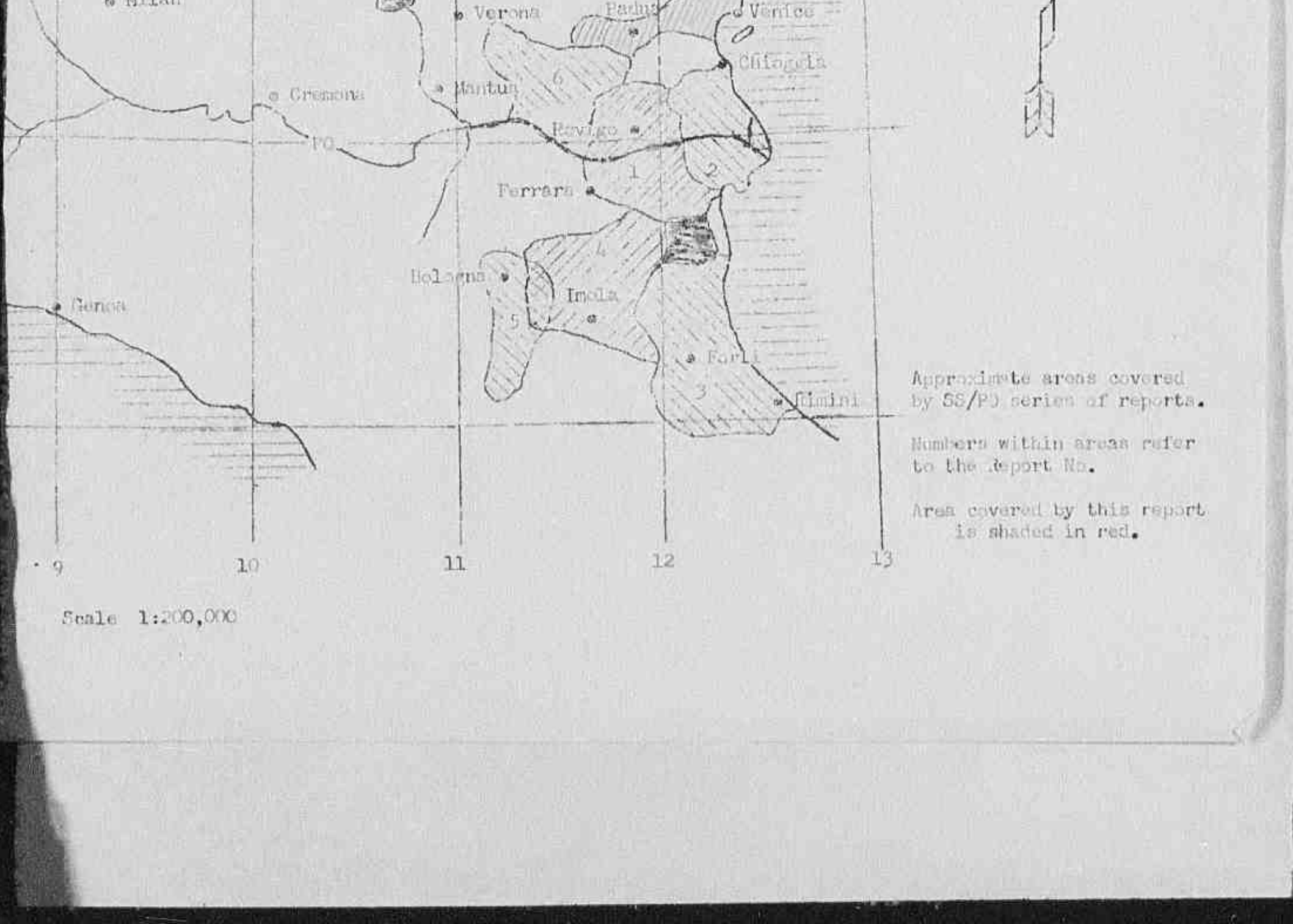
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Scale 1:200,000

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Approximate areas covered by SS/PO series of reports.

Numbers within areas refer to the Report No.

Area covered by this report is shaded in red.

Scale 1:200,000

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POIANA MAGGIORE (040360) and DISTRICT (PROV. VICENZA)
(Map used: ITALY 1:100,000, Sheet 64, ROVIGO)

1362

A SOURCE

P/W Pte. SEVERIN, Attilio, a 34-year old farmer, has traveled very little, is unobservant, fairly reliable. Has been home in Dec. 1942, on a Christmas furlough.

B TOWN

a) POIANA MAGGIORE

i) POPULATION: of the town: 800; of the township: 5000. These are mainly farmers and agricultural workers.

ii) WATER SUPPLY
The water is generally drawn from shallow wells, of an average depth of 10 m. This water is good, and is plentiful all year round.

iii) ELECTRICITY
About half of the houses have electricity laid on. The others use kerosene and acetylene lanterns. There is a small sub-station in the main square, but P/W does NOT know the source of the power. The electricity comes to the town from the North, by means of overhead wires, strung on wooden poles.

iv) GAS
None. Wood is generally used, for cooking and heating purposes.

v) SEWERAGE
Masonry cesspools are built near every house. The contents are emptied periodically by the local farmers, and used as fertilizer.

vi) POSTAL FACILITIES
The P.O. is located on the main crossroads, or square. It is a small, two-storey house, with Telegraph and Telephone service. A public Telephone is found in the cafe located also on the main square. Mail is distributed once daily.

vii) GAOL
None. The nearest CC.RR. station is located at NOVENTA VICENTINA, 3 km. East of POIANA.

viii) HOSPITAL
None. The nearest hospital is located at NOVENTA VICENTINA. There is one doctor, and a small pharmacy in the main square.

ix) HOTELS

Declassified E.O. 12356 Section 3.3/NND No. 785015

i) POPULATION: of the town: 800; of the township: 5000. These are mainly farmers and agricultural workers.

ii) WATER SUPPLY
The water is generally drawn from shallow wells, of an average depth of 10 m. This water is good, and is plentiful all year round.

iii) ELECTRICITY
About half of the houses have electricity laid on. The others use kerosene and acetylene lanterns. There is a small sub-station in the main square, but P/W does NOT know the source of the power. The electricity comes to the town from the North, by means of overhead wires, strung on wooden poles.

iv) GAS
None. Wood is generally used, for cooking and heating purposes.

v) SEWERAGE
Masonry cesspools are built near every house. The contents are emptied periodically by the local farmers, and used as fertilizer.

vi) POSTAL FACILITIES
The P.O. is located on the main crossroads, or square. It is a small, two-storey house, with Telegraph and Telephone service. A public Telephone is found in the cafe located also on the main square. Mail is distributed once daily.

vii) CACL
None. The nearest CC.FR. station is located at NOVENTA VICENTINA, 3 km. East of POLNA.

viii) HOSPITAL
None. The nearest hospital is located at NOVENTA VICENTINA. There is one doctor, and a small pharmacy in the main square.

ix) HOTELS
None: There are two small cafes.

x) SCHOOL
This is an old, two-storey building, with 10-12 large rooms, located 200 m. North of the of the main cross-road.

xi) INDUSTRIES
There is a small, tobacco-packing factory, employing 50-60 women. It is a single-storey building.

xii) OTHER BUILDINGS
The Town Hall is a large, two-storey structure, housing all public offices. It is located across the street from the school, North of the main cross-road.

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POIANA MAGGIORE (040360) and DISTRICT (PROV. VICENZA) (Cont.)

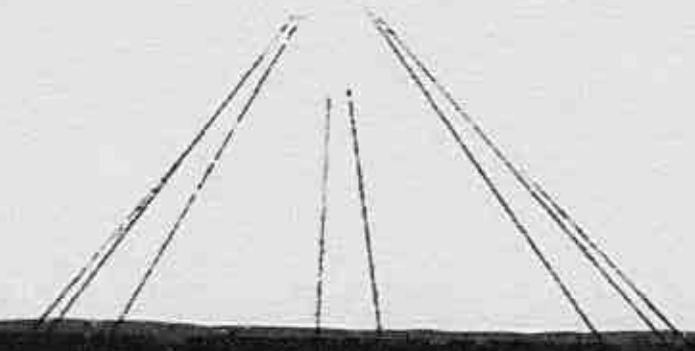
xiii) PERSONALITIES
The mayor of POIANA is a rich citizen called PAGANOTTO. He is well liked.
The Political Secretary of POIANA is ATTILIO BERTOLI. He is an active Fascist.
The leading family of POIANA is called BRUJANIGO. They are rich landowners.

C WATERCOURSES

a) RONIGO CANAL (in the neighborhood of POIANA MAGGIORE)
This is a drainage canal, 10-12 m. wide. It is bordered by earth levees, 4-4½ m. high. These levees are grassy, and 1-2 m. wide at the top. Both river and outer slopes are generally at 45 degrees. The total depth of the canal from the top of the levees is 6-7 m., and the bottom is muddy. The average water depth, all through the Summer, is 2 m., while in Winter the water may reach a depth of 3-4 m. The terrain immediately outside the levees, for a width of 100 m. on both sides of the canal, is constantly marshy. In the Winter it is completely covered by a few cm. of water which slowly seeps through the levees. For a cross-sectional sketch of this canal, see Appendix A.

1361

b) FRASSINE CANAL (in the neighborhood of POIANA MAGGIORE)
This is a drainage canal, 15-16 m. wide. It is bordered by earth levees 5-6 m. high, grassy, 1-2 m. wide at the top. Both inner and outer slopes are generally 45 degrees. The total depth of the canal from the top of the levees is 6-7 m., and the bottom is muddy. The average Winter water depth in this canal is 1 m., decreasing to 20 cm. in the Summer months. After heavy Winter rains, especially in February and March, the water can reach, for a few hours, the top of the levees. About 1930 the water broke the levees, causing severe damage to several kilometers of land. For a cross-sectional sketch of this canal, see below:

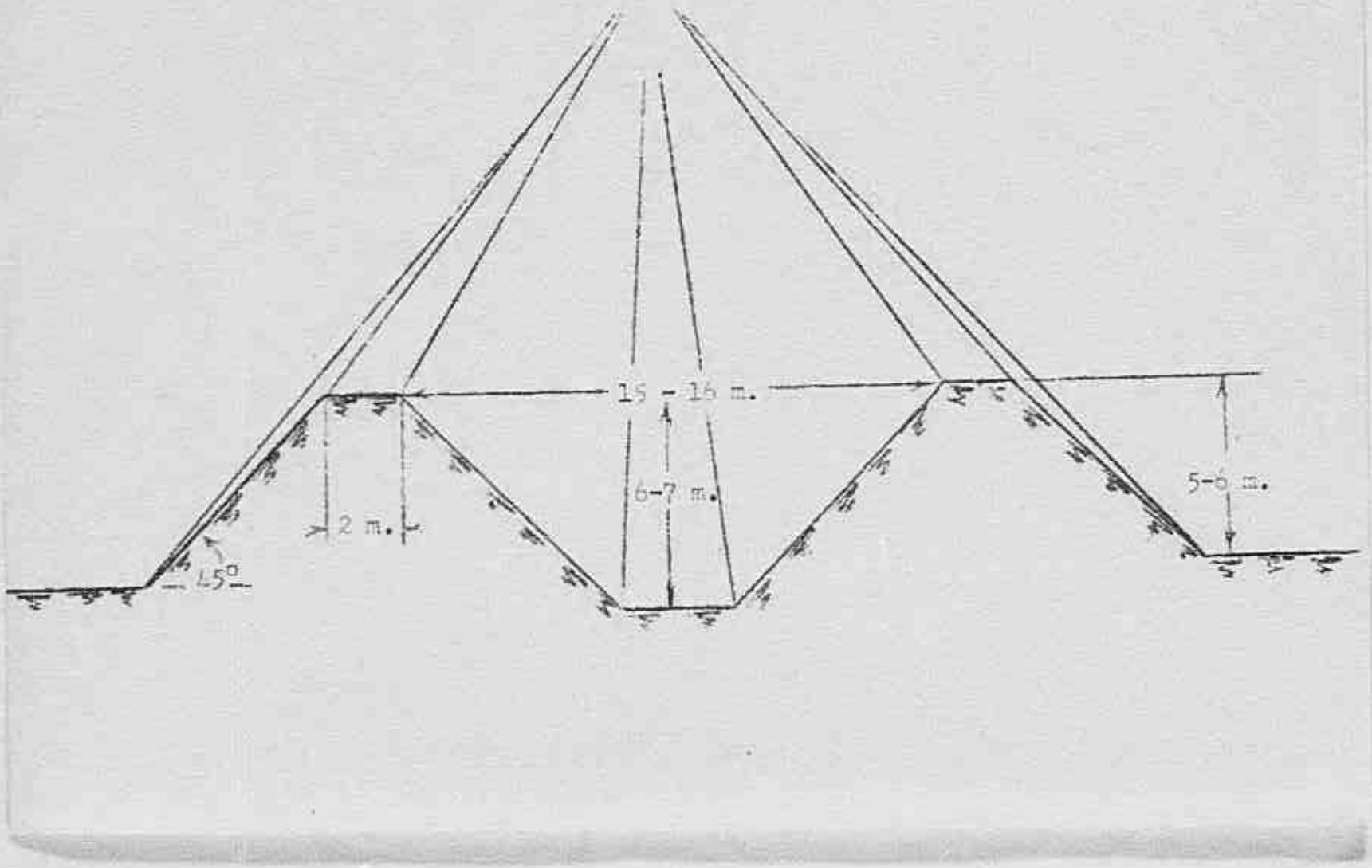


Declassified E.O. 12356 Section 3.3/NND No. 785015

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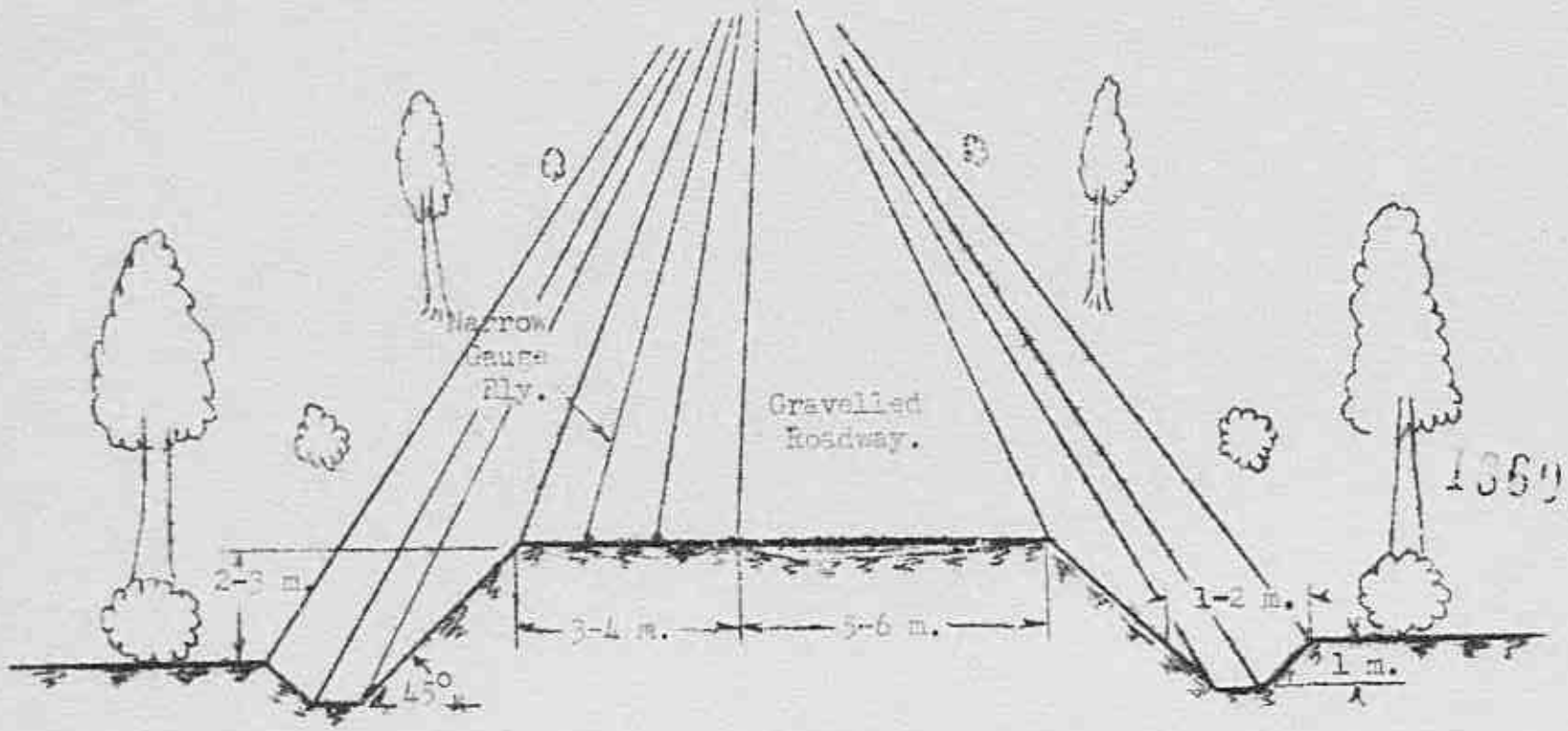
POIANA MAGGIORE (040360) and DISTRICT (PROV. VICENZA) (Cont.)

c) Small drainage ditches are found through the fields, at intervals of 60-100 m. These are 30-40 cm. deep and 50-60 cm. wide. They are bordered by sparse, low hedges, and are dry throughout the year, with the exception of rainy weather.

D COMMUNICATIONS

a) ROADS

i) MONTAGNANA - POIANA MAGGIORE - NOVENTA VICENTINA
This is a metalled road, 5-6 m. wide, with a good gravel surface. It is bordered on the West side by a single-track, steam tram line (see D, b, i), with the rails laid flush with the road surface. This road runs generally on an earth embankment, 2-3 m. higher than the adjoining land. The embankment is bordered by drainage ditches and sparsely planted trees and hedges, as shown in the cross-sectional sketch below:

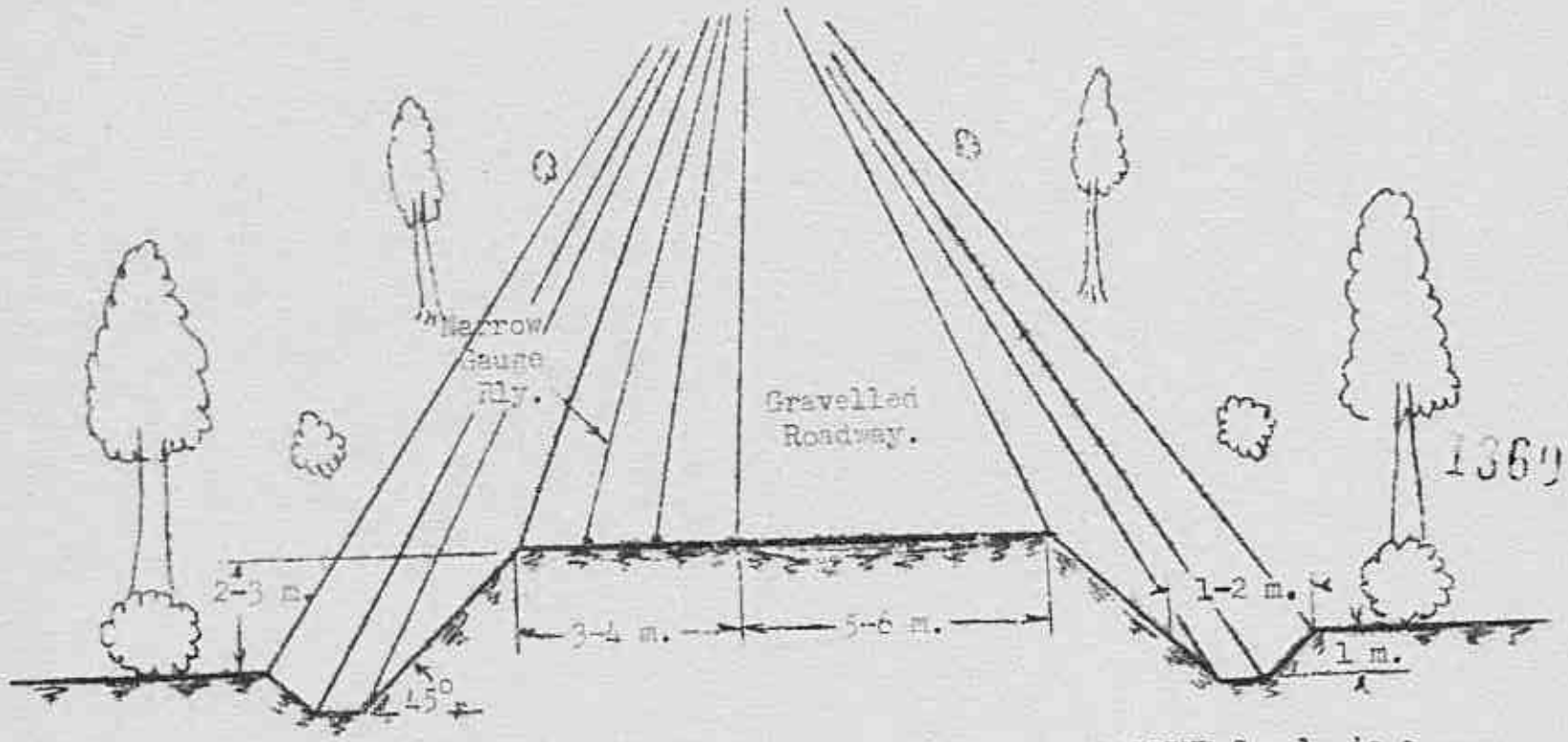


The bridge at FRASSINE, (024322), over the FRASSINE Canal, is a single-arch, stone structure 15-16 m. long. The roadway is 5-6 m. wide, and the tram line tracks are laid in the center of the roadway, as shown in the plain view below.

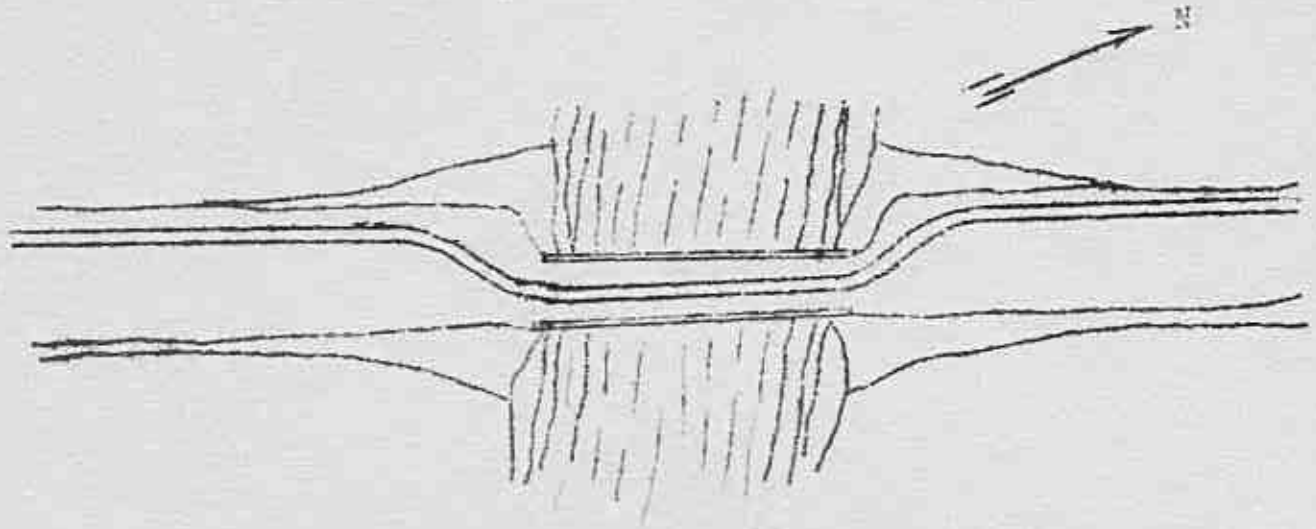
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1) MONTAGNANA - POLANA MAGHIORE - NOVENTA VICENTINA

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POIANA MAGGIORE (040360) and DISTRICT (PROV. VICENZA) (Cont.)

1359

While the steam train is passing, NO other vehicles can use the bridge. The bridge is slightly arched, and it has a stone parapet.
The bridge at (035354), over the RONIGO Canal, called PONTE VECCHIO, is a similar structure, 10-12 m. long.
Both these bridges have long, sloping, earth-filled approaches to overcome the levees. Opposite traffic cannot be seen.
This road is two-way throughout, and is devoid of sharp curves, with the exception of the 90 degree curve at (042363), in the center square of POIANA MAGGIORE. Tall buildings obstruct visibility here, and opposite traffic cannot be seen.

ii) POIANA MAGGIORE - VILLANUOVA (022383).
This road is typical of the network of secondary roads in this area. It is metalled, gravelled, 5 m. wide, generally bordered by narrow earth verges, followed by drainage ditches 30-40 cm. deep and 60-70 cm. wide. Sparse, low hedges are often found outside the ditches. This road is generally slightly raised above the level of the adjoining land, on an earth embankment up to 1½ m. high. The secondary roads are NOT made impracticable by rains, as drainage is quite good.

b) RAILWAYS

i) MONTAGNANA - VICENZA
P/W is NOT too familiar with this line. He states that it is a standard-gauge, privately-owned, steam tram line. The tracks are laid flush with the road level, (see D,e,i), banked with gravel. Through the town of POIANA the tracks are flush with the cobbled streets. P/W states that this is a very anti-quated line, employing 2½ hours from MONTAGNANA to VICENZA.

E TOPOGRAPHY

The area known to the P/W is roughly a circle centered in POIANA MAGGIORE, with a diameter of 8 km. It is a flat plain, with gentle undulations. The terrain is of a porous nature, with sandy lower strata, causing the rainwater to drain quickly, leaving the fields fairly dry and workable 2 to 4 hours after the rain has ceased. Fields are divided by shallow drainage ditches, and low hedges. Snow is to be expected from December to February, and it can reach a height of 1 m. Local farmers possess rudimentary snowplows, and each proprietor has the duty of clearing the roads adjoining his farm. The main agricultural products of the area are wheat, maize, and some tobacco. Fruit trees are scarce. Orchards and vines are NOT sufficient for the local needs. Tall trees are very scarce, and the possibilities of concealment are poor,

Declassified E.O. 12356 Section 3.3/NND No. 785015

This road is two-way throughout, and is level or [illegible] with the exception of the 90 degree curve at (042363), in the center square of POIANA MAGGIORE. Tall buildings obstruct visibility here, and opposite traffic cannot be seen.

ii) POIANA MAGGIORE - VILLANUOVA (042383).
This road is typical of the network of secondary roads in this area. It is metalled, gravelled, 5 m. wide, generally bordered by narrow earth verges, followed by drainage ditches 30-40 cm. deep and 60-70 cm. wide. Sparse, low hedges are often found outside the ditches. This road is generally slightly raised above the level of the adjoining land, on an earth embankment up to 1½ m. high. The secondary roads are NOT made impracticable by rains, as drainage is quite good.

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A.R.F.

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MIRA, VIGONOVO and Area, (PROV. VENICE)
(Sheets used: ITALY 1:00,000 Sheets No. 51 VENEZIA and No. 50 PADOVA)

13589

A SOURCES

i) P/W Pte. SCATTO, Aldo, born in 1923, worked in a saw-mill and later as a scavenger, until he was called up in 1942 from MIRA. He was last home on leave in Dec., 1942. He displays a low degree of intelligence, and his information has been/chiefly as a starting point for further inquiries.

ii) P/W Pte. RIGATO, Guglielmo, a 34-year old farmer, was called up from VIGONOVO in Sept. 1942. He was stationed near his village, and had numerous leaves up to Dec. 1942. He is cooperative, and seems quite intelligent and reliable.

B TOWNS

a) MIRA (530510)

i) POPULATION
About 5,000 in the village and 22,000 in the commune, mostly farmers or employed in small industries.

ii) WATER SUPPLY
Water is drawn by hand-pumps from wells 8 m. deep. There are wells in some houses, and public fountains in the streets. The water is good and plentiful.

iii) ELECTRICITY
This is laid on in some houses and in the main street. The power comes from TRENTO. There is a sub-station at (537512). Wires in the village are strung on iron brackets attached to the buildings.

iv) GAS
None. Wood and coal are used for cooking and heating.

v) SEWERAGE
There are W.C's in the houses. At night sewage is taken from the cesspools on carts and emptied into neighboring fields.

vi) POSTAL FACILITIES
There is a 3-storey post office in the village. Mail is distributed twice daily.

vii) GAOL
None. The nearest gaol is in DOLO (495500), where prisoners are taken for sentences up to 18 months. Severer cases are sent to VENICE. There is a CC.RR. station at MIRA, manned by 10 CC.RR.

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B TOWNS

a) MIRA (530510)

i) POPULATION
About 5,000 in the village and 22,000 in the commune, mostly farmers or employed in small industries.

ii) WATER SUPPLY
Water is drawn by hand-pumps from wells 8 m. deep. There are wells in some houses, and public fountains in the streets. The water is good and plentiful.

iii) ELECTRICITY
This is laid on in some houses and in the main street. The power comes from TRENTO. There is a sub-station at (537512). Wires in the village are strung on iron brackets attached to the buildings.

iv) GAS
None. Wood and coal are used for cooking and heating.

v) SEWERAGE
There are W.C's in the houses. At night sewage is taken from the cesspools on carts and emptied into neighboring fields.

vi) POSTAL FACILITIES
There is a 3-storey post office in the village. Mail is distributed twice daily.

vii) GAOL
None. The nearest gaol is in DOLO (495500), where prisoners are taken for sentences up to 18 months. Severer cases are sent to VENICE. There is a CC.RR. station at MIRA, manned by 10 CC.RR.

viii) HOSPITALS
None. The nearest hospital is in DOLO. A hospital in MIRANO (528573), with accommodation for 300 patients, was taken over by the Italian Navy in 1942.

ix) HOTELS
There are five small hotels. The largest of these has six rooms.

x) INDUSTRIES
a) A soap factory at (518504) employs about 400 workers.
b) Another soap factory, at (512503), employs 200 workers.
c) There is a brick factory at (565525).
d) There is a saw-mill in MIRANO.
e) In MIRA there are also small chemical works and a water-powered grist-mill.

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MIRA, VIGONOVO and Area, (PROV. VENICE)

f) A soap factory at (587528) is a 70 x 20 m., 2-storey building, with tiled roof. It also manufactures candles.

1357

xi) OTHER STRUCTURES
a) There are three cinemas in MIRA, with a total capacity of about 700 people.
b) The TEATRO DELLA GIOVANNA, a cinema in ORIAGO holds about 850 people.
c) The TEATRO DOPOLAVORO, a cinema in MARINO (530545), has a capacity of 850.

b) VIGONOVO (440460)

i) POPULATION
About 500 in the village, and 5,000 in the commune. The villagers are mostly farmers, or factory workers employed in PADUA.

ii) WATER SUPPLY
An artesian well, built in the center of the village in 1929, supplies water for public use from a depth of 200 m., at the rate of 1000 hectoliters per hour. This supply is perennial. Some homes have private wells, three or more meters deep. Water is laid on in a few houses.

iii) ELECTRICITY
This is laid on in the streets and in most houses. Wires in the village are strung on iron brackets attached to the buildings. There are sub-stations in the central square, at (427472) and at (454464). Power is thought to come from TRENTO.

iv) GAS
None. Wood and coal are used for cooking and heating.

v) SEWERAGE
Cesspools are used.

vi) POSTAL FACILITIES
The post office is in a 15 x 15 m., 3-storey building, called MUNICIPIO VECCHIO, and situated in the Main Square. Mail is received through the tram station in STRA (442484), and delivered twice daily.

vii) GAOL
None. The nearest gaol is in DOLO, where prisoners are sent for sentences up to 18 months. Severer cases are sent to VENICE. There is a local CC.RR. station in a 2-storey building, 15 x 15 m., situated in the Main Square. It is manned by one W.C. and 4-6 CC.RR.

viii) HOSPITALS

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b) VIGONOVO (440460)

i) POPULATION
About 500 in the village, and 5,000 in the commune. The villagers are mostly farmers, or factory workers employed in PADUA.

ii) WATER SUPPLY
An artesian well, built in the center of the village in 1929, supplies water for public use from a depth of 200 m., at the rate of 1000 hectoliters per hour. This supply is perennial. Some homes have private wells, three or more meters deep. Water is laid on in a few houses.

iii) ELECTRICITY
This is laid on in the streets and in most houses. Wires in the village are strung on iron brackets attached to the buildings. There are sub-stations in the central square, at (427472) and at (454464). Power is thought to come from TRENTO.

iv) GAS
None. Wood and coal are used for cooking and heating.

v) SEWERAGE
Cesspools are used.

vi) POSTAL FACILITIES
The post office is in a 15 x 15 m., 3-storey building, called MUNICIPIO VECCHIO, and situated in the Main Square. Mail is received through the tram station in STRA (442434), and delivered twice daily.

vii) GAOL
None. The nearest gaol is in DOLO, where prisoners are sent for sentences up to 18 months. Severer cases are sent to VENICE. There is a local CC.RR. station in a 2-storey building, 15 x 15 m., situated in the Main Square. It is manned by one W.O. and 4-6 CC.RR.

viii) HOSPITALS
None. The nearest hospital is in DOLO, which has a T.B. sanatorium as well. However, most patients in need of hospital care go to PADUA.

ix) HOTELS
There are one or two restaurants which could offer some accommodation. Hotel ANCONA closed down several years ago.

x) SCHOOLS
The elementary school, grades 1-5, at (440462), is a 3-storey building, 30 x 12 m., with basement.

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MIRA, VIGONOVO and Area, (PROV. VENICE) (Cont.)

xi) INDUSTRIES
Most of the villagers that do NOT work in farms or factories are shoemakers. (Note that the Italian shoemaker manufactures new shoes as much as he repairs old ones).

1355

xii) PERSONALITIES
MAYOR: PONTI, Antonio, an engineer, and quite popular.
The most popular person in the village is DIAN, Vittorio, a wealthy old gentleman.

xiii) OTHER STRUCTURES
a) The CASA del FASCIO (Fascist Headquarters) is in the MUNICIPIO VECCHIO (see B,6,vi).
b) The highest building in the village is the church.

c) STRA (442484)

This village, with 600 inhabitants, has a CC.RR. station, and boasts of the PALAZZO REALE, a medieval castle belonging to the royal family.

C WATERCOURSES

On all these watercourses mentioned below, a) the NAVIGLIO Canal, b) the PIOVEGO Canal, and c) the River BRENTA, - boats are used for freighting purposes, with a loading capacity of almost two tons. These boats are pulled upstream by horses walking on firm earth paths, see below, which grow muddy after rainfalls. In April or May, when the snow melts, the water in both the canals and the river rises almost to ground level. This condition lasts only about ten days, during which time the boat traffic just mentioned is interrupted. Several bridges span these water-courses. They are single-span, iron bridges, high enough to let the boats pass underneath.

a) NAVIGLIO Canal (440482) - FUSINA (438490)
Each bank of this canal consists of two earth escarpments, separated by a 2 m.-wide horse-path. Road No. 11 (see D,ii) flanks it on the North side, and cultivated fields on the South side. The slope of the banks is approximately as indicated in the sketch below:

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old gentleman.

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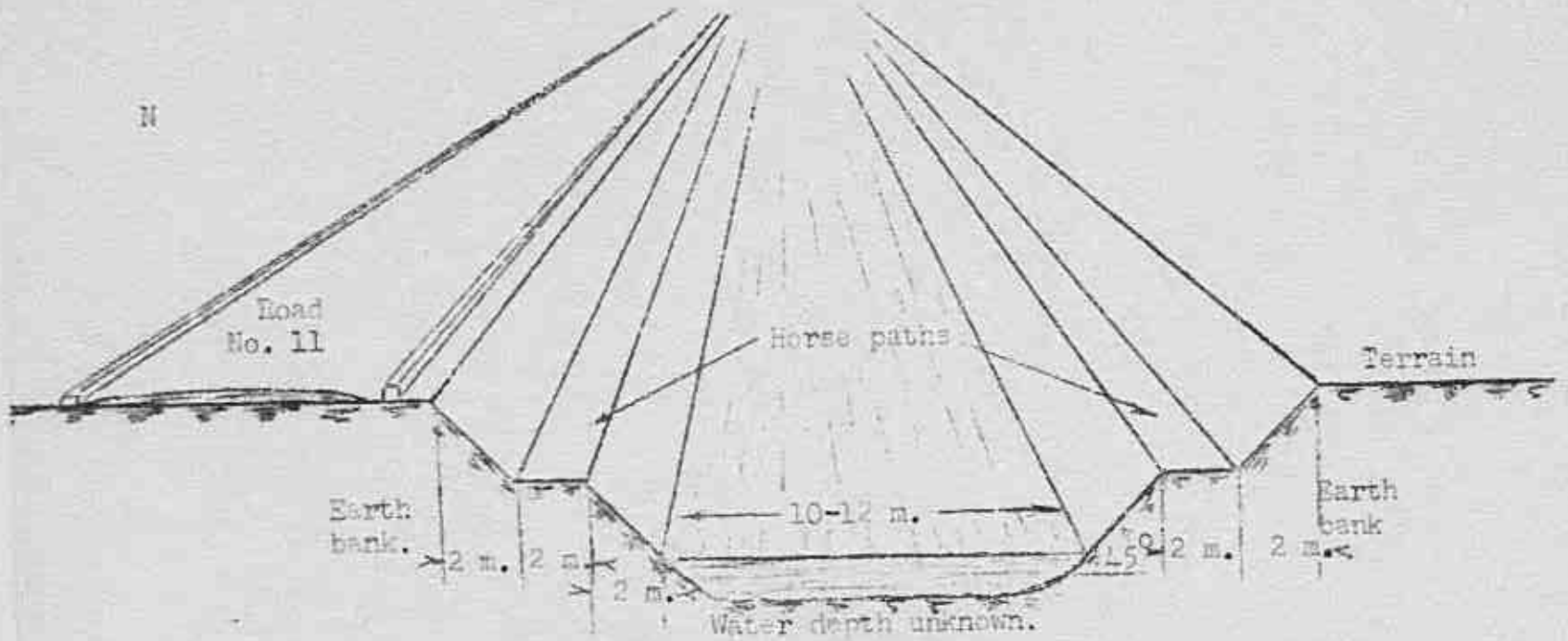
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a) NAVIGLIO Canal (440482) - FUSINA (638490)
Each bank of this canal consists of two earth escarpments, separated by a 2 m.-wide horse-path. Road No. 11 (see D,ii) flanks it on the North side, and cultivated fields on the South side. The slope of the banks is approximately as indicated in the sketch below:

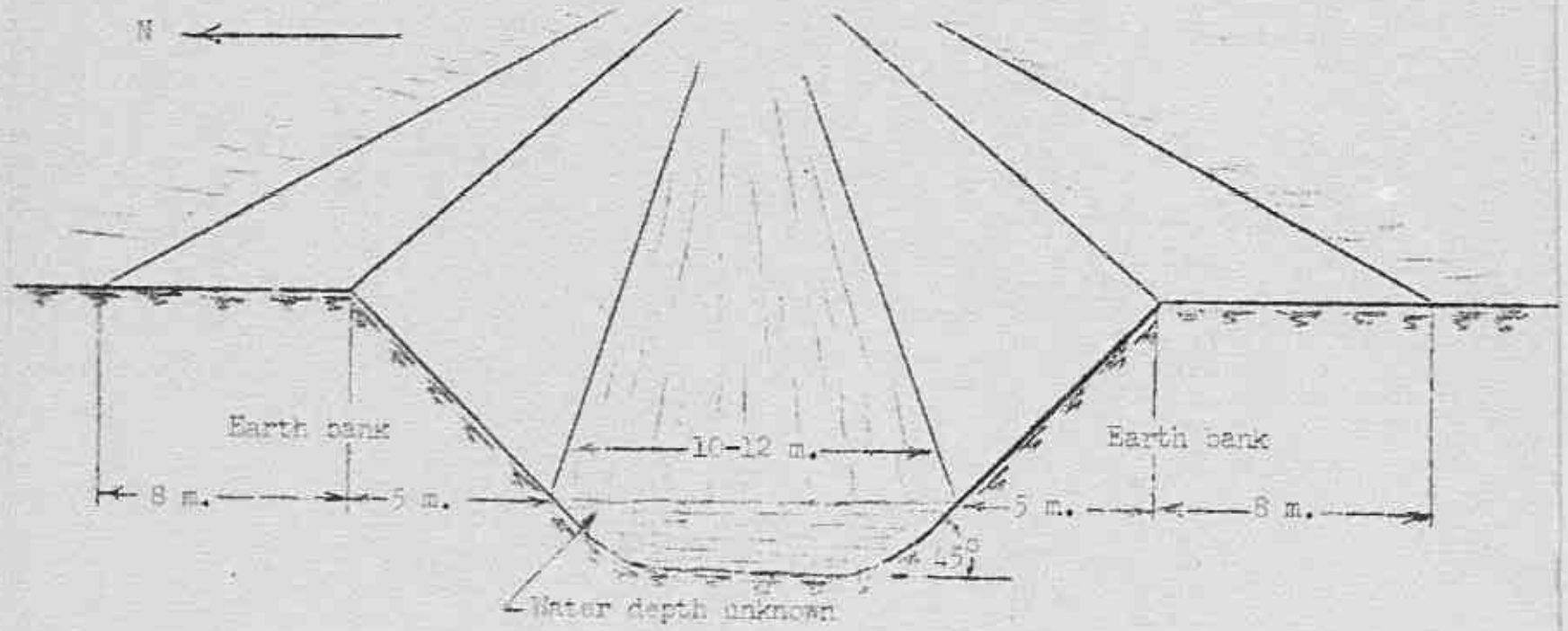


Declassified E.O. 12356 Section 3.3/NND No. 785015

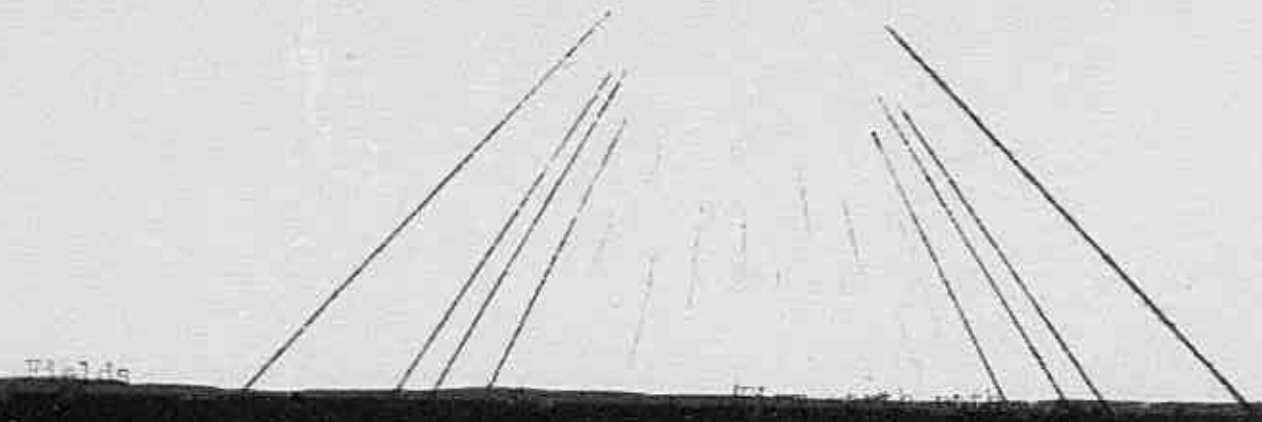
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MIRA, VIGONOVO and Area, (PROV. VENICE) (Cont.)

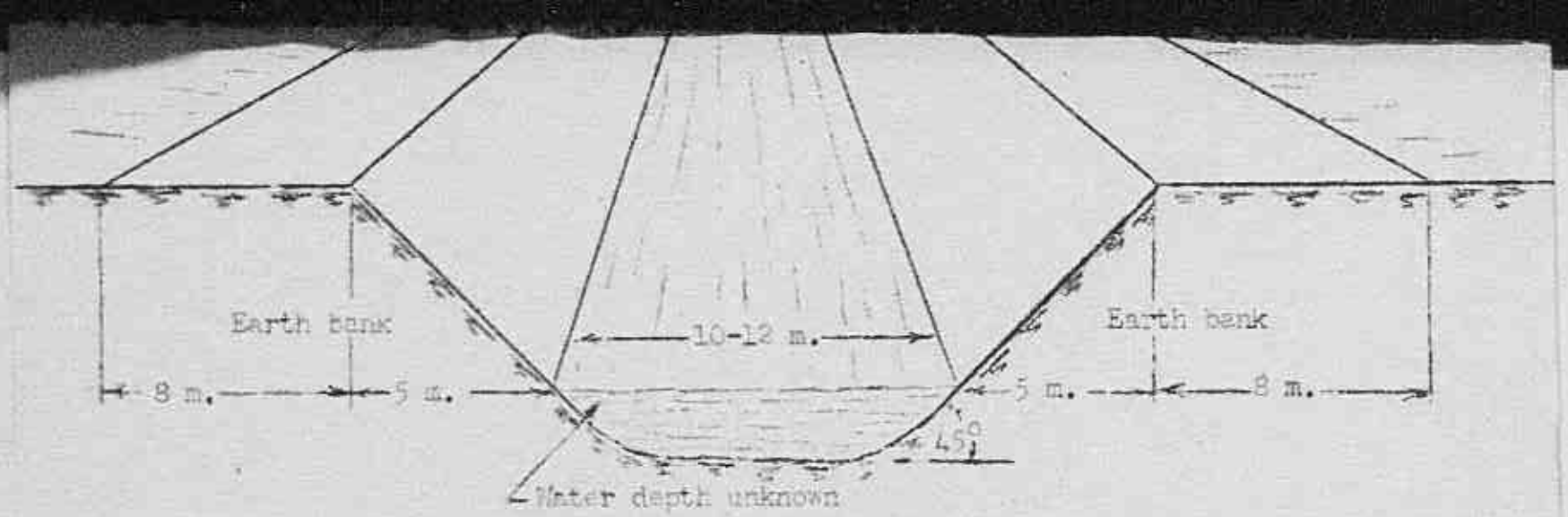
b) PIOVEGO Canal (368482) - BRENTA (433482)
This canal, 10-12 m. wide at normal water level, is flanked on both sides by 8 m.- wide, earth horse-paths. These roads are level with the adjacent fields, from which they are NOT separated by any obst[illegible]1355
A cross-section of this canal is shown below:



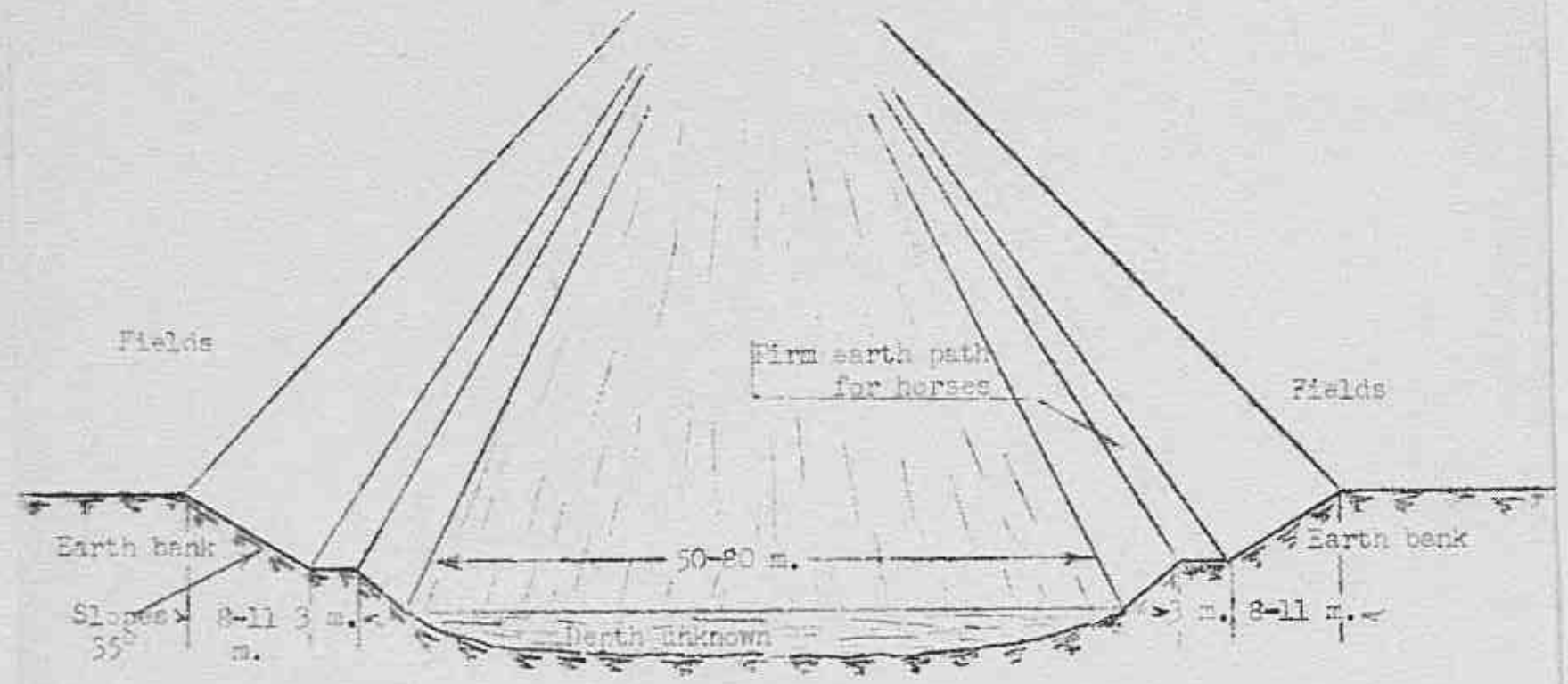
c) River BRENTA (398508) - (430400)
Each bank of this river consists of two earth escarpments, separated by a 3 m. wide, horse-path. Cultivated fields flank the river on both sides. A cross-section of the river is shown in the sketch below:



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c) River BRENTA (398508) - (480400)
Each bank of this river consists of two earth escarpments, separated by a 3 m. wide, horse-path. Cultivated fields flank the river on both sides. A cross-section of the river is shown in the sketch below:



For a cross-section of the river near the bridge at (399506), see D, ii.

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MIRA, VIGONOVO and Area, (PROV. VENICE) (Cont.)

D COMMUNICATIONS

a) ROADS

1354

i) PADUA - MESTRE (National Highway)
This is an AUTOSTRADA, or National Highway. It is a metalled, asphalt-surfaced road, about 8 m. wide, with NO verges, protected on both sides by a white stone curbing 20 cm. high. It runs on an embankment which is generally 1 m. high, and its sides slope gently to the ground below. Ditches 2 m. wide and 1-1.5 m. deep flank it at the bottom of the escarpments on both sides. Low bushes line the ditches at irregular intervals. There are NO curves and NO hills.
The Highway starts at (370491), - see picture 21, I.S.T.D./C/241, "Photograph of Roads". There is an 80 m.- long, steel bridge, supported by two masonry pylons, over the River BRENTA, at (405501), - see pictures 23 and 24, in the above mentioned publication. At (412502) there is a single-span, steel overpass, 12 m. long, over the State Road No. 11, PADOVA - MESTRE - see P. 22, same publication. The National Highway ends at (610558), and continues from this point as a State Highway about 7 m. wide, metalled, asphalt-surfaced, to RJ (620559), - see sketch of the RJ at D,a,ii, below.

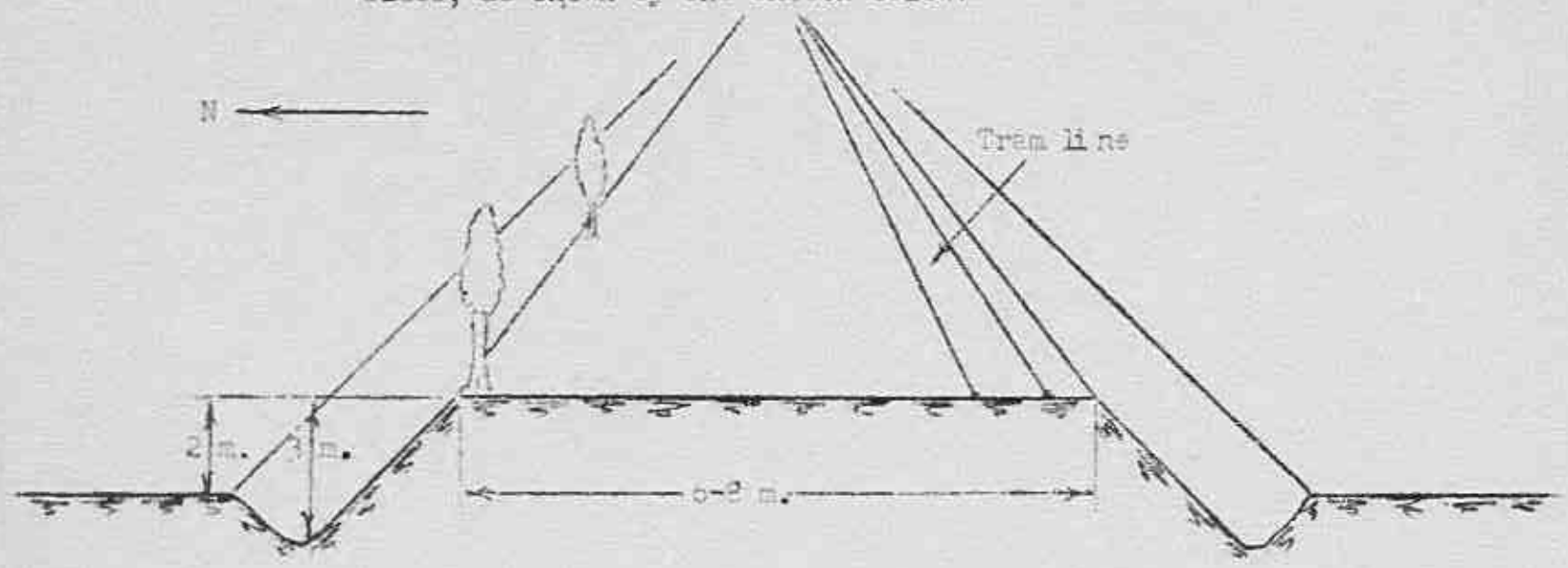
ii) PADUA - STRA (442484) - DOLO (495500) - MESTRE (Road No. 11).
This is a metalled, asphalt-surfaced road, about 7 m. wide, with NO verges. It runs on an embankment 2 m. above ground level, with escarpments sloping at 45° on either side. A single-track, electric tramline, with overhead wire, runs at road level on the South side of the road from PADUA to RJ (620559), except for the stretches (399506) to STRA, and (587525) to (604528), where the line swings South of the road. Plane trees, about 10 m. apart and painted white to a height of 1 m., line the road on the North side only, from PADUA to (399506), and appear on both sides from (399506) to STRA (see picture 22, ISTD/C/241, "Photograph of Roads"). The leaves of neighboring trees touch. From STRA to (620559) the plane trees are replaced by saplings. Ditches line the road at the bottom of the escarpment on both sides, as shown by the sketch below:



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bushes line the ditches at irregular intervals. There are NO curves and NO hills.
The Highway starts at (370491), - see picture 21, I.S.T.D./C/241, "Photograph of Roads". There is an 80 m.- long, steel bridge, supported by two masonry pylons, over the River BRENTA, at (405501), - see pictures 23 and 24, in the above mentioned publication. At (412502) there is a single-span, steel overpass, 12 m. long, over the State Road No. 11, PADOVA - MESTRE - see P. 22, same publication. The National Highway ends at (610558), and continues from this point as a State Highway about 7 m. wide, metalled, asphalt-surfaced, to RJ (620559), - see sketch of the RJ at D,a,ii, below.

ii) PADUA - STRA (442484) - DOLO (495500) - MESTRE (Road No. 11). This is a metalled, asphalt-surfaced road, about 7 m. wide, with NO verges. It runs on an embankment 2 m. above ground level, with escarpments sloping at 45° on either side. A single-track, electric tram-line, with overhead wire, runs at road level on the South side of the road from PADUA to RJ (620559), except for the stretches (399506) to STRA, and (587525) to (604528), where the line swings South of the road. Plane trees, about 10 m. apart and painted white to a height of 1 m., line the road on the North side only, from PADUA to (399506), and appear on both sides from (399506) to STRA (see picture 22, I.S.T.D/C/241, "Photograph of Roads"). The leaves of neighboring trees touch. From STRA to (620559) the plane trees are replaced by saplings. Ditches line the road at the bottom of the escarpment on both sides, as shown by the sketch below:



The bridge at (399506), over the river BRENTA, is a triple-span, steel structure, about 80 m. long, supported by two masonry pylons, similar to that shown in picture 24 of the publication mentioned above.

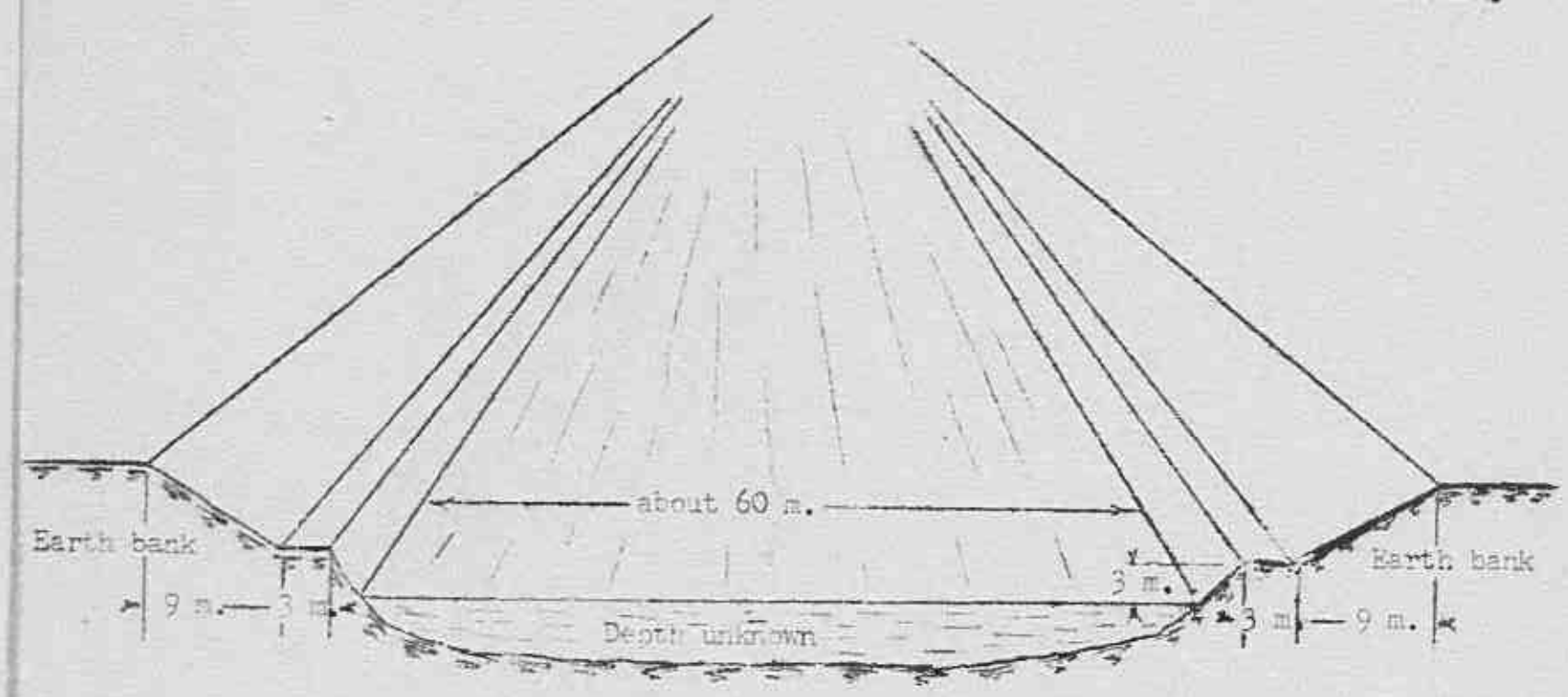
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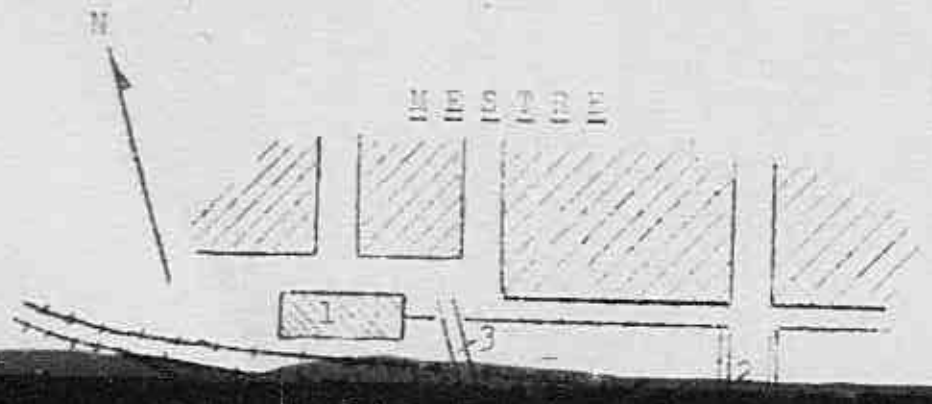
MIRA, VIGONOVO and Area, (PROV. VENICE) (Cont.)

A cross-section of the River BRENTA at this point is shown below:

1353

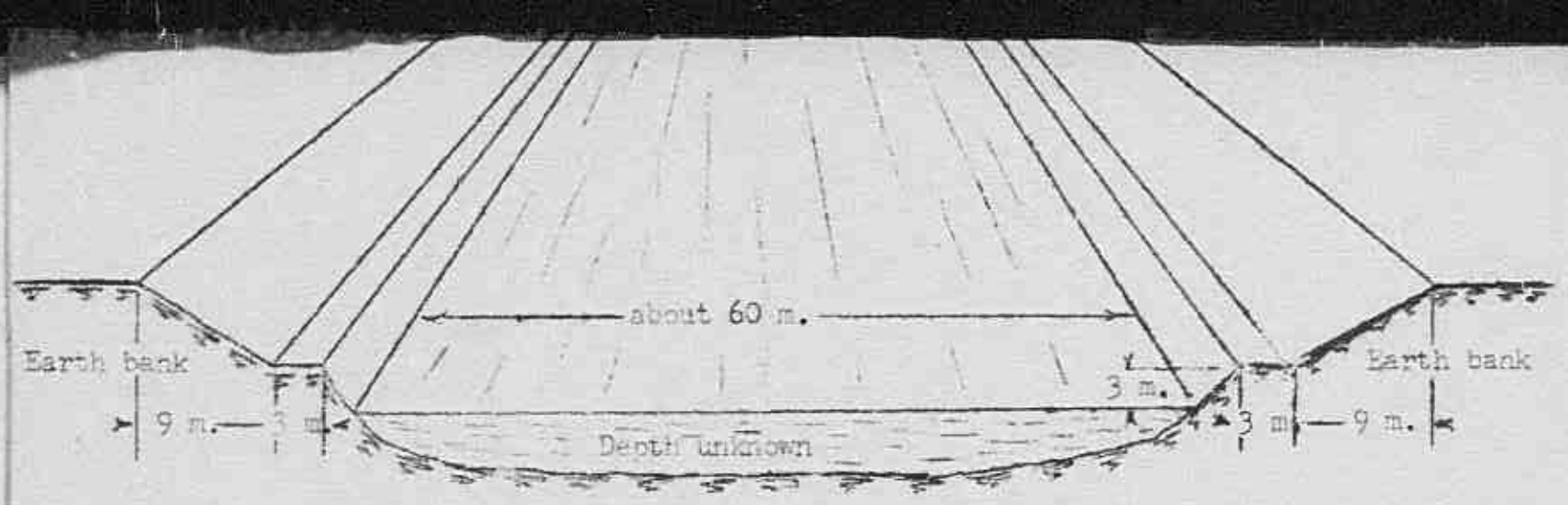


There are road-wide, single-arch, masonry bridges over canals at (440481), (543517), (550518) and (610535), each 10-12 m. long. Other canals pass under the road through culverts.
North of RJ (620559) the road comes to a dead end in front of the MESTRE - VENICE Rly. line. Pedestrians can pass from this point to the Rly. station at (618562) by a raised footbridge over the Rly. tracks. Car traffic to MESTRE makes a 90° turn East at RJ (620559), and after continuing down-hill for 200 m. on a 5°-6° slope, turns North and crosses an overpass over the Rly. tracks, as shown in the sketch below:

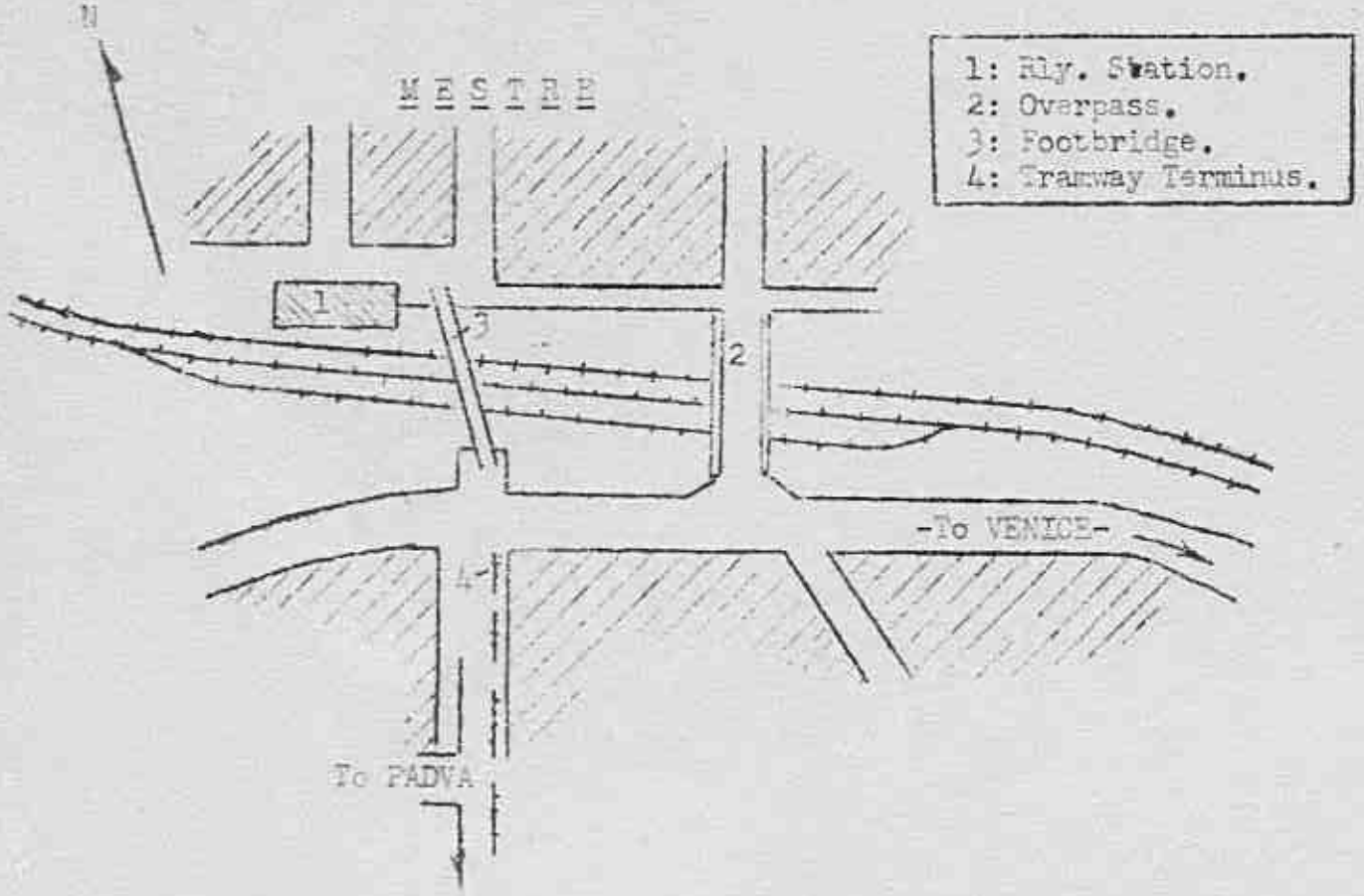


1: Rly. Station.
2: Overpass.
3: Footbridge.
4: Tramway Terminus.

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There are road-wide, single-arch, masonry bridges over canals at (440461), (543517), (550518) and (610535), each 10-12 m. long. Other canals pass under the road through culverts.
North of RJ (620559) the road comes to a dead end in front of the MESTRE - VENICE Rly. line. Pedestrians can pass from this point to the Rly. station at (618562) by a raised footbridge over the Rly. tracks. Car traffic to MESTRE makes a 90° turn East at RJ (620559), and after continuing down-hill for 200 m. on a 5°-6° slope, turns North and crosses an overpass over the Rly. tracks, as shown in the sketch below:



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MIRA, VIGONOVO and Area, (PROV. VENICE) (Cont.)

The overpass is a triple-span, reinforced concrete structure, 170 m. long and 9-10 m. wide, protected by a cement parapet 1.10 m. high. There are 2 m.- wide sidewalks on both sides, 20 cm. above the roadway. The parapets continue North of the overpass on both sides of the road.

iii) RJ (620559) - VENICE
This is a metalled, asphalt-surfaced road, about 7 m. wide, with NO verges, protected by 30 cm.-high, stone curbings on both sides. It runs first on a 2 m. high embankment through salt marshes, and continues on a bridge, several kilometers long, across the lagoon. See picture 25, ESTD/C/241, "Photograph of Roads".
For the approach of the bridge to VENICE, see picture 26, same publication.

iv) RJ (587525) - FUSINA (638491)
This is a metalled, asphalt-surfaced road, with NO verges, about 6 m. wide. It runs through marsh-land on a 2 m.-high embankment, with gently sloping escarpments on both sides. Newly planted saplings line the road at regular intervals. Stones, 15 x 15 cm. and 2-3 cm. high, are set along both edges of the road at 4 m. intervals. At RJ (587525) the electric tram-line described in D, ii, divides, and one branch turn SE to FUSINA. This branch lies on the road in stretches, and remain on it on the side, at road level, for the last three kilometers before entering FUSINA.

v) In addition, there are a number of secondary, hard-earth roads, mostly metalled, from 3 to 5 m. wide. Nearly every locality has a wooden snow-plough propelled by tractors, and the roads are kept free of snow. Ice on the roads is cleared away by man-power.

b) RAILWAYS

i) PADUA - MESTRE
This is a double-track, standard-gauge, steam Rly., which runs parallel to the PADOVA - MESTRE National Highway at a distance of 600-700 m. North of it. It is part of the BOLOGNA - TRIESTE Rly. line. At (398508) it crosses a bridge, about 100 m. long, over the BRENTA Canal. There is a Rly. overpass at (405510), and a level Rly. crossing at (530542). The line passes over about 20 bridges across canals and streams.

ii) MESTRE - CHITARRA (554509)
This is a privately-owned branch line, continuing South to ARIANO. It is a standard-gauge, single-track, steam Rly. There is a level

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This is a metalled, asphalt-surfaced road, about 7 m. wide, with NO verges, protected by 80 cm.-high, stone curbings on both sides. It runs first on a 2 m. high embankment through salt marshes, and continues on a bridge, several kilometers long, across the lagoon. See picture 25, ISTD/C/241, "Photograph of Roads". For the approach of the bridge to VENICE, see picture 26, same publication.

iv) RJ (587525) - FUSINA (639491)
This is a metalled, asphalt-surfaced road, with NO verges, about 6 m. wide. It runs through marsh-land on a 2 m.-high embankment, with gently sloping escarpments on both sides. Newly planted saplings line the road at regular intervals. Stones, 15 x 15 cm. and 2-3 cm. high, are set along both edges of the road at 4 m. intervals. At RJ (587525) the electric tram-line described in D, ii, divides, and one branch turn SE to FUSINA. This branch lies on the road in stretches, and remain on it on the side, at road level, for the last three kilometers before entering FUSINA.

v) In addition, there are a number of secondary, hard-earth roads, mostly metalled, from 3 to 5 m. wide. Nearly every locality has a wooden snow-plough propelled by tractors, and the roads are kept free of snow. Ice on the roads is cleared away by man-power.

b) RAILWAYS

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ii) MESTRE - CHITARRA (554509)
This is a privately-owned branch line, continuing South to ARIANO. It is a standard-gauge, single-track, steam Rly. There is a level crossing at (557521).

iii) TRAMWAY: PADUA - (587525) - MALCONTENTA (597511) - FUSINA (638491)
This is a single-track, electric tram-line, with overhead wire, which runs at road level on the South side of the road No. 11 (see D,a,ii) as far as (587525), and continues on and near the road RJ (587525) - FUSINA (see D,a,iv), as far as FUSINA.

iv) TRAMWAY: (620559) - FUSINA
This single-track, electric tram line runs on Road No. 11 (see D,a,ii) as far as RJ (604523), and joins the tram line PADUA-FUSINA, described above, at MALCONTENTA.

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MIRA, VIGONOVO and Area,(PROV. VENICE) (Cont.)

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E BEACHES

a) (640500) - (638436)
The coastal belt along this beach consists predominantly of sandy soils, which, owing to their low elevation, are water-logged and marshy. Canals drain off water from this area, and it is possible to walk about upon it.
There is a jetty at FUSINA, 20 m. long, which lies about 2 m. above water level at low tide and 1 m. at high tide. About 200 members of the militia armed with LMG's are stationed along both sides of the MORANZANI (624502) - FUSINA road, near FUSINA. There is ferry-service between FUSINA and VENICE.

b) (638486) - (630460)
The coastal belt along this beach is all marshy. Reclamation efforts were started in 1940, using prisoners of war and internees from YUGOSLAVIA for man power. A net-work of drainage canals is now in its first stages. It is NOT possible to walk upon this area.

F TOPOGRAPHY

The coastal belt reaching about 5 km. inland is water logged and marshy, - see E, a and b . West of this there are fields cultivated with wire-trained vineyards, alternating with wheat, corn, and tobacco. The fields are generally separated by ditches 2 m. wide and 2 m. deep. Though the land is low and flat, inundations are prevented by an efficient drainage system.

R.M.B. and A.M.F.

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water level at low tide and 1 m. at high tide. About 200 members of the militia armed with LMG's are stationed along both sides of the MORANZANI (624502) - FUSINA road, near FUSINA. There is ferry-service between FUSINA and VENICE.

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The coastal belt along this beach is all marshy. Reclamation efforts were started in 1940, using prisoners of war and internees from YUGOSLAVIA for man power. A net-work of drainage canals is now in its first stages. It is NOT possible to walk upon this area.

F TOPOGRAPHY

The coastal belt reaching about 5 km. inland is water logged and marshy, - see E, a and b . West of this there are fields cultivated with wire-trained vineyards, alternating with wheat, corn, and tobacco. The fields are generally separated by ditches 2 m. wide and 2 m. deep. Though the land is low and flat, inundations are prevented by an efficient drainage system.

R.M.B. and A.M.F.

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PADUA (PROV. PADUA)
(Maps used ITALY 1:100,000 Sheet 50 PADOVA)
TOWN PLAN OF PADUA
(Geographical SECTION, GENERAL Staff No. 4380)

1350

(All cordinates given in this report which are NOT designated "Town plan", refer to Sheet 50 above).

A SOURCE

P/W S/Sgt. BRUGNOLI, Luigi, a 25-year-old bar man, spent the first eleven years of his life in PADUA, the next three years in ADRIA, then lived again in PADUA till he was called up in 1937. He was home on leave for a total of 30 days in 6 years, the last time in 1942. He is intelligent, cooperative and seems reliable.

B TOWN - PADUA

i) POPULATION
150,000 in the city, 850,000 in the commune. The majority are employed in industries, and many in farming. Numerous activities are devoted to catering to the needs of the University.

ii) GENERAL TOPOGRAPHY
The city is flat, except for a mound, 10 m. high, supporting the water reservoir (see B. iii). The old part of the city, which includes the central section, is surrounded by an ancient wall, parts of which have been torn down or remain only as ruins. The wall, where it stands intact, is 8 m. high, and varies in width from 3 to 6 m. It is pierced by a number of gates, and wide thoroughfares have been opened near most of them. The highest structures in the city are the water reservoir (see B, iii), and the Observatory (see B, xix, j).

iii) WATER SUPPLY
The water reservoir (called L/ ROTONDA) stands on an earth mound, 10 m. high, at (3387495)./ Town plan. It is cylindrical, made of reinforced concrete, about 50 m. high, with a diameter of about 40 m. Water is laid on in homes, to which it comes through cast iron pipes 2 m. underground. The diameter of these pipes varies: P/W saw 7 cm. pipes laid in a street 6-8 m. wide. There are only a few fountains in the center of town, their number increasing towards the suburbs. The water is excellent and plentiful.

iv) ELECTRICITY
The main sub-station is a stone building, 11 x 8 m. and 5 m.

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P/W S/Sgt. BRUGNOLI, Luigi, a 25-year-old bar man, spent the first eleven years of his life in PADUA, the next three years in ADRIA, then lived again in PADUA till he was called up in 1937. He was home on leave for a total of 30 days in 6 years, the last time in 1942. He is intelligent, cooperative and seems reliable.

B TOWN - PADUA

i) POPULATION
150,000 in the city, 650,000 in the commune. The majority are employed in industries, and many in farming. Numerous activities are devoted to catering to the needs of the University.

ii) GENERAL TOPOGRAPHY
The city is flat, except for a mound, 10 m. high, supporting the water reservoir (see B, iii). The old part of the city, which includes the central section, is surrounded by an ancient wall, parts of which have been torn down or remain only as ruins. The wall, where it stands intact, is 8 m. high, and varies in width from 3 to 6 m. It is pierced by a number of gates, and wide thoroughfares have been opened near most of them. The highest structures in the city are the water reservoir (see B, iii), and the Observatory (see B, xix, j).

iii) WATER SUPPLY
The water reservoir (called LA ROTONDA) stands on an earth mound, 10 m. high, at (3387495[illegible]). It is cylindrical, made of reinforced concrete, about 50 m. high, with a diameter of about 40 m. Water is laid on in homes, to which it comes through cast iron pipes 2 m. underground. The diameter of these pipes varies: P/W saw 7 cm. pipes laid in a street 6-8 m. wide. There are only a few fountains in the center of town, their number increasing towards the suburbs. The water is excellent and plentiful.

iv) ELECTRICITY
The main sub-station is a stone building, 11 x 8 m. and 5 m. high, on VIA CODALUNGA, at (3380494[illegible]) (Town plan). The voltage is 135. Houses and streets are lighted by electricity, and wires are generally strung on iron brackets attached to buildings. Street lamps are supported on iron posts, or else hang from overhead wires strung between buildings.

v) GAS
The gas-works are on VIA TRIESTE, at (3418492[illegible]) (Town plan), where coal is used to produce illuminating gas. It is distributed to homes through underground pipes, and is used by 40-50% of the population for cooking and heating purposes.

vi) SEWERAGE
There is an underground sewerage system, which empties into a canal outside the city. The conduits are cement pipes, about 90 cm. in diameter laid 2 m. underground. There are W.C's in practically all the homes.

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PADUA (PROV. PADUA) (Cont.)

vii) POSTAL FACILITIES
The central post office, located at CORSO DEL POPOLO, #5, occupies half of a 4-storey, stone building, 200 x 120 m., and about 25 m. high. Telephone and telegraph facilities are available. Mail is delivered twice daily. There are secondary post offices scattered throughout the city, of which three are listed below:

1. Opposite the Rly. Station.
2. In PIAZZA SPALATO.
3. In PIAZZA CAVOUR.

viii) GAOLS
The gaol (CARCERI GIUDIZIARIE) is a 4-storey, stone building about 150 m. long on the street side, located at VIA G.B. BELZONI, # 5. The main CC.RR. barracks is a 5-storey, stone building, at the corner of VIA BENITO PELLEGRINO and VIA MAZZINI, with a complement of about 100 CC.RR. There is a sub-station of the CC.RR. on the ground floor of an old building on PIAZZA VITTORIO EMANUELE.

ix) HOSPITALS
The hospital zone, including the city hospital (OSPEDALE CIVILE), is located at and around (34348l), and comprises 30-40 buildings. There are other hospitals, clinics and welfare institutions, of which three are mentioned below. The total accomodation of all these is at least 2500. (See also SURVEY OF ITALY, S30-722, Vol. II, Appendices, p.70). For a list of the same see ITALY, ZONE HANDBOOK No. 13 PART III, VENEZIA EUGANEA, pp. 38-39.
The CASA DEL RICOVERO (Old Age Home) is a 4-storey, stone building, about 350 m. long and about 65 m. wide, located near PIAZZA MAZZINI.
The CLINICA d'ARCELLA is a private clinic, with about 50 beds, located on VIA T. ASPETTI.
Prof. JORIDA conducts a private clinic in a 4-storey, stone building on VIA GIOTTO.

x) HOTELS
Information contained in ZONE HANDBOOK No. 13, mentioned above, pp. 23-24 confirmed.

xi) SCHOOLS
a) The UNIVERSITY: The central building is located at (33974848) (Town plan). It is a stone structure with marble ornaments, with sections 3 and 4 storeys high, and a frontage of about 100 m. A number of buildings belonging to the University are

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viii) GAOLS

The gaol (CARCERI GIUDIZIARIE) is a 4-storey, stone building about 150 m. long on the street side, located at VIA G.B. BELZONI, # 5. The main CC.RR. barracks is a 5-storey, stone building, at the corner of VIA PENITO PELLEGRINO and VIA MAZZINI, with a complement of about 100 CC.RR. There is a sub-station of the CC.RR. on the ground floor of an old building on PIAZZA VITTORIO EMANUELE.

ix) HOSPITALS

The hospital zone, including the city hospital (OSPEDALE CIVILE), is located at and around (3484B1), (Town plan), and comprises 30-40 buildings. There are other hospitals, clinics and welfare institutions, of which three are mentioned below. The total accomodation of all these is at least 2500. (See also SURVEY OF ITALY, S30-722, Vol. II, Appendices, p.70). For a list of the same see ITALY, ZONE HANDBOOK No. 13 PART III, VENEZIA EUGANEA, pp, 88-89.

The CASA DEL RICOVERO (Old Age Home) is a 4-storey, stone building, about 350 m. long and about 65 m. wide, located near PIAZZA MAZZINI.

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x) HOTELS

Information contained in ZONE HANDBOOK No. 13, mentioned above, pp. 23-24 confirmed.

xi) SCHOOLS

a) The UNIVERSITY: The central building is located at (33974848) (Town plan). It is a stone structure with marble ornaments, with sections 3 and 4 storeys high, and a frontage of about 100 m. A number of buildings belonging to the University are scattered throughout the city. In peace time it had a student body of about 4,000.

b) A number of secondary schools, including a GINNASIO (High School), are located on the East side of the street joining (3401484O) and (33814810) (Town plan).

c) The SCUOLA DI AVVIAMENTO G. BELZONI (a vocational school), is a 2-storey, stone building, with 10-12 class rooms, located in VIA S. GIOVANNI DI VERDARA. In the same street there is an elementary school, SCUOLE /RIE, in an L-shaped, 3-storey, stone building, of which one wing is about 70 m. long.

d) There is an elementary school near (3477302) (Town plan). It is an L-shaped, 3-storey, stone building, with a capacity of about 1,000 pupils.

e) The SCUOLA DE AMICIS is an elementary school, in VIALE CODALUNGA. It is a 3-storey building, about 45 m. long on the street side. There are numerous other schools, as listed in ITALY, ZONE HANDBOOK No. 13, Part III, VENEZIA EUGANEA, pp. 82-83.

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PADUA (PROV. PADUA) (Cont.)

xii) INDUSTRIES

a) The SNIA VISCOSA located at and around (357488) (Town plan), makes artificial silk (viscose rayon), and employs about 1,000 workers. It comprises several masonry structures, sheds and stacks, behind a 2.5 m.- high wall, on VIA VENEZIA. The highest building has three storeys and a reddish, tile roof.

b) LA STANGA, machine shops located at and around (362484) (Town plan), comprises several low buildings and 1-storey sheds, of greyish color, with reddish, tile roof. It repairs freight cars and builds LITTORINE. About 1,000 men are employed here.

c) A factory near (347494) (Town plan), in a whitish, 3-storey, masonry building, 75 x 18 m. manufactures bicycles, probably the RIZZATO.

d) A bicycle factory (the ERMA), about 2 km. NE of PADUA, occupies two or three, 2-storey, stone buildings, and employs about 100 workers.

e) A button factory, on VIA N. TOMMASEO, at (344249 38), in a 7 m.- high, stone building, employs about 100 women.

f) A distillery occupies the North half of the quadrilateral formed by VIA TOMMASEO, CORSO DEL POPOLO, VIA TRIESTE and VIALE CODALUNGA. It comprises several buildings of which the largest is a 6-storey, stone structure. It employs about 300 workers. P/W has heard that petrol was being manufactured here in 1941.

g) The gas works, located on VIA TRIESTE, produces illuminating gas from coal. A cable-way connects it with the canal BACCHIGLIONE, and barges on this canal unload directly into the hanging cars. 200-300 workers were employed there.

h) The CASAROTTI factory, a 30 x 50-m., stone building, with a single, high storey, is located near (34585023) (Town plan), and makes kitchen ranges, spraying machines , boilers, etc. It employs about 100 men.

i) The MAZZO factory, near (342502) (Town plan), makes iron furniture. It occupies two, 1-storey buildings, and employs about 100 men.

j) The FRATELLI GIANNI (Gianni Brothers), a small factory making iron furniture, beds, etc, is located at (34455018) (Town plan) in a 2-storey, stone building 20 m. long. It employs about 50 workers.

k) There is a small foundry, in a 20 m.-long, 2-storey, stone building, about 1 km. NW of the Church of S. ANTONIO D' ARGILI..

l) [illegible] VIA TOMMASEO, opposite the PIERA DI

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(Town plan), comprises several low buildings and 1-storey sheds, of greyish color, with reddish, tile roof. It repairs freight cars and builds LITTORINE. About 1,000 men are employed here.

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f) A distillery occupies the North half of the quadrilateral formed by VIA TOMMASEO, CORSO DEL POPOLO, VIA TRIESTE and VIALE CODALUNGA. It comprises several buildings of which the largest is a 6-storey, stone structure. It employs about 300 workers. P/W has heard that petrol was being manufactured here in 1941.

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i) The MIAZZO factory, near (342502) (Town plan), makes iron furniture. It occupies two, 1-storey buildings, and employs about 100 men.

j) The FRATELLI GIANNI (Gianni Brothers), a small factory making iron furniture, beds, etc, is located at (34455018) (Town plan) in a 2-storey, stone building 20 m. long. It employs about 50 workers.

k) There is a small foundry, in a 20 m.-long, 2-storey, stone building, about 1 km. NE of the Church of S. ANTONIO D' ARGELLA.

l) ETTORE GAUDENZI, on VIA TOMMASEO, opposite the FIERA DI CAMPIONI, makes metal nets, iron tools, etc. It comprises several 1-storey buildings.

m) A cement factory (CEMENTI DEL VENETO) is located in VIA TRIESTE, and employs about 80 workers.

n) A brewery(FABBR. PILSEN), in PIAZZA SPALATO, occupies a stone building about 40 m. high. All PADUA can be seen from the top of it.

o) Two macaroni factories are located on VIA TIZIANO ASPETTI: 1. ARCOBALENO, employing about 50 workers, and 2. BONETTI, in a 2-storey, stone building, 40 m. long.

p) A wood mill, on VIA TRIESTE, at (344491) (Town plan), employs over 100 workers.

q) A saw-mill, about 2 km. NE of the Fly. Station, employs about 50 workers.

r) There are spinning mills in PIAZZOLA (273635).

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PADUA (PROV.PADUA) (Cont.)

xiii) PERSONALITIES
P/W has heard of a very wealthy family, the CAMERINI, living outside PADUA in the commune of PIAZZOLA. This name has become a household word in PADUA to indicate great wealth.

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xiv) THEATRES
a) TEATRO VERDI, an opera house on VIA R. DA PIAZZOLA. It is the largest theatre in PADUA. The interior is oval shaped, with a small diameter of 50 m., and has 9 to 10 tiers of loges.
b) SUPERCINEMA PRINCIPE, on VIA EMANUELE FILIBERTO, #6, occupies a 5-storey building covered with white stone. The auditorium is 19 x 25 m., and has one balcony.
c) The CINEMA CORSO, on CORSO DEL POPOLO, #2, has an auditorium 30 x 50 m., and one balcony.
d) The CINEMA AUGA, on PIAZZA CAVOUR, #9, has an auditorium 60 x 30 m., and one balcony.
e) The CINEMA CASALINI, in PIAZZA PETRARCA, has an auditorium 50 x 15 m. but NO balcony.
f) The CINEMA IMPERO occupies an isolated 2-storey, stone building on VIA PALESTRO. The auditorium is 25 x 15 m., and 12 m. high. It has one balcony.
g) The CINEMA ROMA, on the PRATO DELLA VALLE, is a 3-storey stone building, built around 1940.
h) The CINEMA REGINA occupies an isolated building on VIA T. ASPETTI, #9. It has a capacity of 300-400 persons. There is NO balcony.
i) The CINEMA VITTORIA, on VIA MANIN, #7, has an auditorium 35 x 12 m., and about 9 m. high.
There are two other theatres: the TEATRO GARIBALDI, on PIAZZA GARIBALDI, #3; and the CINEMA GARIBALDI, on PIAZZETTA TEATRO GARIBALDI.

xv) BANKS: P/W confirms information contained in ITALY, ZONE HANDBOOK No. 17, VENEZIA EUGANEA, PART III, p. 93. The MONTE DI PIETA (Government Pawn Shop) is located in a stone building 4 to 5 storeys high, with a frontage 25 m. long, on the PIAZZA DEL DUOMO. LA BORSA (the Exchange) is located near PIAZZA SPALATO in a 7-storey, stone building.

xvi) LARGE STORES
a) LA RINASCENTE, recently renamed LA DOGANA, is a large department store in an L-shaped, 3-storey building on PIAZZA GARIBALDI, the wings being 100 m. and 30 m. long.
b) The UPIM, on VIA ROMA, is a department store occupying the [illegible] stone building.

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lages.

b) SUPERCINEMA PRINCIPE, on VIA EMANUELE FILIBERTO, #6, occupies a 5-storey building covered with white stone. The auditorium is 19 x 25 m., and has one balcony.

c) The CINEMA CORSO, on CORSO DEL POPOLO, #2, has an auditorium 30 x 50 m., and one balcony.

d) The CINEMA ADUA, on PIAZZA CAVOUR, #9, has an auditorium 60 x 30 m., and one balcony.

e) The CINEMA CASALINI, in PIAZZA PETRARCA, has an auditorium 50 x 15 m. but NO balcony.

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There are two other theatres: the TEATRO GARIBALDI, on PIAZZA GARIBALDI, #3; and the CINEMA GARIBALDI, on PIAZZETTA TEATRO GARIBALDI.

xv) BANKS: P/M confirms information contained in ITALY, ZONE HANDBOOK No. 13, VENEZIA EUGANEA, PART III, p. 93. The MONTE DI PIETÀ (Government Pawn Shop) is located in a stone building 4 to 5 storeys high, with a frontage 25 m. long, on the PIAZZA DEL DUOMO. L. BORSA (the Exchange) is located near PIAZZA SPALATO in a 7-storey, stone building.

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a) LA RINASCENTE, recently renamed LA DOGANA, is a large department store in an L-shaped, 3-storey building on PIAZZA GARIBALDI, the wings being 100 m. and 30 m. long.

b) The UPIM, on VIA ROMA, is a department store occupying the ground floor of a 3-storey, stone building.

c) The BONAVENTURA is a department store on the ground floor of a 4-storey building in PIAZZA GARIBALDI.
Other stores of some importance are found on PIAZZA GARIBALDI, PIAZZA DELLE ERBE, VIA 8 FEBBRAIO and VIA ROMA. Larger office buildings are found especially on or near PIAZZA SPALATO and PIAZZA GARIBALDI.

xvii) GARAGES

a) EMPORIO DELLA AUTO is a 2-storey, stone building, about 60 m. long, on CORSO DEL POPOLO. Part of it is used for the sale of cars and spare parts, and part as a garage.

b) AUTORIMESSA DELLA FIAT (Fiat Garage). This is a 2-storey, stone building, with a frontage of about 15 m., on CORSO DEL POPOLO at (3409495) (Town plan).

c) RIMESSA PER AUTOBUS (Bus garage): This is located in a 2-storey, stone building on VIA PAOLO SARPI.

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PADUA (PROV. PADUA) (Cont.)

d) RIMESSA PER TRAMVAI (street-car yards): located on VIA PAOLO SARPI, behind a stone wall, opposite the bus garage.
e) The Rly. repair shed is a 6 m.- high, stone building, 55 m. long and 7 m. wide, with a dark colored roof, just West of the Rly. station.

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xviii) MILITARY BUILDINGS
a) The 20th Artillery Regiment, Piave Division, was stationed in stone barracks, 90-100 m. long and 6-7 m. high, on the RIVIERA S. BENEDETTO, at (3320428 3) (Town plan).
b) The 5th Antiaircraft Artillery Regiment was stationed in several 60 x 10-m., 1-storey, stone barracks, on the RIVIERA PALEOCAPA near (3320481 8) (Town plan).
P/W has heard from a fellow prisoner in 1943 that about 3-4,000 soldiers crowded the above mentioned barracks (a. and b.) in 1942-43, and that they were all moved to new military quarters near the large cemetery at (317493) (Town plan).
c) The 58th Infantry Regiment was stationed in a 3-storey, stone building, about 150 m. long, on PIAZZA V. EMANUELE, adjoining the CHIESA S. GIUSTINA.
d) The DISTRETTO MILITARE, area H.Q. company of about 100 men, is stationed in a 2 and 3 storey building between the CORSO DEL POPOLO and VIA GIOTTO.
e) AIRFORCE H.Q. is located in a 3-storey, stone building on VIA UMBERTO, near the PRATO DELLA VALLE.
f) The Army Bakery occupies a building about 300 m. long outside the ancient city wall, South of PORTA SAVONAROLA.
The Bakers' Headquarters is about 200 m. South of the bakery, in a 2-storey, stone building.

xix) OTHER STRUCTURES
a) The PALAZZO PREFETTIZIO (Governor's Palace), on VIA S. FRANCESCO, is a 5-storey building, made of marble-like stone, 30 m. long on the street side.
b) FASCIST H.Q., near the PALAZZO PREFETTIZIO, comprises about 20 offices.
c) The TOWN HALL, on VIA 8 FEBBRAIO, is a stone building, 40 x 80 m., 4-5 storeys high. It is topped by a tower, 6 m. square, rising 20 m. above the roof.
d) The QUESTURA (City Police Station) occupies a 3-storey, stone building about 60 m. long.
e) The TRIBUNALE (Court House) is on VIA ALTINATE, in a 4-storey, 50 m.-long building.
f) LA GRAN GUARDIA: This is the popular name given to a marble building on the PIAZZA DEI SIGNORI, used for mass meetings. It has a capacity of about 1,000.

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stone barracks, 90-100 m. long and 5-7 m. high, on the RIVIERA S. BENEDETTO, at (33204883) (Town plan).

b) The 5th Antiaircraft Artillery Regiment was stationed in several 60 x 10-m., 1-storey, stone barracks, on the RIVIERA PALEOCAPA near (33204818) (Town plan).
P/W has heard from a fellow prisoner in 1943 that about 3-4,000 soldiers crowded the above mentioned barracks (a. and b.) in 1942-43, and that they were all moved to new military quarters near the large cemetery at (317493) (Town plan).

c) The 58th Infantry Regiment was stationed in a 3-storey, stone building, about 150 m. long, on PIAZZA V. EMANUELE, adjoining the CHIESA S. GIUSTINA.

d) The DISTRETTO MILITARE, area H.Q. company of about 100 men, is stationed in a 2 and 3 storey building between the CORSO DEL POPOLO and VIA GIOTTO.

e) AIRFORCE H.Q. is located in a 3-storey, stone building on VIA UMBERTO, near the PRATO DELLA VALLE.

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b) FASCIST H.Q., near the PALAZZO PREFETTIZIO, comprises about 20 offices.

c) The TOWN HALL, on VIA S FEBRONIO, is a stone building, 40 x 20 m., 4-5 storeys high. It is topped by a tower, 6 m. square, rising 20 m. above the roof.

d) The QUESTURA (City Police Station) occupies a 3-storey, stone building about 60 m. long.

e) The TRIBUNALE (Court House) is on VIA ALTIERATE, in a 4-storey, 50 m.-long building.

f) LA GRAN GUARDIA: This is the popular name given to a marble building on the PIAZZA DEI SIGNORI, used for mass meetings. It has a capacity of about 1,000.

g) The PALAZZO DELLE ESPOSIZIONI is a 3-storey building on the PIAZZA DEI FRUTTI, topped by a Byzantine, metal dome. There are shops on the ground floor.

h) The MUSEUM, near the CHIESA DI S. ANTONIO, is a 3-storey building of reddish color.

i) The CASA DEL BALILLA (Balilla Building), near PIAZZA MAZZINI, is a 3-storey, stone structure with marble fringes at ground-floor level. It comprises 30-35 offices, a gymnasium 45 x 13 m. and 8 m. high, and an indoor swimming pool 12 x 7 m. There is another gymnasium just behind the CASA DEL FASCIO (see b. above), used by GIL, 30 x 11 m., and 7 m. in height.

j) The Observatory, popularly known as LA SPECOLA, is a tower 10 m. square, on the roof of a 4-storey building, reaching a height of about 50 m. above ground level.

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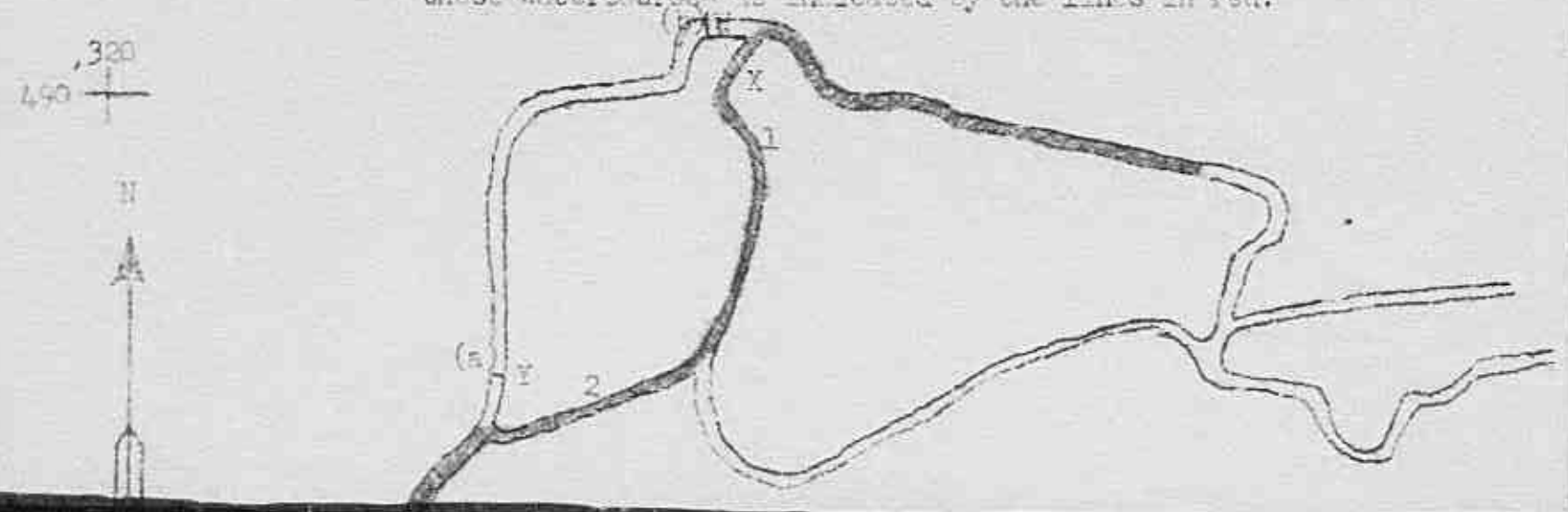
PADUA (PROV. PADUA) (Cont.)

k) The FIERA DI CAMPIONI (Exhibition Grounds) occupies an area 500 m. x 750 m. near (349493) (Town plan). It comprises several stone sheds, each 250 x 50 m. and 20 m. high.
l) The MERCATO COPERTO (Covered Market) stretches for about 100 m. along VIA N. TOMMASEO, and comprises several stands covered by concrete roofs, varying in height from 7 to 10 m.
m) The FORO BOARIO (livestock market), on PIAZZA VITTORIO EMANUELE. comprises several covered stands, each 120 m. long and 50 m. wide.
n) The LITTORIO STADIUM, about 1½ km. North of the Church of S. ANTONIO D'ARCELLA, is an oval field, 150 m. x 75 m., surrounded by bleachers, with grandstand.
o) CAMPO SILVIO APPIANI (stadium) behind the FORO BOARIO. There are two fields here, one rectangular, 110 x 150 m., and a smaller oval field encircled by a race track.
p) There are PUBLIC BATHS in a 2-storey, stone building at the corner of VIA PALLOTTIO and VIA BELZONI.
q) The CASE POPOLARI (people's homes) occupy a stretch about 400 m. long on each side of the street, between PORTA TRENTO and PORTA S. GIOVANNI. They form two unbroken , uniform stone buildings 2 storeys high.
r) The CASE DEI FERROVIERI (homes for Rly. employees), on the VIALE ARCELLA, consist of three, 4-storey stone buildings, each about 100 x 11 m.

xx) The FIREHOUSE is located on PIAZZA V. EMANUELE. Motor-pumps are used to draw water from the river and canals in firefighting. P/W has seen only one or two hydrants in the city.

C WATERCOURSES

GENERAL: The sketch below shows the BACCHIGLIONE River and canals flowing through PADUA. Boats carrying loads as high as 300 tons, with a draft of 2-3 m., are used on certain sections of these watercourses as indicated by the lines in red:



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two fields here, one rectangular, 110 x 150 m., and a smaller oval field encircled by a race track.

p) There are PUBLIC BATHS in a 2-storey, stone building at the corner of VIA PALLOTTIO and VIA BELZONI.

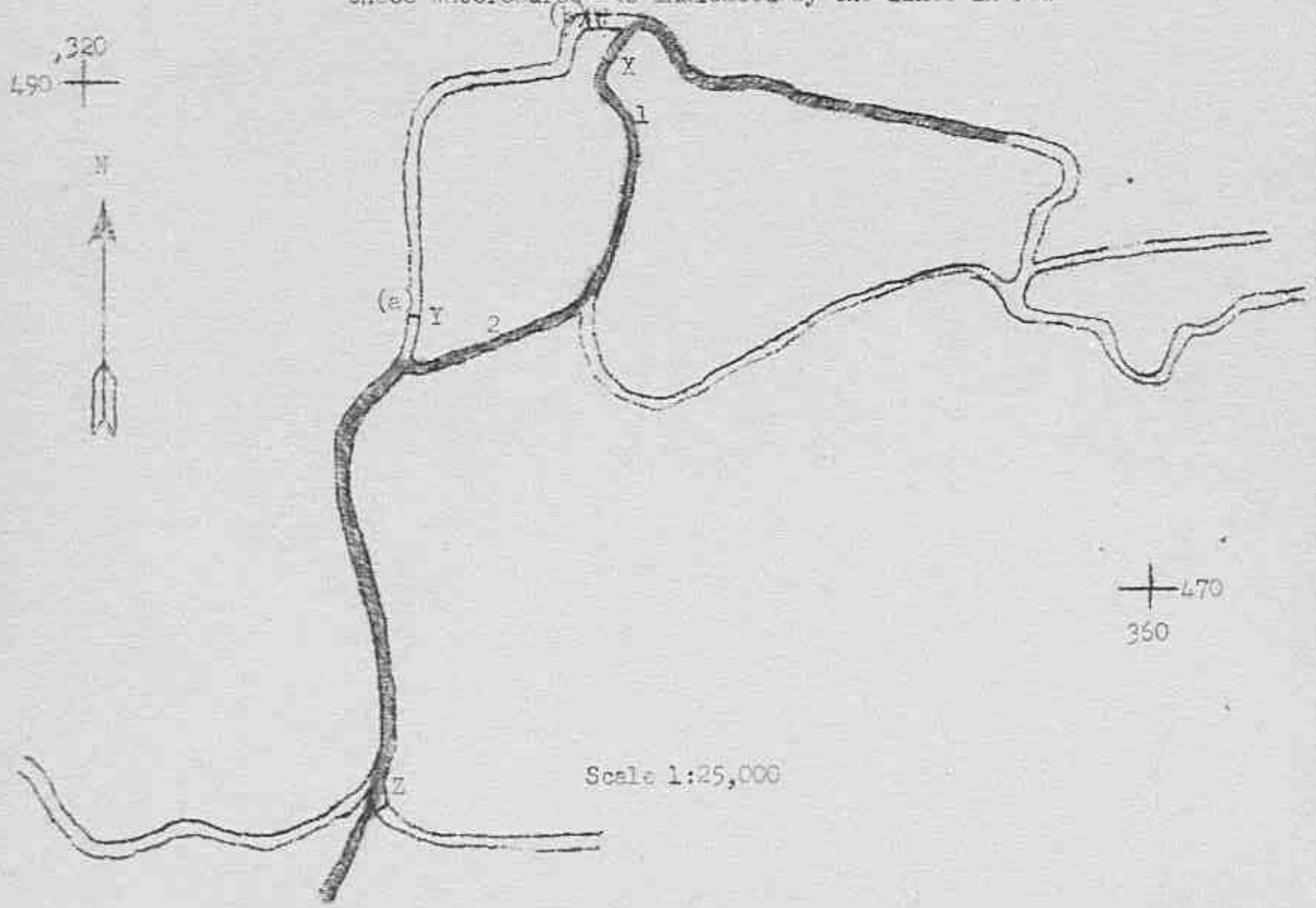
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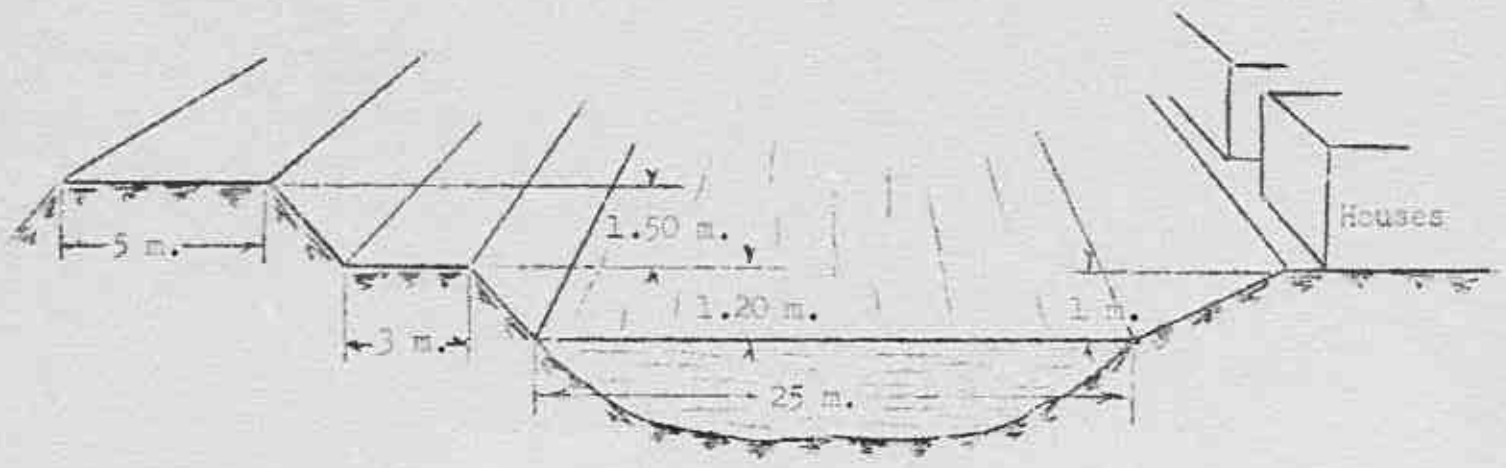
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PADUA (PROV. PADUA) (Cont.)

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At the point X there is a lock, called LE PORTE (the Gates), which enables boats to pass from the canal marked (1) into the BACCHIGLIONE, a drop in water level of about 2 meters. The gates are opened and closed by hand. There are sluice-gates at the points marked W, Y, and Z.

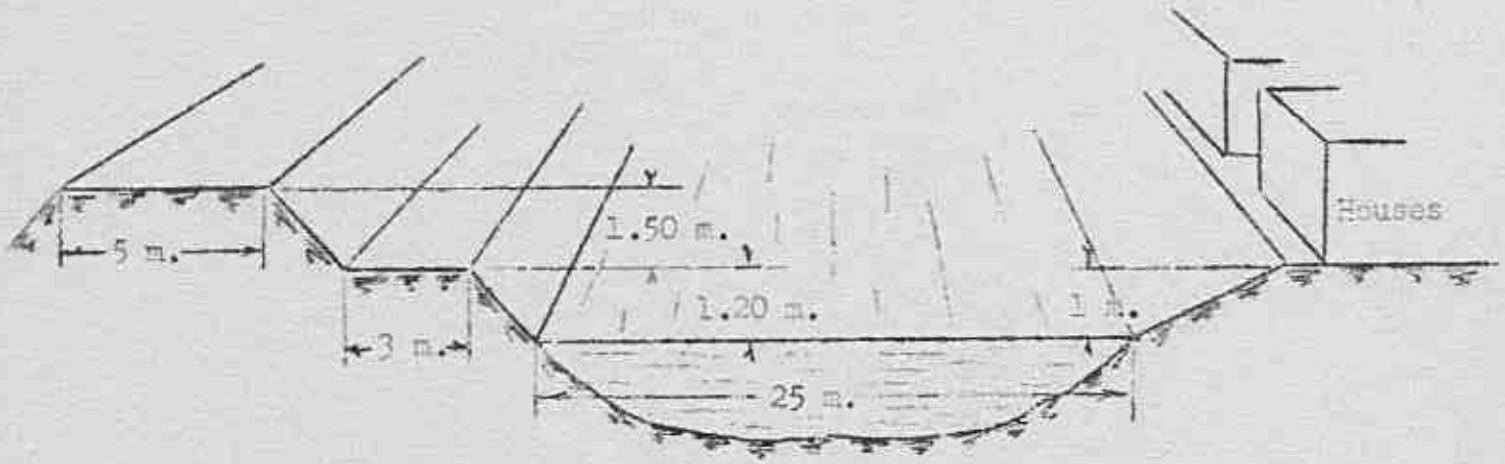
a) BACCHIGLIONE River from (308468) to (350488).
This is a natural stream which approaches the city from the West at a water width of about 30 m., and narrows to about 15 m. at (330463). Its water width through the city ranges from 10 to 25 m. It is a perennial stream, which has sufficient depth to permit navigation as described above in the stretch indicated. The stretch (a) - (b), see sketch above, becomes shallow in the Summer, so that fishing is possible by wading into it from the banks. West of the Rly. bridge at (310468) the river flows between a 3 m.- wide, earth bank on the South side, which slopes at an angle of about 45°, and a field of reeds on the North side which descends by a very gentle slope to the water's edge. Between this bridge and (330463) it is contained on the North side by a steep escarpment, broken by a 3 m.- wide tow-path. On the South side the bank slopes gently upward to level fields or perpendicular walls of houses, as shown in the sketch below.



North of the point (330463) the river flows past a bathing establishment, and continues below the ancient city wall, which forms its bank. On the West side it is contained by an earth bank, 3 m. high, with a slope of 45°, which is topped by a road protected on the river side by a 2 m.-high., earth embankment. In the city proper the river is flanked mostly by houses, or by streets on top

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its water width through the city ranges from 18 to 25 m. It is a perennial stream, which has sufficient depth to permit navigation as described above in the stretch indicated. The stretch (a) - (b), see sketch above, becomes shallow in the Summer, so that fishing is possible by wading into it from the banks. West of the Rly. bridge at (310468) the river flows between a 3 m.- wide, earth bank on the South side, which slopes at an angle of about 45°, and a field of reeds on the North side which descends by a very gentle slope to the water's edge. Between this bridge and (330463) it is contained on the North side by a steep escarpment, broken by a 3 m.- wide tow-path. On the South side the bank slopes gently upward to level fields or perpendicular walls of houses, as shown in the sketch below.



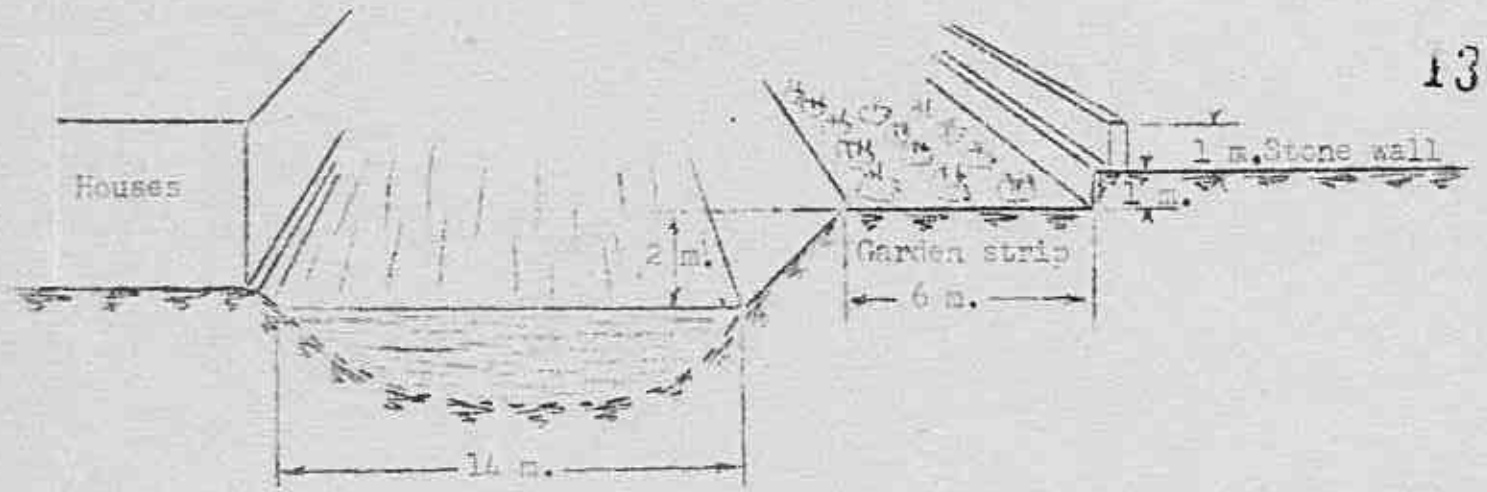
North of the point (330463) the river flows past a bathing establishment, and continues below the ancient city wall, which forms its bank. On the West side it is contained by an earth bank, 3 m. high, with a slope of 45°, which is topped by a road protected on the river side by a 2 m.-high, earth embankment. In the city proper the river is flanked mostly by houses, or by streets on top of 40°- 50° earth banks. The streets are protected on the river side sometimes by stone walls, sometimes by stone posts and plane trees.
Between the MOLINO bridge (33704900) (Town plan) and the bridge at (33504914) (Town plan) a cross-section of the river appears as follows:

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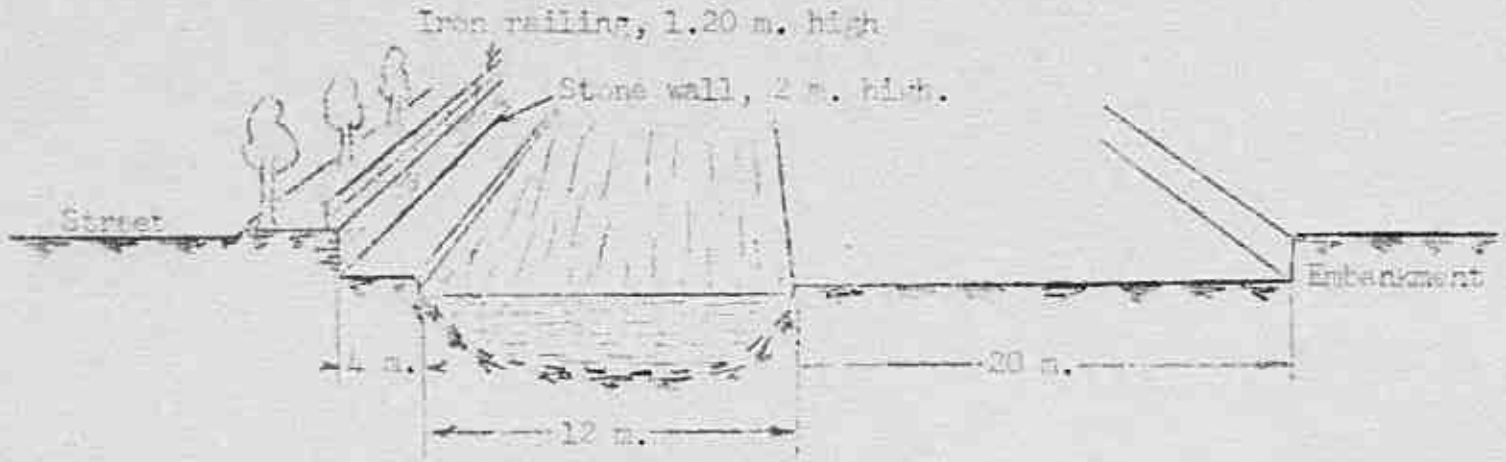
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PADUA (PROV. PADUA) (Cont.)

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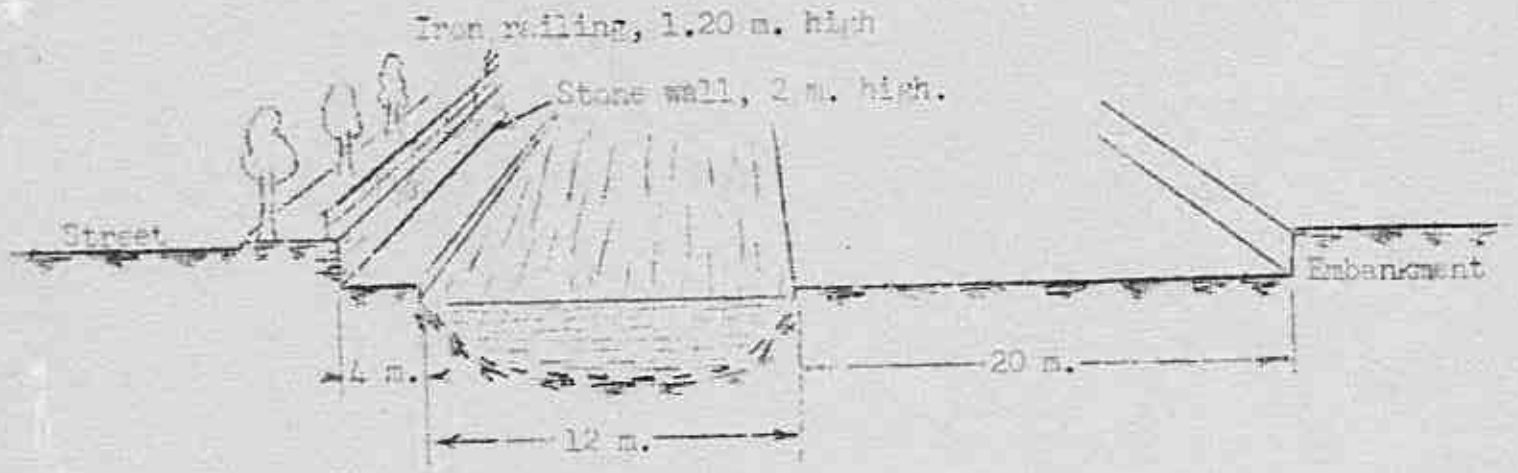
Between the bridge at (33504914) (Town plan) and the bridge at (33974920))Town plan) the South bank rises by a gentle slope to a small beach covered with shrubs and reeds.
East of the bridge at (34104918) (Town plan), and continuing for about 150 m., there is a 4 m.- wide roadway just above water level on the North side, flanked by a 2 m.- high, vertical stone embankment, which is topped by an iron railing protecting a street. On the South side there is a 20 m.-wide beach. The sketch below illustrates these facts:



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Between the bridge at (33504914) (Town plan) and the bridge at (33974920))Town plan) the South bank rises by a gentle slope to a small beach covered with shrubs and reeds.
East of the bridge at (34104918) (Town plan), and continuing for about 150 m., there is a 4 m.- wide roadway just above water level on the North side, flanked by a 2 m.- high, vertical stone embankment, which is topped by an iron railing protecting a street. On the South side there is a 20 m.-wide beach. The sketch below illustrates these facts:



b) BRIDGES OVER BACCHIGLIONE RIVER:
The bridges over the BACCHIGLIONE in the city are generally old masonry bridges, with two or three arches, protected by stone parapets 1.2 m. high, and with sidewalks 70 cm. - 1 m. wide on each side.

i) S. LEONARDO Bridge, at (33254808) (Town plan). This is a masonry bridge, 15 m. long, protected by stone parapets 1.2 m. high. The roadway on the bridge is little less than 4 m. wide. It is flanked on both sides by 70 cm.-wide sidewalks raised about 8 cm. above the road, and slopes up to the center of the bridge from both sides with a 20-30° gradient. There is a sluice-gate and a 2 m. waterfall near this bridge. Houses flank the river on both sides at this point.

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PADUA (PROV. PADUA) (Cont.)

ii) The Bridge at (33244865) (Town plan) is a single-span, iron foot-bridge, about 20 m. long and 2 m. wide, protected on both sides by an iron railing 1.5 m. high.

1342

iii) MOLINO Bridge (33704900) (Town plan):
For a picture of this bridge see I.G.T.D./C/241, Copy No. 60, Photographs of Roads, Picture 34. Note that here the bridge is incorrectly described as spanning the PIOVEGO Canal.

iv) Bridge at (33964920) (Town plan). The roadway of this bridge is about 15 m. wide.

v) Bridge at (34094920) (Town plan). This is a masonry bridge, about 65 m. long, protected by a stone balustrade 1.2 m. high. The roadway is about 12 m. wide, with 2 m.-wide sidewalks on either side. The PORTA (see C, General) are located near this bridge.

vi) Bridge at (34354895) (Town plan). This is a masonry bridge 30 - 35 m. long, flanked by 1.2 m.-wide sidewalks on each side. West of the bridge the river flows between earth piles on the North reaching to a stone wall, and a steep earth bank on the South topped by a road without lateral protection.

c) SCARICATORE Canal (331463) - (343460)
This is a perennial canal, contained by earth levees reinforced by masonry near water level. The water depth is over 2 m. in the Summer and increases in Winter and Spring. A 5 m.-wide, gravel-covered road runs on the levee on the North side, and is protected by 65 cm. high stones at 2 m. intervals on the river side. An earth road flanks the river on the other levee. A cross-section of the canal is shown in the sketch below:



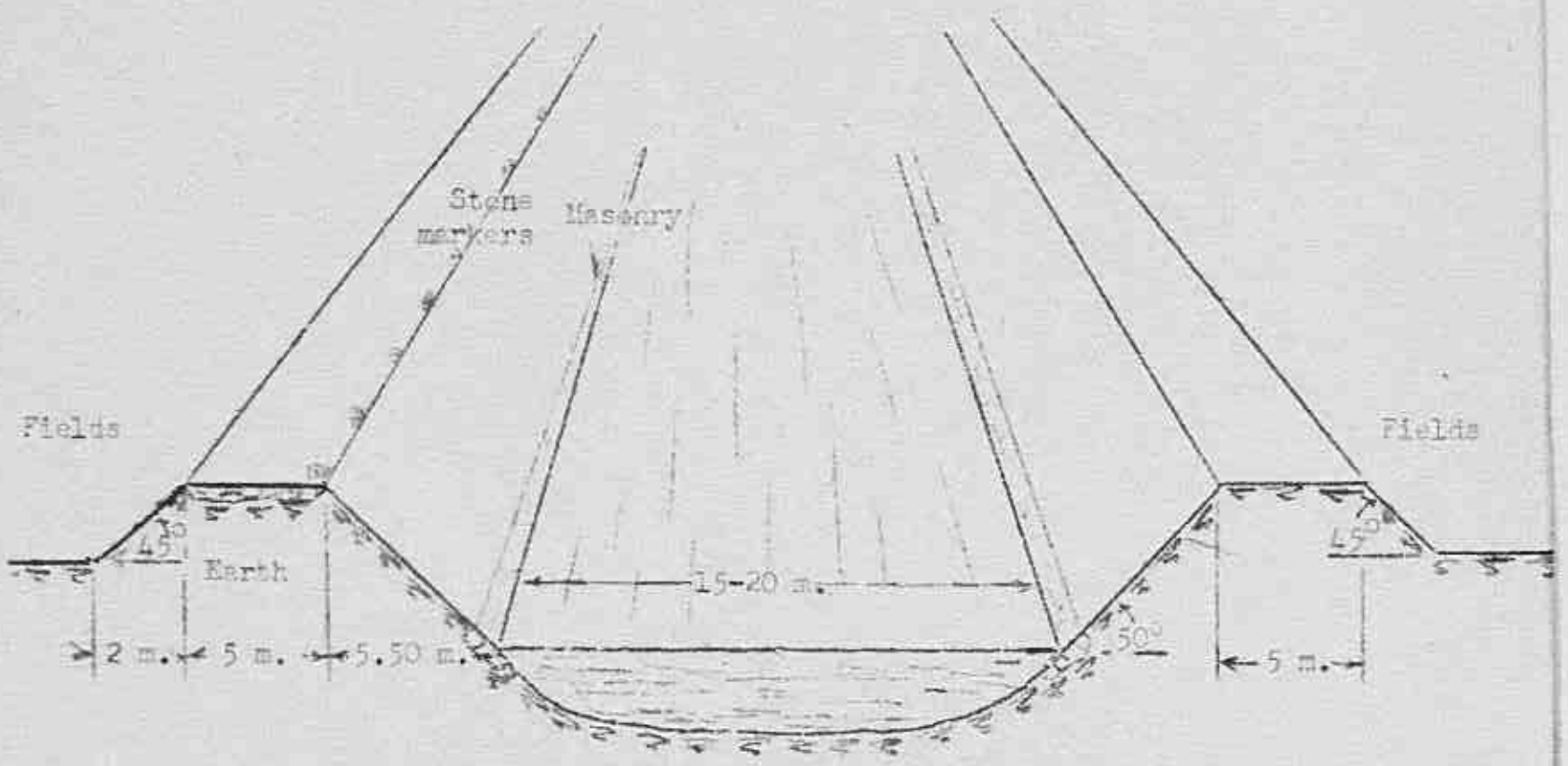
Declassified E.O. 12356 Section 3.3/NND No. 785015

about 15 m. wide.

v) Bridge at (34094920) (Town plan). This is a masonry bridge, about 65 m. long, protected by a stone balustrade 1.2 m. high. The roadway is about 12 m. wide, with 2 m.-wide sidewalks on either side. The PORTE (see C, General) are located near this bridge.

vi) Bridge at (34354895) (Town plan). This is a masonry bridge 30 - 35 m. long, flanked by 1.2 m.-wide sidewalks on each side. West of the bridge the river flows between earth piles on the North reaching to a stone wall, and a steep earth bank on the South topped by a road without lateral protection.

c) SCARICATORE Canal (331463) - (343460)
This is a perennial canal, contained by earth levees reinforced by masonry near water level. The water depth is over 2 m. in the Summer and increases in Winter and Spring. A 5 m.-wide, gravel-covered road runs on the levee on the North side, and is protected by 65 cm. high stones at 2 m. intervals on the river side. An earth road flanks the river on the other levee. A cross-section of the canal is shown in the sketch below:



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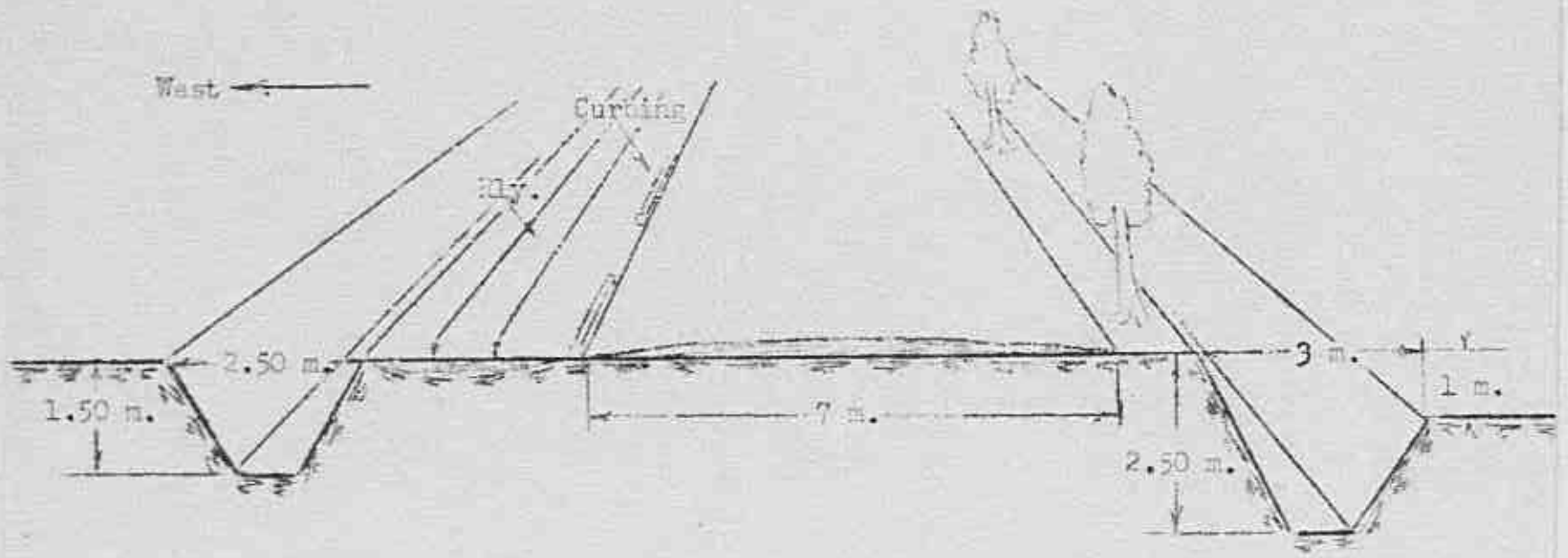
PADUA (PROV. PADUA) (Cont.)

D COMMUNICATIONS

1341

a) ROADS

1. PADUA - (308581)
This is a metalled, asphalt-covered, state road, 7 m. wide, with a 1 m.-wide, hard-earth verge on the East side. Plane trees at 8 m. intervals line it between verge and roadway. The branches of adjoining trees touch each other. On the West side it is followed by a single-track Rly. line, at road level, separated from the road by a 20 cm.-high, stone curbing in stretches. A cross-section, showing ditches on either side, is as follows:

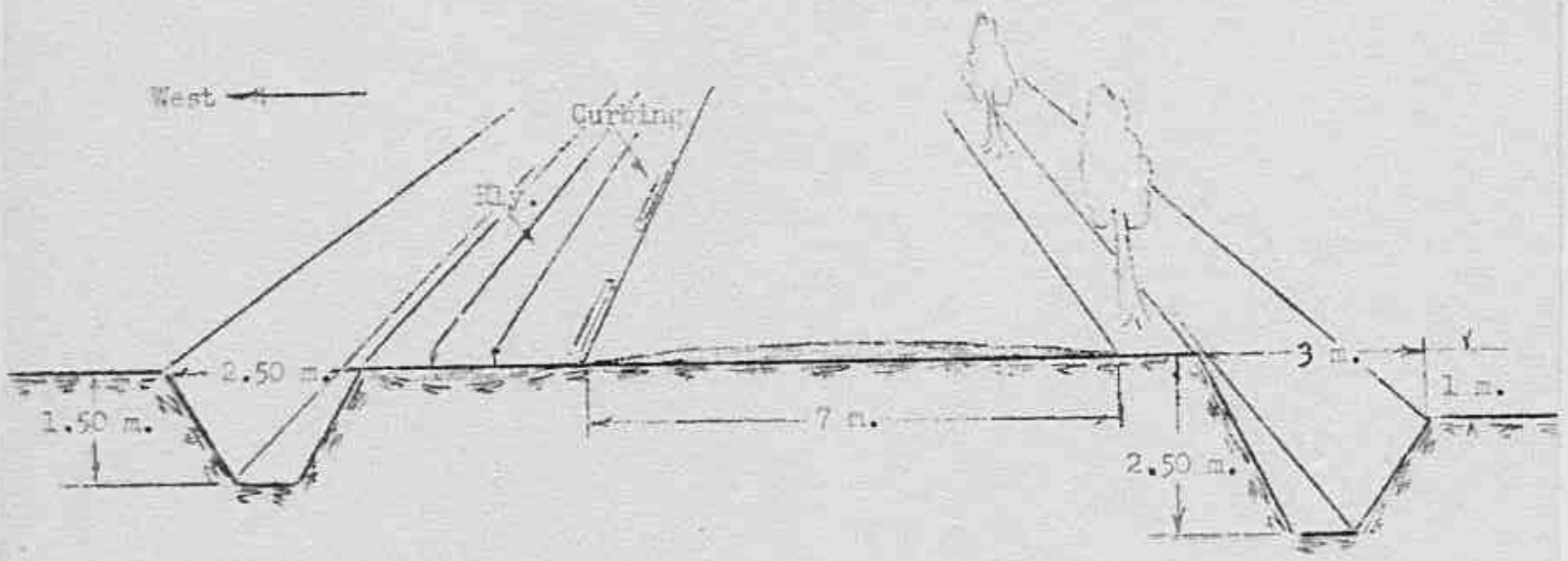


At (315559) there is a bridge over a canal, at road width, with a 1 m.-wide sidewalk on one side, and protected by a 1.2 m.-high stone wall on both sides. The Rly. line crosses the bridge on the roadway. There is a sluice-gate here topped by a building. Beyond a house abutting on the bridge, the canal flows between a gravel-topped levee 4-5 m. high above water level and 3 m. high above adjoining fields, and a gently sloping bank covered with rocks and boulders. The current here flows at 10-15 km/hr.

2. (308581) - TREVIGNON (285612)
This is a metalled, gravel-topped road, 5 m. wide, in a bad state of repair. The Rly. line mentioned above follows it on the West side, at road level, and is separated from the roadway by a

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This is a metalled, asphalt-covered, [illegible] a 1 m.-wide, hard-earth verge on the East side. Plane trees at 8 m. intervals line it between verge and roadway. The branches of adjoining trees touch each other. On the West side it is followed by a single-track Rly. line, at road level, separated from the road by a 20 cm.-high, stone curbing in stretches. A cross-section, showing ditches on either side, is as follows:



At (315559) there is a bridge over a canal, at road width, with a 1 m.-wide sidewalk on one side, and protected by a 1.2 m.-high stone wall on both sides. The Rly. line crosses the bridge on the roadway. There is a sluice-gate here topped by a building. Beyond a house abutting on the bridge, the canal flows between a gravel-topped levee 4-5 m. high above water level and 3 m. high above adjoining fields, and a gently sloping bank covered with rocks and boulders. The current here flows at 10-15 km/hr.

2. (308581) - TREMIGNON (285612)
This is a metalled, gravel-topped road, 5 m. wide, in a bad state of repair. The Rly. line mentioned above follows it on the West side, at road level and is separated from the roadway by a 15 cm.-high curbing in stretches. On the East side there are drainage ditches, 1 m. wide and less than 1 m. deep, and cultivated fields beyond the ditches.

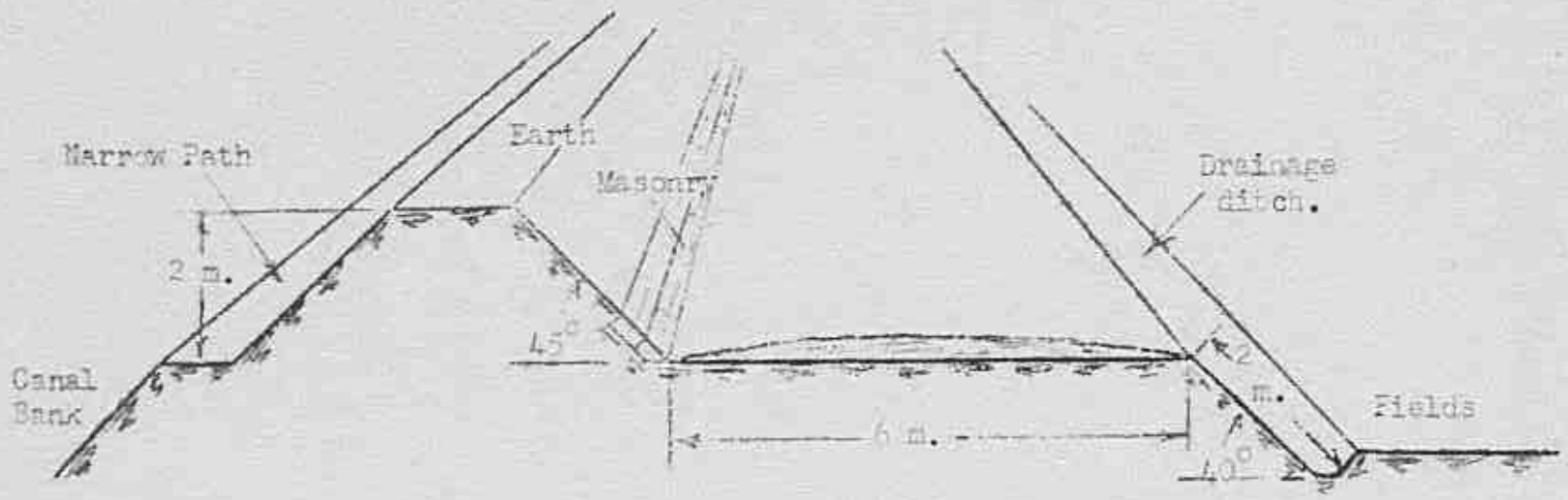
3. (360486) - (398507)
This is a metalled, asphalt covered road, about 7 m. wide, with a 1 m.-wide, hard earth verge on the North side. On this side it is lined between verge and roadway by plane trees at 8 m. intervals. The branches of adjoining trees touch each other. On the South side it is followed by a single-track, electric Rly. line, protected on the road side by a 10-15 cm.-high, stone curbing.

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PADUA (PROV. PADUA) (Cont.)

4. (314445) - (330461)
This is a metalled, asphalt-covered road, about 6 m. wide, flanked by the Canal DELLA BATTAGLIA on the West side, from which it is separated by a 2 m.-high embankment. On the East side a 2 m.-wide escarpment slopes down to a small drainage ditch and adjacent fields. These facts are illustrated in the sketch below:

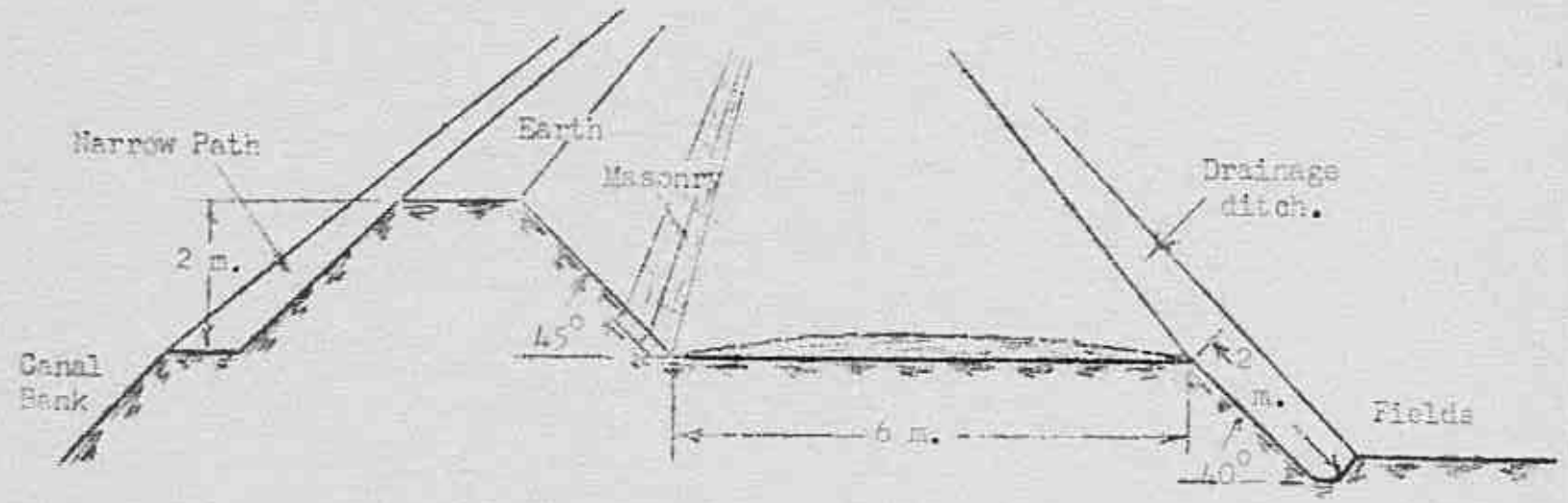


At (330461) there is a 3-arch, masonry bridge, 30 m. long, protected by a 1.2 m.-high, stone wall on the East side, and on the West side by the wall of a house-bridge which stands athwart the Canal SCARICATORE. The roadway over this bridge is about 4.5 m. wide, flanked by 70 cm.-wide sidewalks raised 10 cm. above it. Two of the bridge arches are blocked up with boards; the third has a sluice gate. SE of the bridge there is a waterfall 2-3 m. high. The current flows East, about 4 km/hr. in Summer. P/W has seen the beginning of a framework being built near the confluence of the BACCHIGLIONE River, the Canal DELLA BATTAGLIA and the SCARICATORE Canal, possibly for the construction of a new bridge.

5. (343460) - (340469)
This is a metalled, gravel-topped road, well maintained, about 6 m. wide. It is lined on the East side by plane trees, at 8 m. intervals, between the roadway and a 1 m.-wide, hard earth verge. The verge is flanked by small drainage ditches. Houses border

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fields. These facts are illustrated in the sketch below:



At (330461) there is a 3-arch, masonry bridge, 30 m. long, protected by a 1.2 m.-high, stone wall on the East side, and on the West side by the wall of a house-bridge which stands athwart the Canal SCARICATORE. The roadway over this bridge is about 4.5 m. wide, flanked by 70 cm.-wide sidewalks raised 10 cm. above it. Two of the bridge arches are blocked up with boards; the third has a sluice gate. SE of the bridge there is a waterfall 2-3 m. high. The current flows East, about 4 km/hr. in Summer. P/W has seen the beginning of a framework being built near the confluence of the BACCHIGLIONE River, the Canal DELLA BATTAGLIA and the SCARICATORE Canal, possibly for the construction of a new bridge.

5. (343460) - (340469)
This is a metalled, gravel-topped road, well maintained, about 6 m. wide. It is lined on the East side by plane trees, at 8 m. intervals, between the roadway and a 1 m.-wide, hard earth verge. The verge is flanked by small drainage ditches. Houses border the road on the West side.
The SALBORO Bridge, at (343460), is a single-span bridge, with framework of wood and iron, about 25 m. long. The roadway preserves its 6-m. width and gravel surface, and there is NO sidewalk. For a description of the canal at this point see C, c.

6. PADUA - VICENZA (State Road # 11)
P/ confirms information published in IB/C/241, NORTHERN ITALY, ROADS, SEPT. 1943, Road 135, p. 17. There is an overpass over a multiple-tracked Rly. at (321439), protected on each side by a 1.5 m.-high parapet. The roadway on the overpass is 7-8 m. wide, and is flanked on each side by 1.2 m.-wide sidewalks, raised about 10 cm. above it.

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PADUA (PROV. PADUA) (CONT.)

b) RAILWAYS
A privately owned, single-track, standard-gauge, steam Rly. line to PIAZZOLA has its terminal in a small station at (34004975) (Town plan). The SANTA SOFIA Electric Tramway Station (34544870) (Town plan) belongs to the SOCIETA VENETA, TRAMVIE ELETTRICHE.
There are electric tram lines from PADUA to i.) BAGNOLI DI SOPRA, ii.) PIOVE DI SACCO, iii.) FUSINA, iv.) VILLA DI TEOLO and v.) [illegible]. Trams serving the central part of the city have been gradually replaced by trolley-busses. Transportation to the suburbs is furnished chiefly by busses.

E WEATHER

Snow falls in the Winter time, sometimes to a height of 50 cm., and may remain from 1 to 3 months. The roads are cleared by horse-drawn snow-ploughs. The river and canals are never frozen.

R.M.B. and A.M.F.

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TORREGLIA (213400), and Area (PROV. PADOVA)
(Maps used ITALY 1:100,000 Sheet 50 PADOVA; Sheet 64, ROVIGO)

A SOURCE

P/W Pte. GAFFO, ERNESTO, a 23-year-old bicycle repairman, was home last for a few days in Jan. 1943. He is unobservant, and his knowledge is limited. 13389

B TOWNS

a) TORREGLIA
This town has about 300 inhabitants. About half the homes have electricity. Several wells supply excellent water all year round. There is NO gas or sewerage system. Telephone and telegraph are available at a small P.O. Mail is delivered. A small dispensary and a 5-room schoolhouse are also in the town.

b) MONTEGROTTO TERME (265403)

i) HOTELS
1) MIONI LUIGI, 58 rooms.
2) TERME NERONIANE. 56 rooms.
3) STABILIMENTO TERMALE, 57 rooms.
4) TERME PREISTORICHE, 55 rooms.

c) BATTAGLIA TERME (265355)
Seven small inns have a total of about 22 rooms. There are several other inns and small hotels in the vicinity of the town.

d) ABANO TERME (270435)

i) HOTELS
1) TERME MENEGOLLI, 50 rooms.
2) BELVEDERE, 32 rooms.
3) RINALDI, 7 rooms.

C WATERCOURSES

a) RIO SPINOSO, from (224398) to (267391)
This is a 3 m.-wide, intermittent stream. Its banks slope generally at an angle of about 45 degrees. One-way, masonry bridges that can bear heavy traffic are located at (244402) and (258393).

b) CANALE DELLA BATTAGLIA, from BATTAGLIA TERME to MONSELICE (230390).
This is a perennial stream, 7-8 m. wide.

c) FOSSO RIALTO, near MONTEGROTTO TERME similar
This ditch has dimensions and characteristics/to RIO SPINOSO in a, above.

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electricity. Several wells supply excellent water all year round. There is NO gas or sewerage system. Telephone and telegraph are available at a small P.O. Mail is delivered. A small dispensary and a 5-room schoolhouse are also in the town.

b) MONTEGROTTO TERME (265403)

i) HOTELS
1) MIONI LUIGI, 58 rooms.
2) TERME NERONIANE, 56 rooms.
3) STABILIMENTO TERMALE, 57 rooms.
4) TERME PREISTORICHE, 55 rooms.

c) BATTAGLIA TERME (265355)
Seven small inns have a total of about 22 rooms. There are several other inns and small hotels in the vicinity of the town.

d) ABANO TERME (270435)

i) HOTELS
1) TERME MENEGOLLI, 50 rooms.
2) BELVEDERE, 32 rooms.
3) RINALDI, 7 rooms.

C WATERCOURSES

a) RIO SPINOSO, from (224398) to (267591)
This is a 3 m.-wide, intermittent stream. Its banks slope generally at an angle of about 45 degrees. One-way, masonry bridges that can bear heavy traffic are located at (244402) and (258398).

b) CANALE DELLA BATTAGLIA, from BATTAGLIA TERME to MONSELICE (230300).
This is a perennial stream, 7-8 m. wide.

c) FOSSO RIALTO, near MONTEGROTTO TERME similar
This ditch has dimensions and characteristics/to RIO SPINOSO in A. above.

D COMMUNICATIONS

a) ROADS

i) PADOVA (Sheet 50) - RJ (283469)
This is part of the PADOVA - TEOLO (170420) - ESTE (160290) road. It is 2-way and tar-surfaced. At (314477) there is a level Rly. crossing; at this same point a road overpass has been constructed which swings South around the road, rejoining it on the other side of the Rly.
At (299473) the road crosses the CANALE BRENTELLA over a 15 m.-long, masonry bridge. The road narrows down to 1-way over this bridge. At (285469) the BACCHIGLIONE River is crossed over a 35-40 m.- long, masonry bridge which permits 1-way traffic.

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TORREGLIA (213400), and Area (PROV. PADOVA) (Cont.)

A single-track tram (see b, i, below) runs level with the road on the North side, about 50 cm. from the edge of the tar surface.

ii) RJ (283469) - TORREGLIA
This is a gravel-surfaced, narrow, 2-way road. The tram runs along the East side of the road for about 400 m. past RJ (283469) and then switches over to the West side of the road as far as ABANO TERME. From here to a point about 700 m. before TORREGLIA it runs along the East side, and then crosses over to the West side continuing to its terminus at TORREGLIA. It is always at road level and about 50 cm. from the road.

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iii) PADOVA - (284430) - ABANO TERME
This is a tar-surfaced, wide, 2-way road. At (293440) there is a level Rly. crossing protected by drop gates.

iv) TORREGLIA - BATTAGLIA TERME
This is a 5 m.-wide, gravel-surfaced road. At (258357) there is a level Rly. crossing. From GALZIGNANO (220379) it climbs to TORREGLIA with 3 hairpin turns at (224394).

v) RJ (224406) - MONTEMURLO TERME
This is a narrow-2-way, gravel-surfaced road.

b) RAILWAYS

i) The PADOVA - TORREGLIA tram is single-tracked, narrow-gauge and electrified (See D, a, i, above). It was still in operation in Jan. '43.

ii) PADOVA - MONSELICE
This is a double-track, standard-gauge, steam Rly. and runs on an embankment varying from 50 cm. to 1½ m.

E TOPOGRAPHY

The hills around TORREGLIA have many chestnut trees. Vines, strung generally on poles or between trees, are to be found in the lowlands and on the hill slopes. The main products cultivated are wheat, maize, beans and potatoes.
Snow reaches a maximum depth of 50-60 cm. in Dec. and Jan.
Field boundaries are marked generally by drainage ditches whose maximum dimensions are 50 cm. by 50 cm.

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it runs along the East side, and then crosses over to the West side continuing to its terminus at TORREGLIA. It is always at road level and about 50 cm. from the road.

iii) PADOVA - (284430) - MONTE TRE[illegible]
This is a tar-surfaced, wide, 2-way road. At (291440) there is a level Rly. crossing protected by drop gates.

iv) TORREGLIA - BATTAGLIA TERME
This is a 5 m.-wide, gravel-surfaced road. At (258357) there is a level Rly. crossing. From GALZIGNANO (220379) it climbs to TORREGLIA with 3 hairpin turns at (224394).

v) RD (224406) - MONTEMEROTTO TERME
This is a narrow-2-way, gravel-surfaced road.

b) RAILWAYS

i) The PADOVA - TORREGLIA tram is single-tracked, narrow-gauge and electrified (See D, a, i, above). It was still in operation in Jan. '43.

ii) PADOVA - MONSELICE
This is a double-track, standard-gauge, steam Rly. and runs on an embankment varying from 50 cm. to 1½ m.

E TOPOGRAPHY

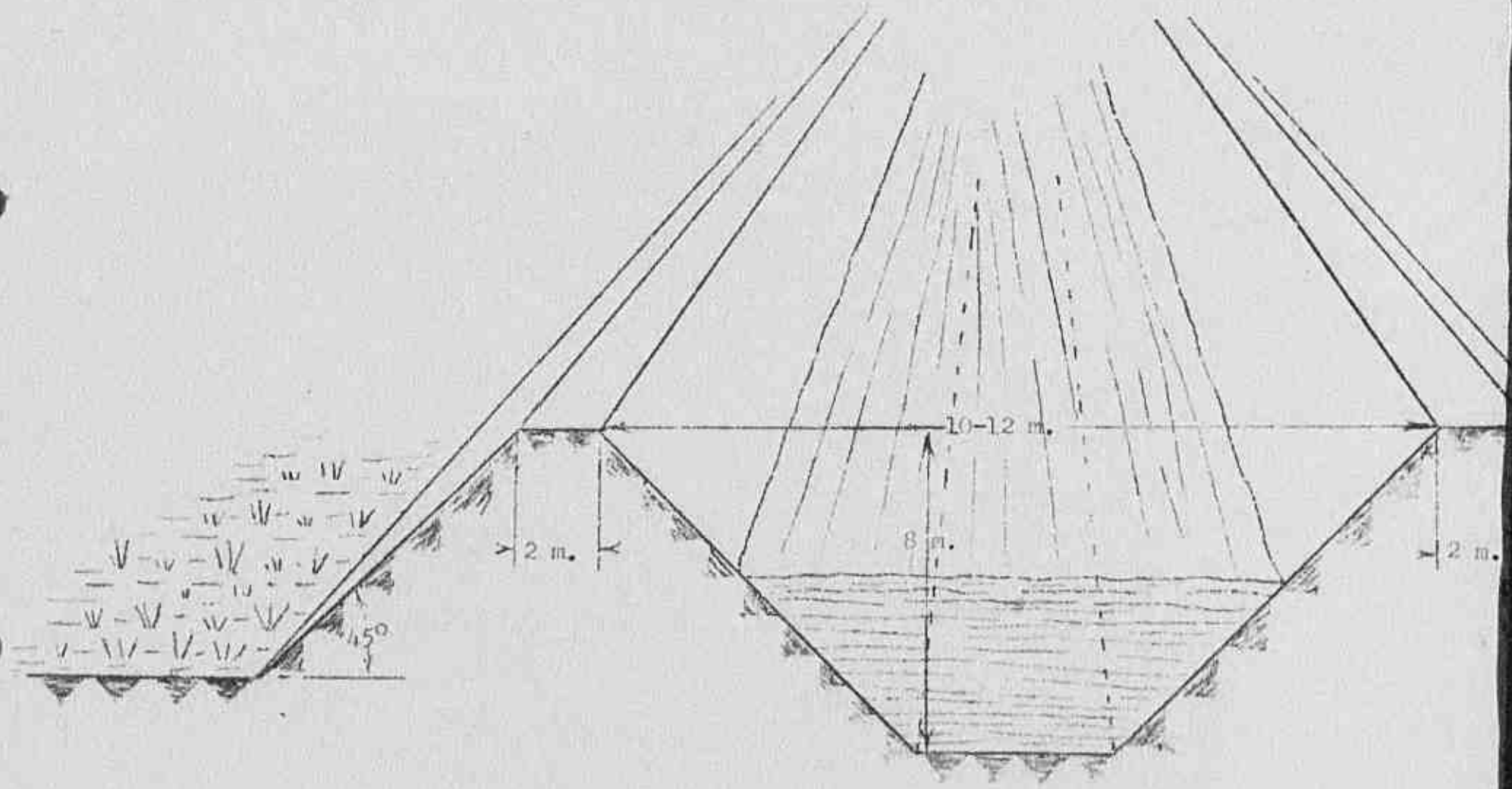
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Snow reaches a maximum depth of 50-60 cm. in Dec. and Jan.
Field boundaries are marked generally by drainage ditches whose maximum dimensions are 50 cm. by 50 cm.

J.D.

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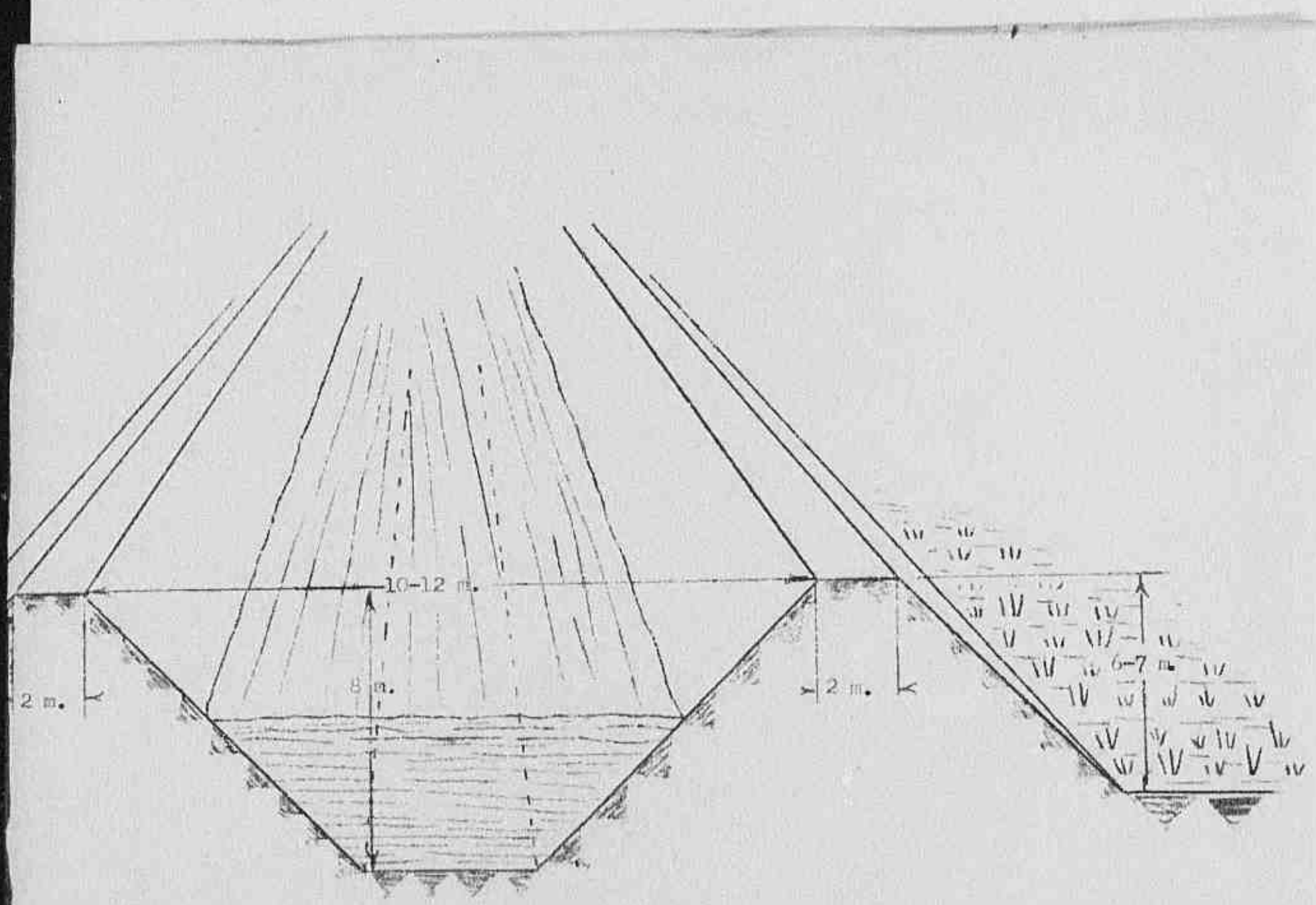
Dimensions approximate



MEAN CROSS-SECTION of the RONIGO CANAL
In the neighbourhood of POIANA MAGGIORE

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MEAN CROSS-SECTION of the RONIGO CANAL
In the neighbourhood of POIANA MAGOIORE

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15 January 1944

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SS/PO/6

I N D E X

This report deals with the area indicated in the overleaf namely:

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PANORAMIC Sketch of Rly. Junction at (223292)..... Appendix A

Cross section of ADIGE River near BADIA POLESINE..... " B

Ivo V. Giannini

IVO V. GIANNINI, Capt. A.U.S.
For the Cmdg. Officers
C.S.D.I.C., AFHQ

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Ivo V. Giannini

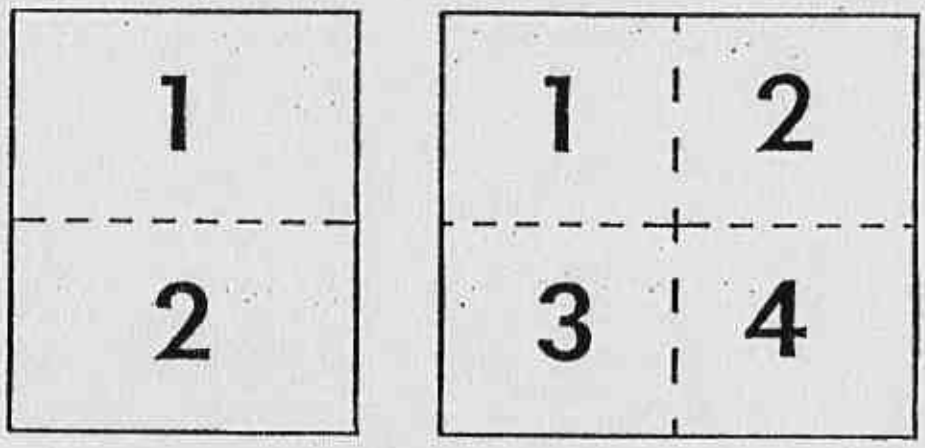
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For the Cmdg. Officers
C.S.D.I.C., AFHQ

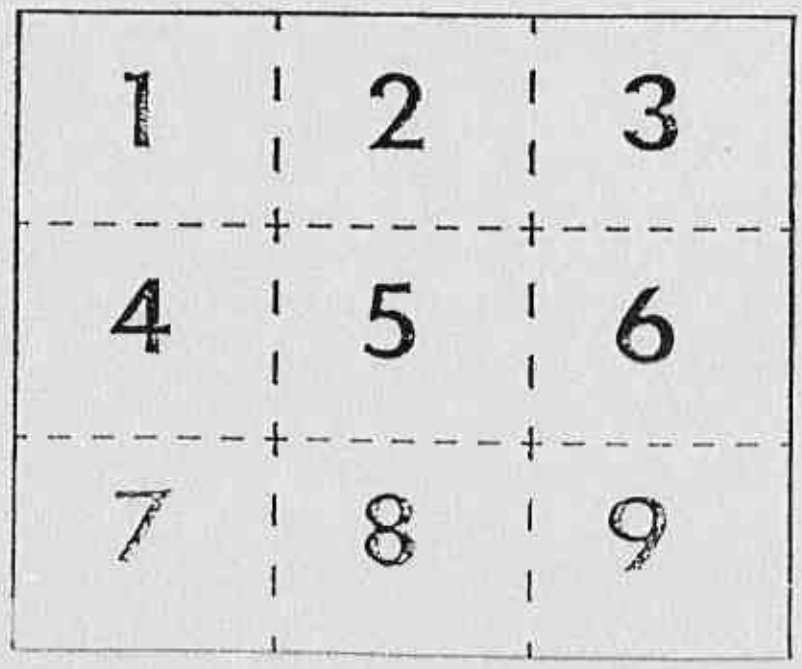
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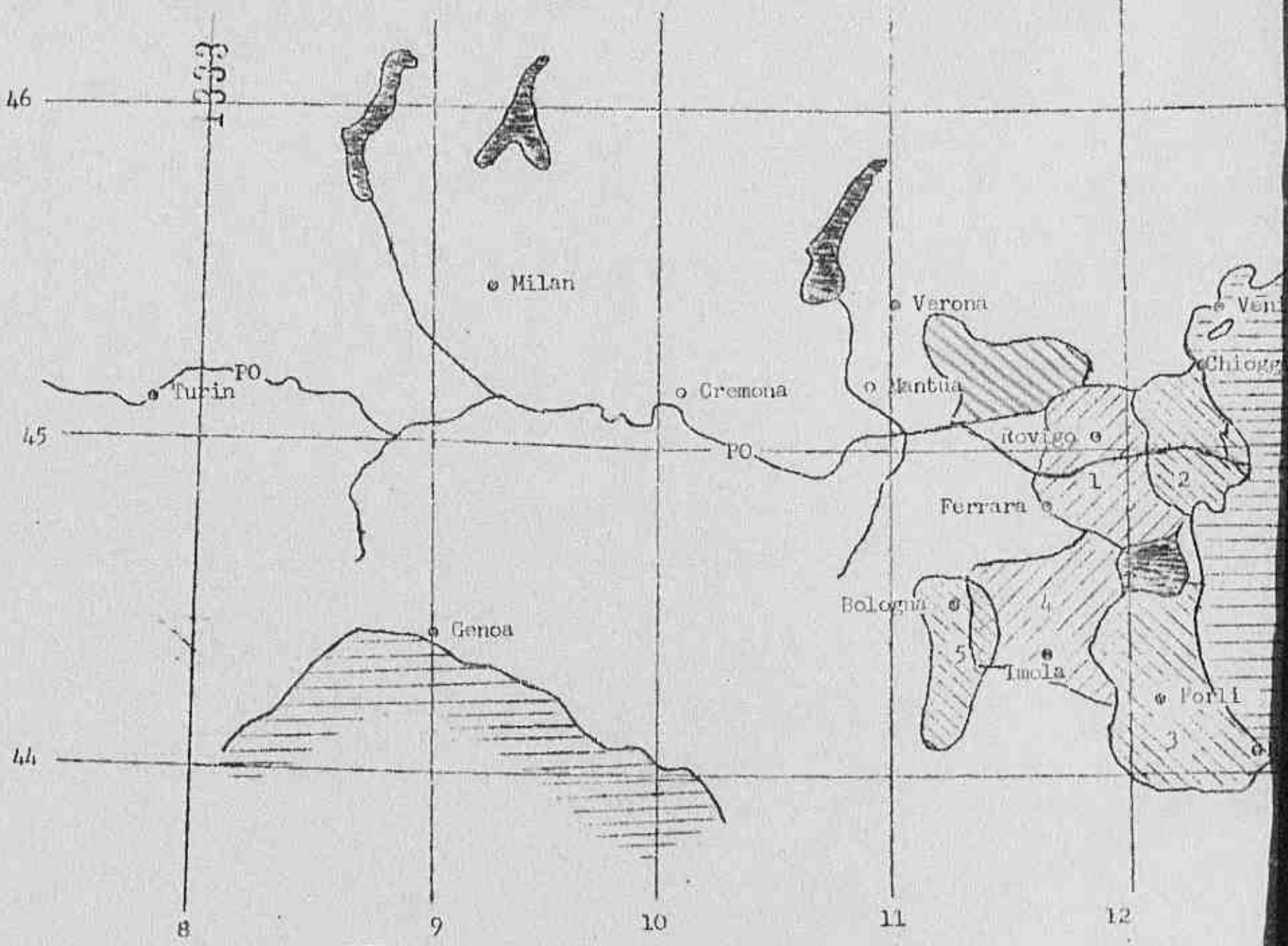
MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.





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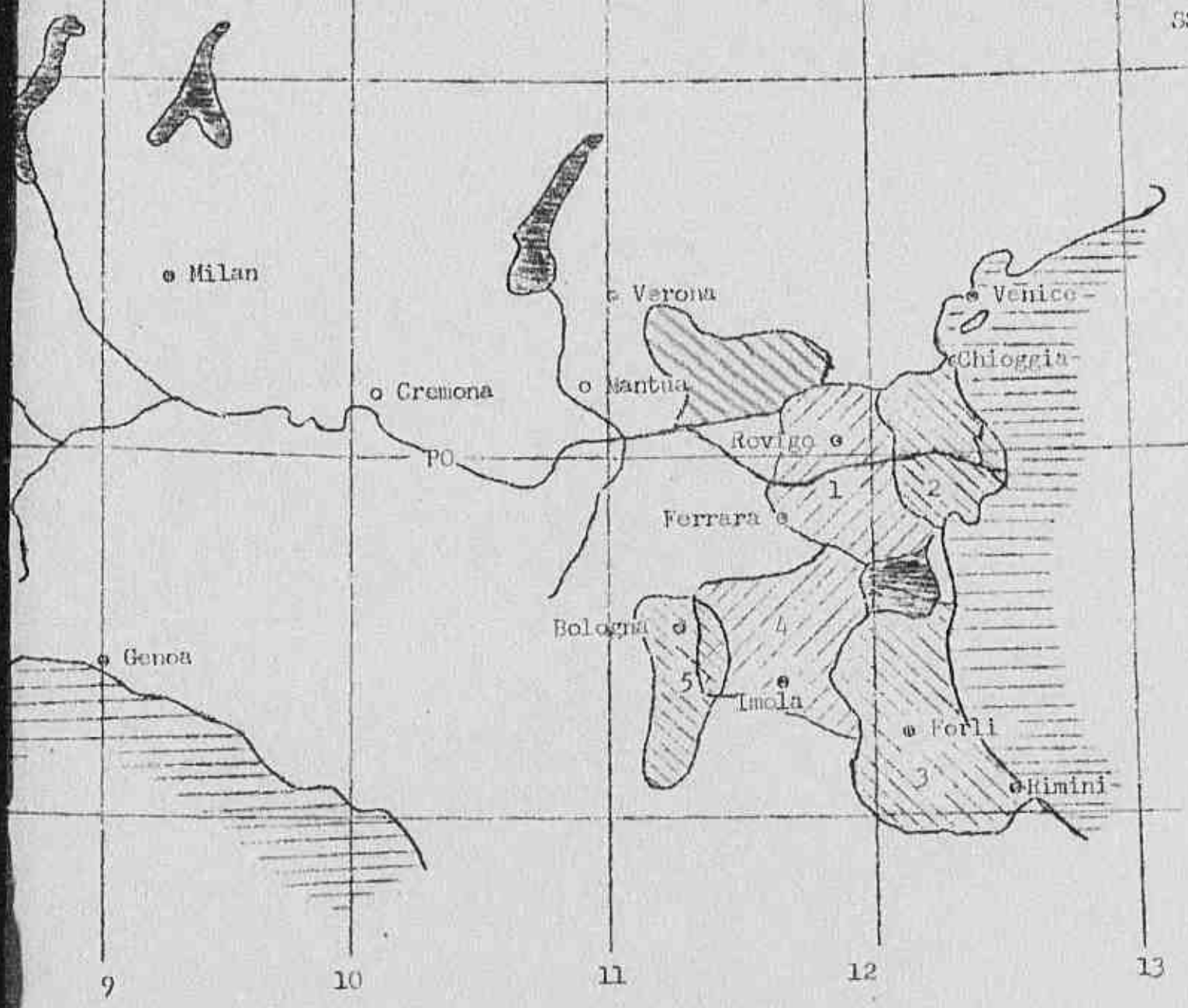


Scale 1:200,000

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SS/PO/6



Approximate areas covered by SS/PO series of reports.

Numbers within areas refer to the Report No.

Area covered by this report is shaded in red.

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MERLARA (990230), URBANA (990250), MONTAGNANA (010300)
And Area (PROV. PADUA)
(Maps used ITALY 1:100,000 Sheets 63, LEGNAGO, and 64, ROVIGO)

1332

A SOURCE

P/W Pte. BRESSAN, ISEO, a 24-year-old farmer, was home last for 15 days ending 5 Jul. 1943. He has traveled considerably, for a farmer, and appears to be observant. He seems,generally, quite reliable.

B TOWNS

a) MERLARA

i) POPULATION
The town has about 1,000 inhabitants, most of whom are farmers.

ii) WATER SUPPLY
Practically all homes draw water from wells; hand pumps are used. There are NO public fountains. The water is potable and sufficient all year round.

iii) ELECTRICITY
Laid on in all homes and streets. A sub-station is located about 100 m. South of the town square. The source is the power station on the main road just East of MONTAGNANA. This power plant also serves URBANA, CASALE DI SCODOSIA (010250) and several other towns in the vicinity.

iv) GAS
None. Wood is used for cooking.

v) SEWERAGE
NO system.

vi) POSTAL FACILITIES
A 1-room, centrally-located P.O. has telephone and telegraph. Mail is delivered twice daily.

vii) GAOL
The CC.RR. barracks in the center of town is a 2-storey, brick building. Personnel consists of 1 W.O. and 4 C.R's.

viii) HOSPITALS
None. A small dispensary, one doctor and one pharmacy.

ix) HOTELS

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[illegible] to be observant. He seems, generally, quite reliable.

B TOWNS

a) MERLARA

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iv) GAS
None. Wood is used for cooking.

v) SEWERAGE
NO system.

vi) POSTAL FACILITIES
A 1-room, centrally-located P.O. has telephone and telegraph. Mail is delivered twice daily.

vii) CACL
The CC.RR. barracks in the center of town is a 2-storey, brick building. Personnel consists of 1 W.O. and 4 O.R's.

viii) HOSPITALS
None. A small dispensary, one doctor and one pharmacy.

ix) HOTELS
None. The DOPOLAVORO, a 2-storey, brick building adjoining the CC.RR. barracks, has 6 rooms used as sleeping quarters, and a large dance floor. It was constructed in 1939. In addition, there are about 4 inns with about 4 rooms each.

x) SCHOOLS
A 2-storey, elementary school has about 10 rooms. It is located next to the buildings in ix, above.

xi) INDUSTRIES
None.

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MERLARA (990230), URBANA (990250), MONTAGNANA (010300) and Area (PROV. PADUA) (Cont.)

b) URBANA

i) POPULATION
Less than 1,000, most of whom are farmers, live in the town.

ii) WATER SUPPLY
Water is drawn from wells adjoining homes. There are NO public fountains. The quality of the water is good; it is never scarce.

iii) ELECTRICITY
Practically all homes and streets have electricity. The source is the power station at MONTAGNANA. (See B,a,iii, above).

iv) GAS
None. Wood serves for cooking and heating.

v) SEWERAGE
None.

vi) POSTAL FACILITIES
A large, 1-room P.O. with telephone and telegraph. Mail is delivered mornings and afternoons.

vii) GAOL
None. Prisoners are taken to CASALE DI SCODOSIA (010250).

viii) HOSPITALS
None. There is one doctor and a small dispensary in the town.

ix) HOTELS
None. An inn, TRATTORIA BORIN, has about 7 rooms.

x) SCHOOLS
One 5-room, elementary school is in the center of the town.

xi) INDUSTRIES
None.

xii) OTHER BUILDINGS
The CASA DEL FASCIO, located in the heart of the town, has a large hall on the ground floor and 5 rooms on the floor above.

c) MONTAGNANA

i) POPULATION
About 6,000 live in the town limits. The majority are farmers;

1331

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iii) ELECTRICITY
Practically all homes and streets have electricity. The source is the power station at MONTAGNANA. (See B,a,iii, above).

iv) GAS
None. Wood serves for cooking and heating.

v) SEWERAGE
None.

vi) POSTAL FACILITIES
A large, 1-room P.O. with telephone and telegraph. Mail is delivered mornings and afternoons.

vii) GAOL
None. Prisoners are taken to CASALE DI SCODOSIA (010250).

viii) HOSPITALS
None. There is one doctor and a small dispensary in the town.

ix) HOTELS
None. An inn, TRATTORIA BORIN, has about 7 rooms.

x) SCHOOLS
One 5-room, elementary school is in the center of the town.

xi) INDUSTRIES
None.

xii) OTHER BUILDINGS
The CASA DEL FASCIO, located in the heart of the town, has a large hall on the ground floor and 5 rooms on the floor above.

c) MONTAGNANA

i) POPULATION
About 5,000 live in the town limits. The majority are farmers; a considerable minority are artisans and shopkeepers.

ii) WATER SUPPLY
Laid on in all homes.

iii) ELECTRICITY
All homes and streets in the town have electricity. The power plant in the town (See B,a,iii, above) supplies neighboring communities. It is owned by the SOCIETA EUGANEA.

iv) GAS
None. Wood is the only fuel; the supply of charcoal was exhausted early in 1943.

v) SEWERAGE
There is an underground system. All homes have W.C's.

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MERLARA (990230), URBANA (990250), MONTAGNANA (010300) and Area (PROV. PADUA) (Cont.)

vi) POSTAL FACILITIES
A 2-room, centrally-located P.O. has telephone and telegraph. Mail is delivered twice daily.

vii) GAOL
A 3-4 storey gaol with subterranean cells is in the center of the town. It is connected to an adjoining CC.RR. barracks, 3-storeys high, which has one lieutenant, one W.O. and about 15 O.R's.

viii) HOSPITALS
A long, 2-storey, general hospital is located on the town's Western outskirts. A new wing was added in 1937.

ix) HOTELS
There are 4-5 small hotels and inns, the largest of which, the MOLINI, has 18 rooms, 24 beds, and one bath.

x) INDUSTRIES
None.

xi) CINEMAS
1) The IMPERO, modernized in 1942, has about 1,000 seats.
2) The CASA DEL POPOLO has about 600 removable seats.
3) The ARENA is a Summer, open-air cinema.

xii) STREETS and ENTRANCES
MONTAGNANA retains its ancient, 3-4 m.-high, masonry walls. Adjoining the walls is a ditch, normally dry, about 2 m. wide and 1 m. deep. There are 4 road entrances into the town: PORTA LEGNAGO on the West, PORTA PADOVA on the East, PORTA VICENZA on the North and PORTA DELLA STAZIONE on the South. The LEGNAGO-PADOVA Road enters and leaves the town through the first 2 gates. It is at least 6 m. wide for its course through the town.

d) TERRAZZO (950230)

i) GAOL
A 2-storey CC.RR. barracks.

ii) HOTELS
A 2-storey, 8-room hotel, and 3 inns with a total of 6 rooms.

iii) OTHER BUILDINGS
The DOPOLAVORO was formerly used as a cinema.

Declassified E.O. 12356 Section 3.3/NND No. 785015

viii) HOSPITALS
A long, 2-storey, general hospital is located on the town's Western outskirts. A new wing was added in 1937.

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d) TERRAZZO (950230)

i) GAOL
A 2-storey CC.RR. barracks.

ii) HOTELS
A 2-storey, 8-room hotel, and 3 inns with a total of 6 rooms.

iii) OTHER BUILDINGS
The DOPOLAVORO was formerly used as a cinema.

e) CASALE DI SCODOSIA (010250)

i) GAOL
The 2-storey CC.RR. barracks is about 4 years old.

ii) HOTELS
The Hotel GIOACCHIN is a 3-storey building with a small restaurant.

f) ESTE

i) HOSPITALS
A general hospital and an old-age home are located in the town.

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MERLARA (990230), URBANA (990250), MONTAGNANA (010300) and Area (PROV. PADUA) (Cont.)

ii) OTHER BUILDINGS
The barracks of the 54th EUGANEA Blackshirt Legion is located in ESTE.

1529

g) LEGNAGO (880260)

i) INDUSTRIES
A sugar-beet refinery is located West of the town. It has several sidings which connect with nearby Rlys.

ii) OTHER BUILDINGS
The depot of a military engineer ponton regiment is located in a 2-storey building near the Rly. station.

C WATERCOURSES

a) ADIGE River, from LEGNAGO to BADIA POLESINE (020140)
The river varies in width between these two points from 100 m. in square (970180) to 250 m. It has earth levees which slope at an angle of about 30 degrees on either side. The levees , which are 5-8 m. above terrain level, are topped with earth roads, 3-4 m. wide, and 1 m.- wide, hard, grassy verges. Terraces 2-4 m. wide are generally found on the inner side of the North levee. The Summer depth averages 3-4 m., although it reaches a maximum of 10 m. at some points. The average Winter depth is 6-7 m. At BEGOSSO (963204) there are 2 wooden ferries in operation, each about 20 m. in length and with a beam of about 5 m. Each ferry can carry 2 heavy trucks loaded to capacity, plus about 20 passengers. They tie up parallel to the banks of the river. From LEGNAGO to BADIA POLESINE the ADIGE is NOT fordable at ANY time of the year. There are NO road bridges between these two points other than those at LEGNAGO and BADIA POLESINE.

b) TARTARO River, from (785176) - (028079)
This river and the MAESTRA Ditch (See C,c,below) carry off most of the water of the rice fields which lie generally West of the OSTIGLIA (740120) - LEGNAGO Rly. They join at (028079) to form the CANALE BIANCO. The TARTARO is about 15 m. wide at water level, and 16-18 m. wide between the tops of its earth levees, which have 1-way, earth, cart roads. The levees are about 2 m. above terrain level. Considerable fishing takes place in the river, and rowboats for transporting supplies, fishing,and passenger crossings are common. NO fords are known.

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several sidings which connect with nearby Rlys.

ii) OTHER BUILDINGS
The depot of a military engineer ponton regiment is located in a 2-storey building near the Rly. station.

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c) MAESTRA Ditch
This ditch is 1-3 m. narrower than the TARTARO, above, but has generally similar characteristics.

d) FRATTA River, from BEVILACQUA (960302) to (030202)

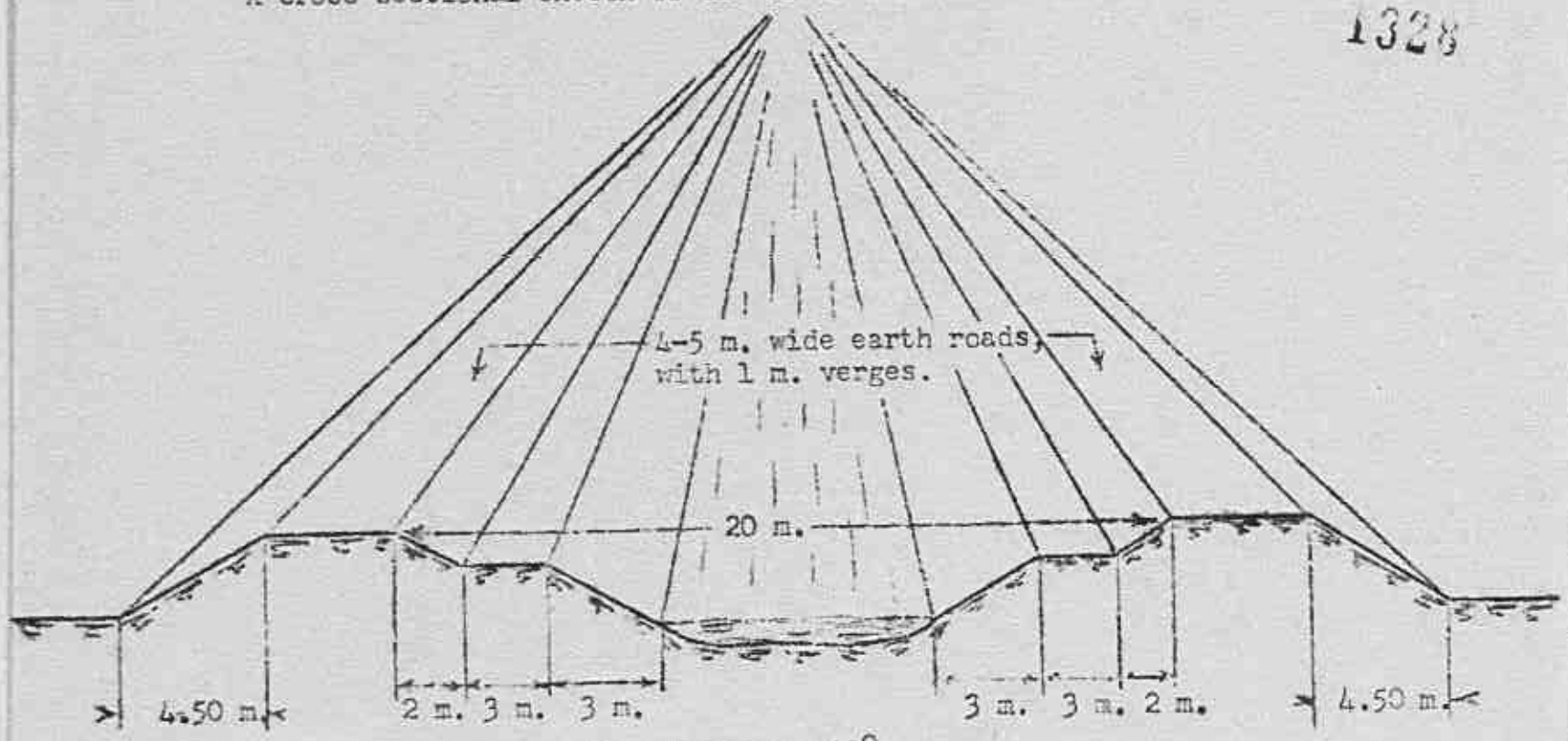
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MERLARA (990230), UBEANA (990250), MONTAGNANA (010300) and Area (PROV. PADUA) (Cont.)

A cross-sectional sketch of the river follows:

1328



All slopes are 30°

The bed consists of gravel and earth. The depth in Winter is about 5 m.; in Summer, 2½ - 3 m.

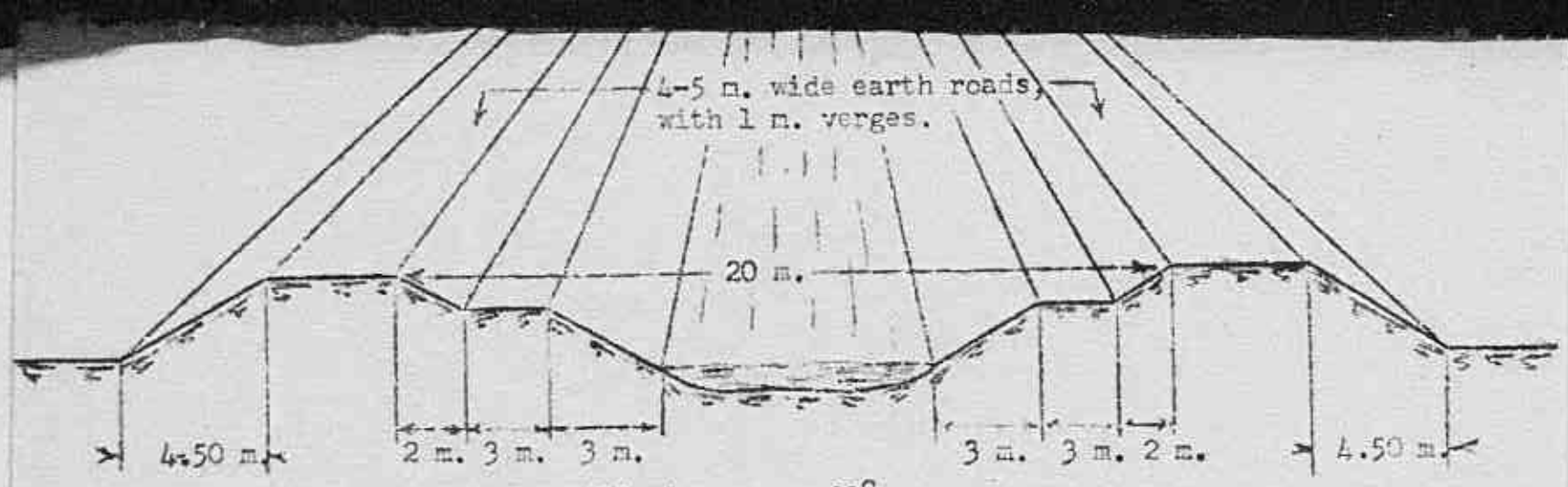
D COMMUNICATIONS

a) ROADS

i) CEREA (811264) - LEGNAGO - MONTAGNANA - ESTE - MONSELICE (230300)
This is an asphalt road varying in width from 6 to 8 m. It is part of State Road No. 10.

a) CEREA - LEGNAGO
The road runs level through flat country for this distance, with 50 sharp curves or bottlenecks. Hard, gravel verges are 1-1½ m. wide. They are planted with plane trees 7-12 m. high, ½-1 m. in diameter and about 10 m. apart. The limbs and foliage of these trees overhang the road, furnishing good cover from aerial observation. Ditches are ½-1 m. deep and vary in width from 1 to 2 m. Deployment onto

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All slopes are 30°

The bed consists of gravel and earth. The depth in Winter is about 5 m.; in Summer, 2½ - 3 m.

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This is an asphalt road varying in width from 6 to 8 m. It is part of State Road No. 10.

a) CEREA - LEGNAGO
The road runs level through flat country for this distance, with NO sharp curves or bottlenecks. Hard, gravel verges are 1-1½ m. wide. They are planted with plane trees 7-12 m. high, ½-1 m. in diameter and about 10 m. apart. The limbs and foliage of these trees overhang the road, furnishing good cover from aerial observation. Ditches are ½-1 m. deep and vary in width from 1 to 2 m. Deployment onto fields cultivated with wheat, maize, sugar-beets, potatoes, vines and scattered fruit trees, is possible. At (872258) there is a level Rly. crossing about ½ m. above the normal level of the road, and protected by steel, swinging gates.

b) LEGNAGO - MONTAGNANA
In LEGNAGO the road turns sharply right, and then left before it crosses the bridge over the ADIGE River at (891262). The second curve may cause a bottleneck, due to its sharpness. The bridge has an over-all length of about 200 m. It is a triple-arch, steel structure with piers of stone and reinforced concrete, and 1½ m.- high stone parapets. The approaches are raised. The roadway is wide, 2-way. There are NO sidewalks.

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MERLARA (990230), URBANA (990250), MONTAGNANA (010300) and Area (PROV. PADUA) (Cont.)

1327

The water level in the stream here is 5-6 m. below the road level when the ADIGE is swollen; otherwise it is about 10 m. below road level. On the East side of the bridge the road curves sharply left; this point is a potential bottleneck. Plane trees, and verges similar to those described in D,a,i,a, above, and stone markers 10 cm. high and spaced 10 m. apart, line the sides of the road. Ditches vary in depth and width from 1 to 2 m. There are NO sharp curves or traffic impediments until RJ (958304) is reached. Here the road turns sharply right and at (961302) it crosses the FRATTA River over a 20 m.- long, single-arch, reinforced concrete bridge at road width. The road enters MONTAGNANA through the West gate (PORTA LEGNAGO), continues straight through the town at the same width (6-7 m.), and leaves by the East gate (PORTA PADOVA).

c) MONTAGNANA - MONSELICE

This section of the road has generally the same characteristics as the sections described in a) and b), above.
At (143291) there is a 20-25 m.- long, single-span, stone bridge over a stream. It is at road width. Traffic must slow down over it because it is elevated in the center and traffic on the side opposite cannot be seen.
At (219287) the road takes a sharp curve to the right, underpasses the Rly. at (218287) with a clearance of approximately 5 m., and then turns sharply left. Both these curves are blind, and are potential bottlenecks. At (223291) the road underpasses another Rly. (See Appendix A).

ii) MONTAGNANA - POIANA MAGGIORE at (042363)

This is a narrow-2-way, tar-surfaced road with 1 m.- wide, grassy verges. On the East side of the road, beyond and adjoining the verge, there is a single-track tram at road level, the tracks of which are NOT flush with the road. (See D.b,v). Ditches, one adjoining tracks on the East side, and the other next to the verge on the West, are 1-1½ m. wide and deep.

iii) LEGNAGO - BADIA POLESINE (820150)

This is a 2-way metalled road maintained in good condition. Its surface is tar, but repairs have been made with gravel. All Rly. crossings are level, the road rising slightly to attain the level of the Rly. embankment (about 50 cm.). Ditches average 1 m. in depth and 2 m. in width. At CASTAGNARO (965177) the road crosses the CANALE DELLA ROSTA, over an 8 m.- long, masonry bridge, at road width. Trees about 4 m. high and 10 m. apart line the 1 m.-

Declassified E.O. 12356 Section 3.3/NND No. 785015

of the road. Ditches very [illegible]
There are NO sharp curves or traffic impediments until PJ (958304) is reached. Here the road turns sharply right and at (961302) it crosses the FRATTA River over a 20 m.- long, single-arch, reinforced concrete bridge at road width. The road enters MONTAGNANA through the West gate (PORTA LEGNAGO), continues straight through the town at the same width (6-7 m.), and leaves by the East gate (PORTA PADOVA).

c) MOTAGNANA - MONSELICE
This section of the road has generally the same characteristics as the sections described in a) and b), above.
At (143291) there is a 20-25 m.- long, single-span, stone bridge over a stream. It is at road width. Traffic must slow down over it because it is elevated in the center and traffic on the side opposite cannot be seen.
At (219287) the road takes a sharp curve to the right, underpasses the Rly. at (218287) with a clearance of approximately 5 m., and then turns sharply left. Both these curves are blind, and are potential bottlenecks. At (223291) the road underpasses another Rly. (See Appendix A).

ii) MONTAGNANA - POLANA MAGGIORE at (042363)
This is a narrow-2-way, tar-surfaced road with 1 m.- wide, grassy verges. On the East side of the road, beyond and adjoining the verge, there is a single-track tram at road level, the tracks of which are NOT flush with the road. (See D,b,v). Ditches, one adjoining tracks on the East side, and the other next to the verge on the West, are 1-1½ m. wide and deep.

iii) LEGNAGO - BADIA POLESINE (620150)
This is a 2-way metalled road maintained in good condition. Its surface is tar, but repairs have been made with gravel. All Rly. crossings are level, the road rising slightly to attain the level of the Rly. embankment (about 50 cm.). Ditches average 1 m. in depth and 2 m. in width. At CASTAGNARO (965177) the road crosses the CANALE DELLA ROSTIA over an 8 m.- long, masonry bridge, at road width. Trees about 4 m. high and 10 m. apart line the 1 m.- wide, earth verges.

iv) MERLARA - BEGOSSO (963203)
This is a metalled, gravelled, narrow-2-way road. At (983220) it crosses a 15 m.-long, weak, wooden bridge, at road width. For a vehicle and passenger ferry across the ADIGE at BEGOSSO, see C,a,above.

v) URBANA - SAN SALVARO (966271) - PORTO LEGNAGO (892263)
This road is similar to the road in iv), above. At (969271) it crosses the FRATTA over a 15 m.- long bridge of reinforced concrete, at road width.

vi) MERLARA - TERRAZZO - PORTO LEGNAGO
This road is similar to the road in iv), above. At (979236) it crosses the FRATTA over a 15 m.- long double-arch, brick bridge, at road width.

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MERLARA (990230), URBANA (990250), MONTAGNANA (010300) and Area (PROV. PADUA) (Cont.)

1326

vii) MONTAGNANA - URBANA - MERLARA - CASTELBALDO (square 990179)
This road is metalled, and surfaced with crushed stone and gravel which has been rolled smooth. It is wide 2-way, and drains well; ditches are 1-1½ m. in width and depth. A bus line runs along this road, continuing to BADIA POLESINE (020140), where there is a bus depot. At (000203) it crosses over a double-arch, 15 m.- long, brick bridge, at road width.

viii) CASALE DI SCODOSIA (010250) - OSPEDALETTO (102283)
This road is similar to vii), above.

ix) Other secondary roads in the area dealt with in this report are generally narrow-2-way, metalled, and gravel-surfaced.

b) RAILWAYS

i) CEREA (810260) - LEGNAGO - MONTAGNANA - MONSELICE
This is a single-track, standard gauge, steam Rly. with wooden sleepers. It runs along an embankment generally 30-50 cm. high. At (872258) there is a level crossing. (See D,a,i, above). At (960300) it crosses the PRATTA over a 20 m.- long steel bridge. From OSPEDALETTO (001287) to MONSELICE station it runs on an embankment varying from 2 to 5 m. in height. For crossings at (219288) and (223292) see Appendix A.

ii) OSTIGLIA (740120) - LEGNAGO - MONTAGNANA (910314)
This is a single-track, steam, standard-gauge line. It crosses the PO River near OSTIGLIA at (746116) over a steel bridge, 400-450 m. long. At the OSTIGLIA station there are 5 sidings. NE of OSTIGLIA the Rly. passes through a rice field. It also crosses several streams and divert over steel bridges. It crosses the TARTARO at (765178) over a 50-60 m.- long, steel bridge. From OSTIGLIA to LEGNAGO it runs along an embankment about 2 m. high. At the LEGNAGO station there are 6-7 sidings. At (890257) there is a level crossing with steel drop arms. The bridge over the ADIGE is more than 200 m. long, steel, and double-track. At (913299) there is a level crossing.

iii) ROVIGO (250120) - MONSELICE
This is a double-track, steam, standard-gauge line. At (249145) it crosses the ADIGE over a 200 m.- long, steel bridge. From ROVIGO to short SANT'ELENA (200249) it runs level with the terrain; thereafter it runs along an embankment about 2 m. high, until it approaches the overpass at (223292),

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double-arch, 15 m.- long, brick bridge. [illegible]

viii) CASALE DI SCODOSIA (010250) - OSPEDALETTO (102233)
This road is similar to vii), above.

ix) Other secondary roads in the area dealt with in this report are generally narrow-2-way, metalled, and gravel-surfaced.

b) RAILWAYS

i) CEREA (810260) - LEGNAGO - MONTAGNANA - MONSELICE
This is a single-track, standard gauge, steam Rly. with wooden sleepers. It runs along an embankment generally 30-50 cm. high. At (872258) there is a level crossing. (See D,e,i, above). At (960300) it crosses the FRATTA over a 20 m.- long steel bridge. From OSPEDALETTO (101287) to MONSELICE station it runs on an embankment varying from 2 to 5 m. in height. For crossings at (218288) and (223292) see Appendix A.

ii) OSTIGLIA (740120) - LEGNAGO - VERONA (010314)
This is a single-track, steam, standard-gauge line. It crosses the PO River near OSTIGLIA at (740116) over a steel bridge, 400-450 m. long. At the OSTIGLIA station there are 5 sidings. NE of OSTIGLIA the Rly. passes through a rice field. It also crosses several streams and divers over steel bridges. It crosses the TARTARO at (765176) over a 50-60 m.- long, steel bridge. From OSTIGLIA to LEGNAGO it runs along an embankment about 2 m. high. At the LEGNAGO station there are 6-7 sidings. At (890257) there is a level crossing with steel drop bars. The bridge over the ADIGE is more than 200 m. long, steel, and double-track. At (913286) there is a level crossing.

iii) ROVIGO (250120) - MONSELICE
This is a double-track, steam, standard-gauge line. At (249145) it crosses the ADIGE over a 300 m.- long, steel bridge. From ROVIGO to about SANT'ELENA (200240) it runs level with the terrain; thereafter it runs along an embankment about 2 m. high, until it approaches the overpass at (229292), for a sketch of which, see Appendix A.

iv) LEGNAGO - BADIA POLESINE
This is a single-track, standard-gauge, steam Rly. It runs on an embankment of about 50 cm. All road crossings are level.

v) MONTAGNANA - POLESINA MAGGIORE (042053)
This is a single-track, standard-gauge, steam tramway which runs along the East side of the road. (See D,a,ii,above).

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MERLARA (990230), URBANA (990250), MONTAGNANA (010300) and Area (PROV. PADUA) (Cont.)

E TOPOGRAPHY

1325

a) COUNTRYSIDE
The area encompassed in this report consists of level, flat country. There are comparatively few trees in the MONSELICE area; trees and occasional small woods are common in the MERLARA region. North of OSTIGLIA there are extensive rive fields which make cross-country movement of vehicles impossible. South of LEGNAGO and West of BADIA POLESINE, between the PO and the ADIGE, the large number of streams and drainage ditches would confine vehicles to the roads in most places.

b) The principal products of the area are wheat, maize, potatoes, rice and tomatoes.

F ECONOMIC

Most grist mills in the area are electrically - driven. There is an especially large mill on the main road just East of MONTAGNANA. There is a large AMBASSO in MONTAGNANA, where wheat brought 150 lire per quintal in early July, 1943. Payments were made by checks which could be cashed only after 1-1½ months'delay.

G MILITARY

a) BUILDINGS AND DEPOTS
(See ESTE, B, f, ii, and LEGNAGO, B, g, ii).

b) The ponton regiment stationed in LEGNAGO used to practice building ponton bridges across the ADIGE between the road and Rly. bridges at LEGNAGO.

H PERSONALITIES - POLITICAL AND ECONOMIC (July 1943)
(See ITALY, Zone Handbook No. 13, Part III).

a) MERLARA

i) PIVA, EMILIO, was communal secretary. He was NOT very well liked.

ii) BILLA, FERDINANDO, is NO longer political secretary.

iii) CAGNONI is the name of 2 brothers who were large landowners. One, a Jew, was forced to flee; the other, a Catholic, remains. Both were well-liked.

iv) DON ALBINO has replaced RIZZO, CARLO as parish priest.

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places.

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b) The ponton regiment stationed in LEGNAGO used to practice building ponton bridges across the ADIGE between the road and Rly. bridges at LEGNAGO.

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ii) BILLA, FERDINANDO, is NO longer political secretary.

iii) CAGNONI is the name of 2 brothers who were large landowners. One, a Jew, was forced to flee; the other, a Catholic, remains. Both were well-liked.

iv) DON ALBINO has replaced RIZZO, CARLO as parish priest.

v) ZARA, a wealthy landowner, is well-liked.

b) URBANA

i) BALDISEROTTO owns half the land in and around URBANA. He is well-liked.

ii) SANTI, VITTORIO, the mayor, is corrupt and intensely disliked.

iii) SAGGIORO, a SQUADRISTA, is head of the workers' syndicate, and NOT political secretary. He is hated by the people.

iv) PADOVAN, ANTONIO is communal secretary.

v) GINESIO is an arrogant, hated fascist.

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MERLARA (990230), URBANA (990250), MONTAGNANA (010300) and Area (PROV. PADUA) (Cont.)

Ne recently returned from YUGOSLAVIA, where he served as an officer in the blackshirt militia.

vi) CALORE, SALVATORE, the town priest, is esteemed by the people. 1324

I GENERAL

In the area (002170) - (010164), construction had been going on for about 4 years, beginning in 1934, on a cement and brick building, 35 x 35 m., and 8-9 m. high, which housed machinery and an electric sub-station. There are 2 cast-iron pipes nearby, about 70 cm. in diameter, which lead to the ADIGE. It apparently has NOT been used for irrigation purposes.

J.D.

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BOVOLONE and DISTRICT (PROV. VERONA)
(Maps used ITALY 1:100,000, Sheets 48 PESCHIERA, 49 VERONA, 63 LEGNAGO)

A SOURCE

1323

Cpl. LUCCHI, Calisto - draughtsman, 24 years old, was called up in Mar. 1940 from BOVOLONE, his native village and home. He was last home in Feb. 1943. His profession has afforded him special training in reading maps and judging distances. He seems quite intelligent, very cooperative and generally reliable.

B TOWN

a) BOVOLONE (PROV. VERONA)

i) POPULATION
1650 in the village, 7000 in the commune. Mostly farmers and artisans, with farmers in the majority.

ii) WATER SUPPLY
Water is NOT laid on in homes. It is obtained from natural underground sources, at a depth of 22-25 m., through wells and hand pumps. Most houses have their own well and hand pump. There are also public fountains in the streets. Water is plentiful and very good, and has never failed.

iii) ELECTRICITY
P/W thinks that power comes from SAN GIOVANNI LUPATOTO (690475), but is NOT certain. Wires in the village are strung on brackets attached to buildings. There are 2 sub-stations in the village. In addition, 4 other sub-stations outside the village are located approximately at (757346), (738342), (743334), and at (731329).

iv) GAS
None. Wood or charcoal is used for cooking and heating.

v) SEWERAGE
There are W.C.'s in every dwelling. The sewerage is taken in tubs on lorries once every week or two, and emptied into nearby fields. There are cement sewer-pipes, at most 50 cm. in diameter, underground for water drainage only. This system empties into the MENAGO River.

vi) POSTAL FACILITIES
The Post Office is on the Main Square. Mail is delivered twice

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and generally reliable.

E TOWN

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i) POPULATION
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iv) GAS
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v) SEWERAGE
There are W.C.'s in every dwelling. The sewerage is taken in tubs on lorries once every week or two, and emptied into nearby fields. There are cement sewer-pipes, at most 50 cm. in diameter, underground for water drainage only. This system empties into the MENAGO River.

vi) POSTAL FACILITIES
The Post Office is on the Main Square. Mail is delivered twice daily. Telephone and telegraph service is available.

vii) GAOL
There is a CC.RR. station, a 2-storey building, 13 m. x 9 m., manned by one W.O and 4 O.R.'s. The CC.RR. station has temporary holding cells. Prisoners are usually sent to the gaol at ISOLA DELLA SCALA.

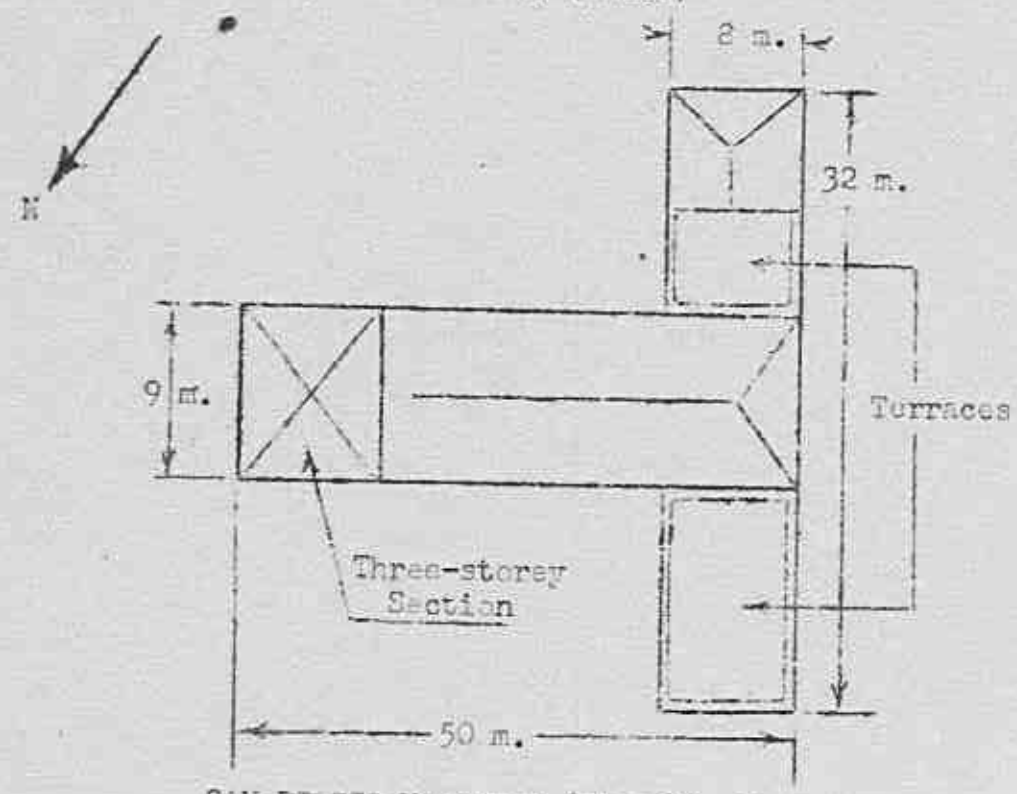
viii) HOSPITAL
There is a hospital(OSPEDALE SAN BIAGIO) at (742340), part of which is used as a Home for the Aged. It is a 2-storey, brick structure, with a 3-storey section. It includes surgical, convalescent and radiological rooms.

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BOVOLONE and DISTRICT (PROV. VERONA) (Cont.)

1322



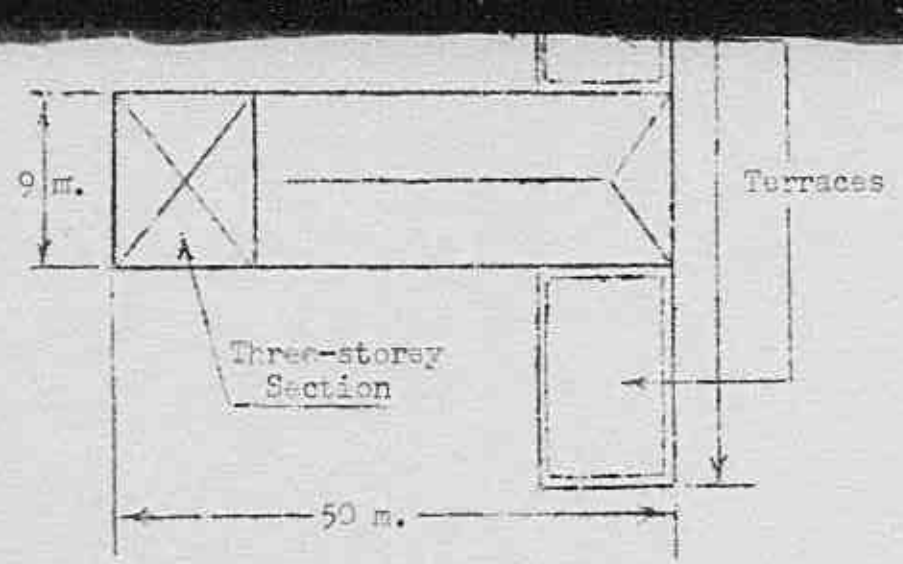
SAN BLAGIO Hospital (Plan View)

ix) HOTELS
The main hotel is the FENICE, having about 10 rooms, owned by a Mr. SIGNORETTO. In addition, there are 7 or 8 restaurants offering some accommodation (20-25 rooms in all).

x) SCHOOLS
a) An elementary school for boys at (740340), is 2 storeys high, 35x15 m., and holds about 300-400 pupils.
b) An elementary school 30x13 m., for girls, holds about 200 pupils.
c) A kintergarten, comprising 5 rooms and a large hall, stands next to the elementary school for girls, and holds about 150 children. It is 30 m long.

xi) INDUSTRIES
a) The DITTA ZAGO ROMANO, at (744336), manufactures munition cases, etc. for the government, and employs about 200 workers.
b) A former oil refinery now employs about 20 girls to can and preserve vegetables.
c) A tobacco-curing establishment at (743335) employs about

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SAN BIAGIO Hospital (Plan View)

ix) HOTELS
The main hotel is the FENICE, having about 10 rooms, owned by a Mr. SIGNORETTO. In addition, there are 7 or 8 restaurants offering some accommodation (20-25 rooms in all).

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c) A kintergarten, comprising 5 rooms and a large hall, stands next to the elementary school for girls, and holds about 150 children. It is 30 m. long.

xi) INDUSTRIES
a) The DITTA ZAGGO ROSLNO, at (744336), manufactures munition cases, etc. for the government, and employs about 200 workers.
b) A former oil refinery now employs about 20 girls to can and preserve vegetables.
c) A tobacco-curing establishment at (743335) employs about 100 girls in season.
d) A tobacco-curing establishment at (746335) also employs about 100 girls.
e) A motor-repair shop, for mechanical parts, consists of two buildings on opposite sides of the road, at (738342). One of these buildings is 30-35 m. long and 10-12 m. wide. The other, is about 12x15 m. Both are one-storey structures.
f) There is a small vegetable-canning establishment employing about 15 girls.
g) There are several other tobacco-curing establishments in the area as follows:
i) at (715359)- two large buildings, one a 3-storey and the other a 2-storey structure.
ii) at (743401).
iii) at (754378).
iv) from (685280) to (684283). (several buildings).

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BOVOLONE and DISTRICT (PROV. VERONA) (Cont.)

xii) OTHER STRUCTURES

a) Town Hall: The town hall is a 2-storey, brick building, 10m. x8m., located in the Main Square. 1321

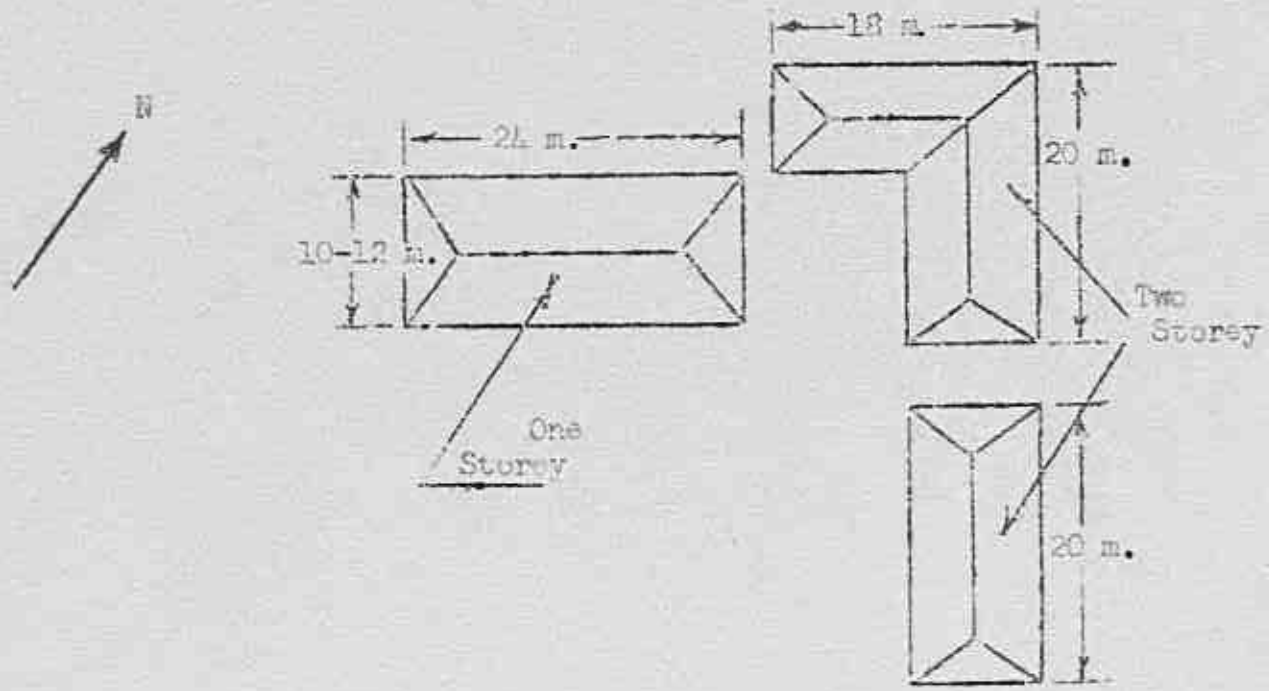
b) The CASA DEL FASCIO, at (740339), is a 3-storey, brick building, L-shaped, both wings about 25 m. long, and 8-10 m. wide.

c) THEATRES

1) TEATRO PARROCCHIALE, a cinema, at (742339), a 2-storey, brick building, 10m. x 25m., with removable chairs.

2) TEATRO COMUNALE, a cinema, at (744337). It is a 2-storey, brick building about 20m. x 8m., with removable chairs.

d) The AMMASSO FRUMENTARIO (storehouse for grain), at (741340) consists of three, yellow, brick buildings, with tiled roof. See sketch below.



xiii) PERSONALITIES

a) Mayor Di PIETRO, URBANO Professed fascism- NOT popular, was accepted with resignation by the villagers.

b) Fascist Party Sec. BILLINATO- active man, about 33, NOT very popular.

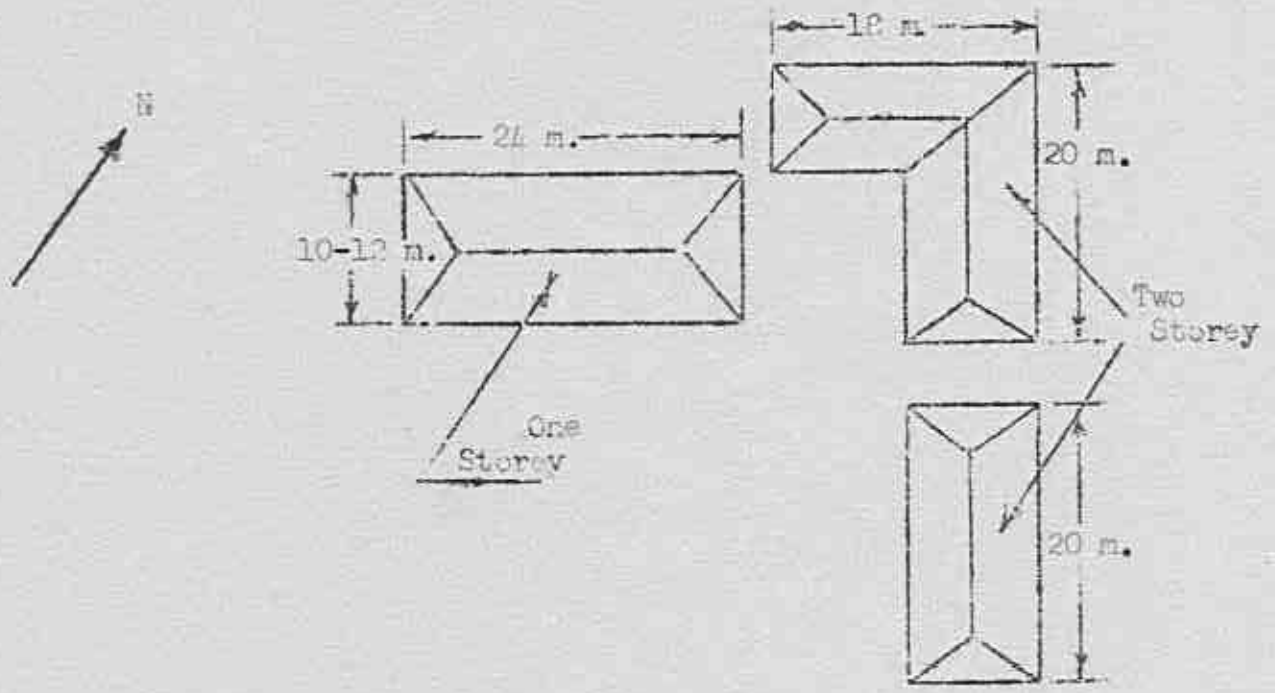
c) Town Sec. MOTONDINI, LL.B.- Not very popular.

d) Parish priest, PAZZO, Bartolomeo, NOT too popular.

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brick building about 20m. x 8m., with removable chains.

d) The AMASSO FRUMENTARIO (storehouse for grain), at (741340) consists of three, yellow, brick buildings, with tiled roof. See sketch below.



xiii) PERSONALITIES

a) Mayor Di PIETRO, URBANO Professed fascism- NOT popular, was accepted with resignation by the villagers.

b) Fascist Party Sec. BILINATO- active man, about 33, NOT very popular.

c) Town Sec. ROTONDINI, LL.D.- Not very popular.

d) Parish priest, PEZZO, Bartolomeo, NOT too popular.

P/W's statements on a,b,and c, above do NOT wholly agree with ITALY, ZONE HANDBOOK NO. 13, Part III page 62, BOVOLONE.

b) ISOLA DELLA SCALA

i) POPULATION

About 2,930 in the village, about 10,000 in the commune.

ii) WATER SUPPLY

Water is drawn from wells with hand pumps or pails. Most houses have their own well. There are also public fountains. The water is good and plentiful.

iii) ELECTRICITY

There is electricity in houses and streets. Wires in the village are strung on iron brackets attached to buildings.

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BOVOLONE and DISTRICT (PROV. VERONA) (Cont.)

1329

iv) GAS
None.

v) SEWERAGE
Same as B, a, v.

vi) POSTAL FACILITIES
There is a post-office. Telephone and Telegraph services are available.

vii) GAOL
The gaol, at (655357) is a 70m. x 14m., 3-storey, brick building. The lower floors are used as municipal offices.

viii) HOSPITALS
There is a hospital at (654353). It is a semicircular structure.

ix) HOTELS
There are several restaurants with rooms. About 25 rooms are available in the town.

x) SCHOOLS
There are two school buildings at (652353).

xi) OTHER STRUCTURES
a) TEATRO PARROCCHIALE: This is a single-storey cinema at (652357).
b) TEATRO COMUNALE: A cinema located at (654357).

c) VILLAFONTANA (714380)

This is a small village with a population of about 300. There is a 2-storey school, 10m. x 23m. The village has a church, and NO CC.RR.

d) SANGUINETTO (763254)

This is a village with a population of about 2,000. Its general features are similar to BOVOLONE. In the middle of the village there stands an old castle, part of which is now used as a cinema. The chairs are removable, and the cinema is also used as a dance hall. The dance floor is about 22m. x 12m. The castle is about 2-storey high, about 50m. x 50m. It is topped by turrets, and is surrounded by a moat with drew-bridge. It is the highest building in the village
There is a sugar-refinery at (762259).

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available.

vii) GACL
The gacl, at (655357) is a 70m. x 14m., 3-storey, brick building. The lower floors are used as municipal offices.

viii) HOSPITALS
There is a hospital at (654353). It is a semicircular structure.

ix) HOTELS
There are several restaurants with rooms. About 25 rooms are available in the town.

x) SCHOOLS
There are two school buildings at (652353).

xi) OTHER STRUCTURES
a) TEATRO PARROCCHIALE: This is a single-storey cinema at (652357).
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There is a sugar-refinery at (762259).

C WATERCOURSES

The area considered is covered by numerous irrigation and drainage canals, running in a NW - SE direction, and connected by lateral canals, all forming a network. Numerous small bridges cross these canals.

a) RIVER MENAGO
From (710379 to (784297)
This is a perennial river, averaging about 8 m. in width. The depth of the river bed, below the top of the levees, is about 3 m. In Summer, the water depth is about 1.80 m. After a rainfall it rises to as much as 3 m. Average Winter depth is 2.20 m. The bed is of earth and quite muddy.
The levees are made of earth.

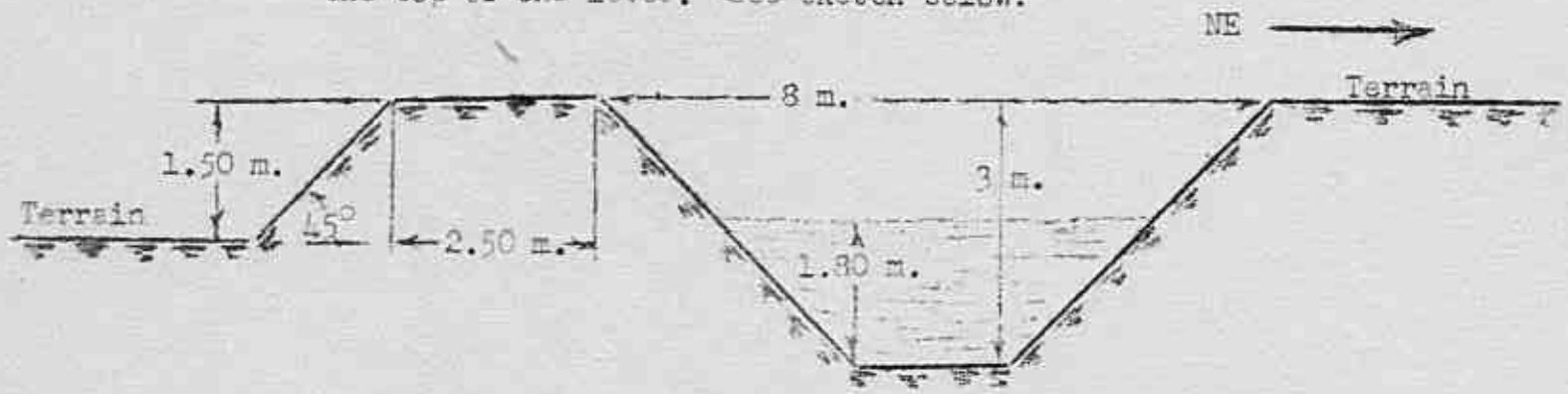
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1319

On the SW side there is an unmetalled, earth-road, about 2.50 m. wide on top of the levee, and the terrain is about 2.20 m. below the outside edge of it. On the NE side, the terrain is level with the top of the levee. See sketch below:



There are small grist mills, water driven, at (713378), (729349), (740335) and (784297).
The river is dredged about every 5 years, at which times the current is cut off by sluices at a point NW of (710379). The current can also be blocked and diverted at the mills by dropping wooden blades vertically into iron posts set in the river bed.
The current is very slow, about 4 km. per hr., but acquires a speed of about 12 km. at points where it falls to run the mills. The greatest water depth is near the mills, where there are water-holes 6-7 m. deep.
At (736341) there is a small one-arch, masonry bridge, 3-4 m. wide. Below the bridge the water flows over a cement block in the bed of the river, and the level of the bed drops 30 cm.-40cm. The depth of the water as it flows over the cement block is only 20-25 cm. The height of the top of the arch above the water is about 1.50 m.
Small fishing boats, 3.5 m. long, 1 m. wide and 50 cm. draft (capacity: 4 persons) are used on the river between (703378) and (784297) but they cannot pass the mills or the bridge mentioned above.
These boats are moored anywhere offshore, and tied to trees on the NE levee.

b) MENAGHETTO Canal
This canal is 2.50 - 3 m. deep and about 3.50 m. wide. The banks are vertical.

c) MILANI Canal (668484)
This canal is about 16 m. wide, the banks rise 3-4 m. above water level, and it carries water all the time. It has masonry banks.

d) GIULIARI Canal (659613)

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These boats are moored anywhere offshore, and tied to trees on the NE levee.

b) MENAGHETTO Canal
This canal is 2.50 - 3 m. deep and about 3.50 m. wide. The banks are vertical.

c) MILANI Canal (668424)
This canal is about 16 m. wide, the banks rise 3-4 m. above water level, and it carries water all the time. It has masonry banks.

d) GIULIARI Canal (652512)
This canal is about 20-22 m. wide, with cemented stone banks which are from 5 to 6 m. above water level.

e) CONSORZIO ALTO AGRO VERONESE Canal
This canal is about 8 m. wide and 5 m. deep, with cemented stone banks that slope at an angle of 70°. The water flow is intermittent.

D COMMUNICATIONS

a) ROADS

i) BOVOLONE - CEREA (810266)
This is a metalled, tar-surfaced road, about 5 m. wide, with hard earth verges, 80 cm. wide, on either side. Drainage ditches, about 1.30 m. deep and 1½-2 m. wide flank it most of the way.

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BOVOLONE and DISTRICT (PROV. VERONA) (Cont.)

On the SE end of the Main Square in BOVOLONE the road curves around a side-walk cafe, which partially conceals opposite traffic.
There is a level Rly. crossing at (747334) protected by swinging bars.
A road-wide, one-arch, masonry bridge at (760320) crosses a stream 2½ m. wide and 2 m. deep. Immediately SE of this point there is a side-road with bridge over the MENAGO River at (761319).
Along the stretch (770315)-(782301) on the SW side, the drainage ditch is replaced by stone pillars 60-70 cm. high, and about 3-4 m. apart.
There is a one-arch masonry bridge at (772314) over a ditch which P/W remembers vaguely as being shallow.
The road descends by a very gentle slope from (783300) to (785297), and rises again by a gentle slope from (785297) to (790291).

ii) VERONA - BOVOLONE
This road is the continuation of the stretch BOVOLONE - CEREA described under (i). It is metalled, tar-surfaced, about 5 m. wide, with verges 80 cm. wide on either side. Ditches about 1.30 m. deep and 1½ to 2 m. wide follow it nearly all the way on both sides. It is lined intermittently with trees on the outside edges of the ditches, (mostly peach trees and wire-trained vineyards).
There are bridges at (652512), crossing the GIULIARI Canal, and at (668484), crossing the MILANI Canal. One is cement-covered, one-arch stone bridge, with stone parapets about 1.20 m. high. The other is an iron bridge, about 16 m. long, with iron railings about 1.80 m. high. P/W does NOT remember which bridge crosses which canal.
An iron foot path, about 1.50 m. wide, flanks the road on the SW side over the iron bridge. The road is raised slightly above the foot-path. An iron railing about 1.80 m. high, separates the path from the road.
On the SW side of the road, from (651514) to (652511) there is a cement ditch, 2 m. deep and 1½ - 2 m. wide.
There is a 1-arch masonry bridge at (651514) over a ditch.
At (686451) there is a single-arch bridge over a canal 5 m. deep and 8 m. wide approximately, whose cemented stone banks have a slope of about 70°. This is an intermittent stream.
On the SW side, from (702417) to (698426), a 3-6 m. -deep ditch FOSSA-PALAZZOLI flanks the road. The ditch is dry in Summer and, P/W believes, in Winter also. Plane trees and poplars about 10 m. apart, line the road on the exterior edge of this ditch from (702427) to (704406).
The road rises by a very gentle slope from (702415) to (706395).

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Along the stretch (770315)-(782301) on the SW side, the drainage ditch is replaced by stone pillars 60-70 cm. high, and about 3-4 m. apart.
There is a one-arch masonry bridge at (772314) over a ditch which P/W remembers vaguely as being shallow.
The road descends by a very gentle slope from (783300) to (785297), and rises again by a gentle slope from (785297) to (790291).

ii) VERONA - BOVOLONE
This road is the continuation of the stretch BOVOLONE - CEREA described under (i). It is metalled, tar-surfaced, about 5 m. wide, with verges 80 cm. wide on either side. Ditches about 1.30 m. deep and 1½ to 2 m. wide follow it nearly all the way on both sides. It is lined intermittently with trees on the outside edges of the ditches, (mostly peach trees and wire-trained vineyards).
There are bridges at (652512), crossing the GIULIANI Canal, and at (668484), crossing the MILANI Canal. One is cement-covered, one-arch stone bridge, with stone parapets about 1.20 m. high. The other is an iron bridge, about 16 m. long, with iron railings about 1.80 m. high. P/W does NOT remember which bridge crosses which canal.
An iron foot path, about 1.50 m. wide, flanks the road on the SW side over the iron bridge. The road is raised slightly above the foot-path. An iron railing about 1.80 m. high, separates the path from the road.
On the SW side of the road, from (651514) to (652511) there is a cement ditch, 2 m. deep and 1½ - 2 m. wide.
There is a 1-arch masonry bridge at (651514) over a ditch.
At (686451) there is a single-arch bridge over a canal 5 m. deep and 8 m. wide approximately, whose cemented stone banks have a slope of about 70°. This is an intermittent stream.
On the SW side, from (702417) to (698426), a 3-4 m. -deep ditch FOSSA-PALAZZOLI flanks the road. The ditch is dry in Summer and, P/W believes, in Winter also. Plane trees and poplars about 10 m. apart, line the road on the exterior edge of this ditch from (702417) to (704406).
The road rises by a very gentle slope from (702415) to (706395), descends by an equal slope from (706395) to VILLA FONTANA and rises again from VILLA FONTANA to a wide S-curve at (717368). Opposite traffic cannot be seen at this point due to mulberry trees and plane trees which border the curve. From (717368) to BOVOLONE the gradient is about ½° down hill.
Near (714381) the road lies above the level of the stream banks, has a ditch and a gentle slope running down to the river from the ditch. Between (729350) and (732347) the ditch ceases, and continues again past the latter point.
On the NE side, between VILLA FONTANA and BOVOLONE, the ground sinks about 2 m. below the road, with a slope of about 30°.
At (738342) there is a single-arch, stone bridge, with iron railings. The bridge is about 5 m. long, and crosses a canal 3 m. deep, with 45° banks.

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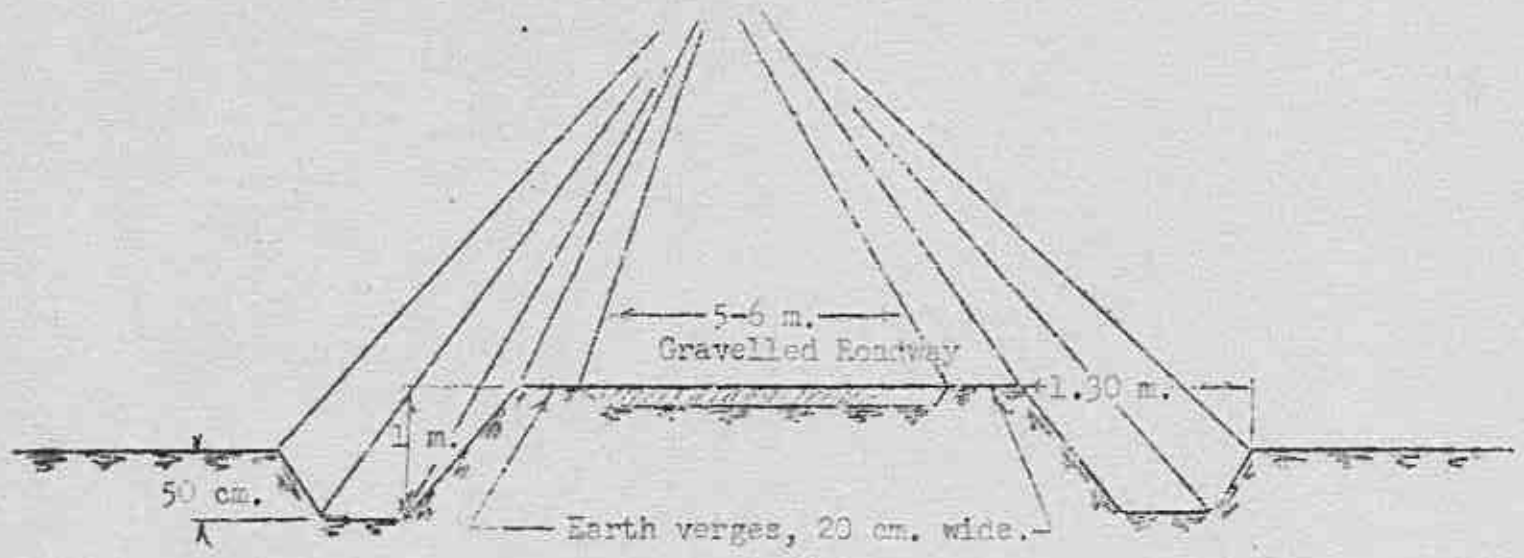
BOVOLONE and DISTRICT (PROV. VERONA) (Cont.)

iii) BOVOLONE - RJ (730332) - ISOLA DELLA SCALA (654358)

This is a gravel - surfaced, metalled road, 5-6 m. wide, with 20 cm. verges on either side, except for a 7 m. wide stretch from BOVOLONE to a level Rly. crossing at (737334). There are drainage ditches on both sides of the road, discontinued in stretches, varying in width from 1.30 to 2.50 m. and in depth from 50 cm. to 2 m.

There is a road-wide, single-arch masonry bridge at (739335) where the road crosses the MENAGO River.

At (740355) and at (737355) the ground is about 2.5 m. above road level, and slopes to the level of the road in the center of these two points. West of (737355) the terrain lies about 50 cm. below the road. Here the ditches are 1.30 m. wide and 1 m. deep, as shown in the sketch below:



Between the Rly. crossing at (737355) and the CR at (733333) a small field, bounded South by the road and North by the Rly., is occasionally flooded by water from the ditch on the North side. There are road wide, single-arch masonry bridges at (732333) and at (731332).

At (734333), where the road curves Southward, opposite traffic cannot be seen because of trees that line the curve.

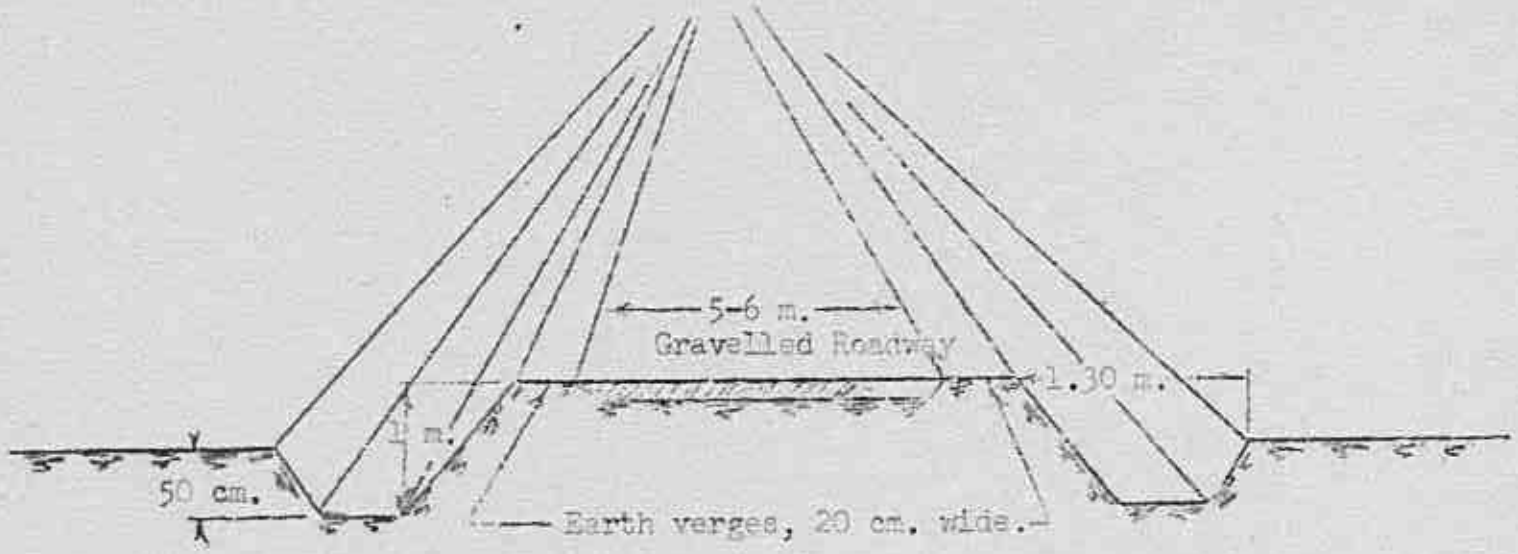
Between (718338) and (712339) there are NO ditches on either side of the road.

From (718338) to (713339) the road rises with a gentle slope and descends again to (710340) by an equal slope.

There is a level Rly. crossing at (702345) protected by swinging, double gates, and West of this point the road curves. The watchman's hut, at the Rly. crossing, blocks vision of opposite traffic on the curve. The hut is a 2-storey, 8x6 m.

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50 cm. below the road. Here the ditches are 1.50 m. deep, as shown in the sketch below:



Between the Rly. crossing at (737355) and the CR at (733333) a small field, bounded South by the road and North by the Rly., is occasionally flooded by water from the ditch on the North side. There are road wide, single-arch masonry bridges at (732333) and at (731332).
At (734333), where the road curves Southward, opposite traffic cannot be seen because of trees that line the curve.
Between (718338) and (712339) there are NO ditches on either side of the road.
From (718338) to (713339) the road rises with a gentle slope and descends again to (710340) by an equal slope.
There is a level Rly. crossing at (702345) protected by swinging, double gates, and West of this point the road curves. The watchman's hut, at the Rly. crossing, blocks vision of opposite traffic on the curve. The hut is a 2-storey, 8x6 m. structure.
From (728333) to TARMASSIA the ground North of the road at first lies level with it, then rises about 1.50 m. above it; while on the South side the ground lies 1 to 2.5 m. below the road. On both sides the slope of the escarpments is about 30°.
The road descends from the Rly. crossing at (702345) to TARMASSIA by a gentle slope, and is lined by trees on both sides as it approaches this village. Through TARMASSIA it runs between a 2.5 m. - high wall on the SW side and houses on the NE side.
At the RJ at (692354), where it bends to ISOLA DELLA SCALA, opposite traffic cannot be seen owing to a wall on the SW side. Between this point and ISOLA DELLA SCALA the road is lined by trees 4-5 m. apart, and passes over two, single-arch masonry bridges. There is a level Rly. crossing at (658358).

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BOVOLONE and DISTRICT (PROV. VERONA) (Cont.)

iv) BOVOLONE - (768362) - OPPEANO (790392)
This is a metalled, gravel-topped road, except for the stretch in the village of BOVOLONE, which is cobbled. It is about 5 wide, with 20 cm. verges on both sides. Ditches flank it on either side, varying in width from 2 to 3 m., and in depth from 1 to 2.5 m. Plane trees, mulberry trees and others, at 5-8 m. intervals, line the road on the outer edge of the ditches. 1315
At (757346) the road runs between two hillocks consisting of sandy soil, about 3 m. high. From this point to (759348) it descends by a gentle slope, continues level to (786383), and rises gently from this point to OPPEANO. There are 90° curves at (767361), (770361) and (775375), where trees hamper the view of opposite traffic.
The road passes over one or two single-arch, masonry bridges between BOVOLONE and OPPEANO. At (759348) there is the entrance to an emergency Landing Field, which is bounded on its SE side by the road (see C,2).

v) SANGUINETTO (763258) -(770268) - ASPARETO (783293) - BJ (785297)
This road is about 4.5 m. wide. It is cobbled from SANGUINETTO to the 90° turn at (762257), and after this it is gravel-surfaced. There are drainage ditches on both sides, about 1 m. wide and 50 cm. deep.
At (767260) there is a level Rly. Crossing, protected by swinging bars. 10-20 m. North of this there is another level crossing over the siding that leads into the Ammo Dump. (see B,b).
At (784294) the road narrows to about 3.2 m. over a single-arch, masonry bridge, with stone parapets 70 cm. high and 30 cm. thick, and continues at its usual width. This bridge spans the perennial canal SCOLO GENERALE, which is 4-5 m. wide and 2.5 m. deep at the point just mentioned. A similar, single-arch, masonry bridge spans the MENAGO River at (785296). Here the river is about 6 m. wide and 3 - 3.5 m. deep.

b) RAILWAYS

i) CEREA - VERONA
This is a single-track, standard-gauge Rly., used by steam-trains and by a LITTORINA. Repair shops for the LITTORINA are at VERONA. The Rly. embankment is above ground level. There are trains running both ways three times a day. Opposite trains pass each other at BOVOLONE. The LITTORINA, which was discontinued in 1941 and resumed in 1942, makes a run every two hours.
The line from CEREA to BOVOLONE crosses several paths and mule-tracks, some level Rly. crossings, and numerous single-arch bridges across canals.

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rises gently from this point to OPPEANO. There are 90° curves at (767361), (770361) and (775375), where trees hamper the view of opposite traffic.
The road passes over one or two single-arch, masonry bridges between BOVOLONE and OPPEANO. At (759348) there is the entrance to an emergency Landing Field, which is bounded on its SE side by the road (see G,a).

v) SANGUINETTO (763258) -(770268) - ASPARETO (783293) - RJ (785297)
This road is about 4.5 m. wide. It is cobbled from SANGUINETTO to the 90° turn at (762257), and after this it is gravel-surfaced. There are drainage ditches on both sides, about 1 m. wide and 50 cm. deep.
At (767260) there is a level Rly. Crossing, protected by swinging bars. 10-20 m. North of this there is another level crossing over the siding that leads into the Ammo Dump, (see G,b).
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b) RAILWAYS

i) CEREA - VERONA
This is a single-track, standard-gauge Rly., used by steam-trains and by a LITTORINA. Repair shops for the LITTORINA are at VERONA. The Rly. embankment is above ground level. There are trains running both ways three times a day. Opposite trains pass each other at BOVOLONE. The LITTORINA, which was discontinued in 1941 and resumed in 1942, makes a run every two hours.
The line from CEREA to BOVOLONE crosses several paths and mule-tracks, some level Rly. crossings, and numerous single-arch bridges across canals.
At BOVOLONE there is a Rly. Station, at (746334), with two sidings each about 500 m. long on the South side of the station. A third siding about 400 m. long, leads alongside the freight-house, which stands East of the station. The Rly. station is a yellow, 2-storey, brick building, 15 x 6 m., with reddish tile roof. The freight-house is a one-storey, brick building, 22 m. x 8 m., half covered by a tile roof.
At (741334) the line crosses the MENAGO River on a single-arch masonry bridge, and continues across some small single-arch bridges and level Rly. crossings.
At (659349), the line joins the VOGARA-VERONA Rly. and leaves it again at (658358). Near both junctions there are switch and signal huts.
At (659350) the line passes under a single-arch masonry over-pass.

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BOVOLONE and DISTRICT (PROV. VERONA) (Cont.)

There are at least 3 sidings at the Rly. station at ISOLA DELLA SCALA (659354).
There is a watering station for locomotives here.
At (656362) there is a level Rly. crossing, with swinging bars.

E TOPOGRAPHY

The area in question is flat and fertile. It is crossed by numerous canals mostly running in a direction NW-SE, and linked by many lateral irrigation and drainage canals. The canals are spanned by many small bridges. The fields are cultivated mainly with wheat, corn, tobacco, castor-plants and rice. There are also some vineyards and pasture land, and orchards. The area is dotted with scattered trees. The fields are separated by ditches and paths. There are NO hedges.
The River MENAGO and the Canal FOSSA NUOVA are known to have cracked their levees on occasion, but never really overflowed.
The rice fields are artificially flooded in season.

F FISHING

There is a certain amount of fishing on the MENAGO River and in the main canals. Small fishing boats, 3.5 m. long, 1 m. wide and 50 cm. deep (capacity 4 persons) are used.

G MILITARY

a) EMERGENCY LANDING GROUND

On the North-West side of the road BOVOLONE - OPPEANO there is a rectangular emergency landing field, bounded as follows:
SE border from (758348) to (762353).
NE " " (762356) " (758356).
NW " " (758350) " (755350).
SW " " (755343) " (758348).
The field is about 700 m. long (SW-NE) and 500 m. wide (SE-NW).
It is grassy, with NO runways, and marked by large letters visible from the air. The SW side is bounded by a ditch 2 m. deep and 2 m. wide, which has water in it all the time.
The NE side is bounded by an earth ditch, 80 cm. deep, 1.20 - 1.30 m. wide. (According to the P/W., a fighter plane once undershot the field, landed above the ditch, and rolled into it, without suffering much damage).

BUILDINGS:
A 2-storey guard house, 18 m. x 9 m., with red, tile roof is at

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The area in question is flat and fertile. It is crossed by numerous canals mostly running in a direction NW-SE, and linked by many lateral irrigation and drainage canals. The canals are spanned by many small bridges. The fields are cultivated mainly with wheat, corn, tobacco, castor-plants and rice. There are also some vineyards and pasture land, and orchards. The area is dotted with scattered trees. The fields are separated by ditches and paths. There are NO hedges.
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G MILITARY

a) EMERGENCY LANDING GROUND

On the North-West side of the road BOVOLONE - OPPEANO there is a rectangular emergency landing field, bounded as follows.
SE border from (758348) to (762353).
NE " " (762351) " (758356).
NW " " (758346) " (755350).
SW " " (755340) " (758348).
The field is about 700 m. long (SW-NE) and 500 m. wide (SE-NW).
It is grassy, with NO runways, and marked by large letters visible from the air. The SW side is bounded by a ditch 2 m. deep and 2 m. wide, which has water in it all the time.
The NE side is bounded by an earth ditch, 80 cm. deep, 1.20 - 1.30 m. wide. (According to the P/W., a fighter plane once undershot the field, landed above the ditch, and rolled into it, without suffering much damage).

BUILDINGS:
A 2-storey guard house, 18 m. x 9 m., with red, tile roof is at (758348).
Just SW of the guard house is a shed for two gliders.
At (760351) there are two similar sheds, holding 2 gliders each.
At (757354) there are two small, 2-storey farm houses. A path leads to them over a small bridge from the fields on the NW side.
Electricity is available and is transmitted through wires supported by wooden poles. Current comes from BOVOLONE. There is a telephone in the guard house.
At (761352) there is an iron signalling tower, 10-12 m. high, with iron ladder, topped by a platform and equipped with a windsock.
At about (759349) there is an underground fuel dump. It consists of one or two concrete banks.
Water is supplied by a fountain in front of the guard house, from natural sources 100 m. underground. The water is potable and plentiful. Before the war this field was used as a training ground for glider pilots.

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BOVOLONE and DISTRICT (PROV. VERONA) (Cont.)

b) AMMUNITION DUMP

There is an ammunition dump, built in 1937-38, in the area bounded as follows:
(770263), (764264), (767260).
The P/W has heard from persons employed in its construction, that there are underground powder chambers, each surrounded by terne-plate chambers full of water. Above ground there are brick-barracks with camouflaged roofs. Trees of various kinds cover the ammo. dump area, and nothing can be seen from the road.
Officers quarters, comprising several small villas are located at and around (769267). From the main Rly. line, at approximately (769261), a track runs into the Ammunition Dump Area, entering it at about (767261).
Airforce personnel guards the area. Security was maintained even before the outbreak of the war. Unauthorized persons were excluded from the area. Guards patrolled boundaries of the area day and night. A permit was required after the outbreak of the war to travel on the road flanking the area and nearby places. Permanent sentries were posted at (767261) and at (770268).
It has been rumored that this is the biggest airforce Ammunition Dump in Northern ITALY. The P/W saw large lorry-convoys loaded with ammunition and bombs, passing on the road ASPARETO - VERONA, in direction of VERONA only.

A.M.F. & H.M.S.

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BADIA POLESINE (028147) and Neighborhood
(PROV. ROVIGO)
(Maps used ITALY 1:100,000, Sheet 64 ROVIGO; Sheet 63, LEGNAGO)

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A SOURCE

P/W L/Cpl. AVANZO, Enzo, is a 22-year-old baker, who was called up in Jan. 1942. He was last home in Aug. 1942. He has NOT travelled much and seems rather dull and NOT very reliable.

B TOWN

a) BADIA POLESINE

i) POPULATION
About 4,000 mostly farmers and artisans.

ii) WATER SUPPLY
Water is obtained from wells 10 to 12 m. deep. Most of the wells are equipped with hand-driven pumps; a few wealthy homes have motor pumps; some wells are still uncovered and water is drawn with buckets. Water from the wells is used for all purposes and is potable; it is never scarce. There are 7 or 8 street fountains.

iii) ELECTRICITY
Electricity is laid on in practically all homes. Wires are strung on wooden and iron poles (mostly wooden), and on brackets attached to buildings. Street lamps hang from wires strung from pole to pole or from building to building. There is a sub-station at (023145).

iv) GAS
Gas is laid on in many houses. The poor still use wood and charcoal for cooking and heating purposes. The gas works is located at (024145), on the North side of the road.

v) SEWERAGE
There are W.C's in most houses. NO further details are available.

vi) POSTAL FACILITIES
The P.O. occupies 2 or 3 rooms in the Town Hall. Telegraph and telephone facilities are available. Mail is delivered

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Gas is laid on in many houses. The poor still use wood and charcoal for cooking and heating purposes. The gas works is located at (024145), on the North side of the road.

v) SEWERAGE
There are W.C's in most houses. NO further details are available.

vi) POSTAL FACILITIES
The P.O. occupies 2 or 3 rooms in the Town Hall. Telegraph and telephone facilities are available. Mail is delivered twice daily.

vii) GAOL
There is NO gaol. The CC.RR. are stationed in a building 2-storeys high with 10-12 rooms including a lock-up. The station has a complement of about 15 men with a W.O. in charge.

viii) HOSPITALS
1) There is a general hospital, OSPEDALE CIVILE, at (023149). It is a 2-storey building with about 120 beds, including a special ward for contagious diseases.
2) The old-age home (ISTITUTO CALNAZZO), is a 3-storey building with a capacity of about 150.
3) There are 2 pharmacies at BADIA.

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BADIA POLESINE (028147) and Neighborhood (PROV. ROVIGO) (Cont.)

ix) HOTELS
1) The SANT'ANTONIO Hotel, a 3-storey building of about 20 rooms, was closed up.
2) The RAMPA Hotel is 2-storeys high and has about 12 rooms.
3) The Hotel VILLA FONTANA is 2-storeys high. Capacity is unknown, but it is smaller than the RAMPA.

x) SCHOOLS
1) The elementary school is a modern, 2-storey building, with about 20 rooms, which are centrally heated.
2) A Normal School is located in PALAZZO BIANCHI - PADIN. It is an old building with about 100 rooms.
3) The technical training school occupies 5 or 6 rooms on the ground floor of a 2-storey building.
4) A kindergarten (ASILO BIANCHI-PADIN) occupies a 3-storey building. Nuns live in this building.
5) The kindergarten for the poor is a 2-storey building with a capacity of about 50 pupils.

xi) THEATRES
1) POLITEAMA PIANA.P/W claims that it has a capacity of about 2,000.
2) TEATRO SOCIALE. Capacity unknown.

xii) PUBLIC BUILDINGS
1) The Town Hall is a building 2-storeys high. The municipal offices, the law court and the P.O. are in this building.
2) The CASA DEL FASCIO occupies about 8 rooms of a building in the center of the town.
3) There is a 4-storey building, with about 20 rooms, on the dam at (022157) (see below C,b). The building was guarded by a military picket.

xiii) INDUSTRIES
1) There is a sugar refinery (ZUCCHERIFICIO BADIESE) at (022142).
2) A shoe factory, located in the center of the town, employs about 40 workers.
3) A small canning factory is located at (023154) in a building that was formerly a hosiery factory.
4) A flour mill (MULINO FINZI), located at (028143), employs 10 to 15 workers.
5) A flour mill, smaller than the previous one, is located at about (026145).
6) At several points along the banks of the ADIGE River in the

Declassified E.O. 12356 Section 3.3/NND No. 785015

x) SCHOOLS
1) The elementary school is a modern, 2-storey building, with about 20 rooms, which are centrally heated.
2) A Normal School is located in PALAZZO BIANCHI - PADIN. It is an old building with about 100 rooms.
3) The technical training school occupies 5 or 6 rooms on the ground floor of a 2-storey building.
4) A kindergarten (ASILO BIANCHI-PADIN) occupies a 3-storey building. Nuns live in this building.
5) The kindergarten for the poor is a 2-storey building with a capacity of about 50 pupils.

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1) The Town Hall is a building 2-storeys high. The municipal offices, the law court and the P.O. are in this building.
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3) A small canning factory is located at (023154) in a building that was formerly a hosiery factory.
4) A flour mill (MULINO FINZI), located at (028143), employs 10 to 15 workers.
5) A flour mill, smaller than the previous one, is located at about (026145).
6) At several points along the banks of the ADIGE River in the area of BADIA, there are water-driven flour mills on boats that are fastened to the banks by means of iron chains. As wheat had to be taken to the AMMASSO, these flour mills were doing only clandestine grinding of a few hundred kilos of wheat a day. 3 or 4 mills are located at about (034159), and 5 or 6 at about (004165), all of them along the Southern bank of the river.

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BADIA POLESINE (028147) and Neighborhood (PROV. ROVIGO) (Cont.)

xiv) BRIDGES
There are iron bridges about 120 cm. wide at (024148) and at (027145) on the NAVIGLIO ADIGETTO Canal (see below, C,b).

C WATERCOURSES

a) ADIGE River at BADIA

P/W is familiar with the river for a stretch of 2 kms. East and 2 kms. West of the bridge at (026157). In this section the river varies in width from 60 to 200 m., the narrowest part being at (026157). The water depth ranges from 3 to 8 m. The river is navigable to boats with a capacity of NOT more than 100 tons. In Summer navigation is limited by shallow water at certain points. It is possible to swim across the river; at some places, however, the velocity of the current makes the crossing dangerous. The bed is of sand. For a cross-sectional sketch of the river and levees see Appendix B.

b) NAVIGLIO ADIGETTO Canal at BADIA
P/W is familiar with the course of the canal from (022158) to about (034142). The width of the canal is from 7 to 10 m.; it is about 6 m. deep and has an average water depth of 1½ m. The banks are at terrain level; they are usually made of earth, although some sections are of stone. The slope of the banks varies but is never less than 45 degrees. Steps are cut into the banks at irregular intervals. The bottom of the canal is mostly of sand. The canal is navigable to sport row-boats. There is a dam with iron gates at (022158). About 500 m. Southeast of this dam, during Summer months, a dam is constructed with wooden planks to divert water for irrigation.

c) TARTARO River at (004048)
This river is about 15 m. wide. It is navigable to small barges and fishing boats. The banks of the river are at terrain level and sloped at a 25 degree angle.

D COMMUNICATIONS

a) ROADS

1) LENDINARA (110130) - BADIA - CASTAGNARO (965177)
This is a metalled, asphalt-covered road about 7 m. wide, with earth verges about 50 cm. wide, and earth drainage ditches, about 50 cm. wide and 70 cm. deep, bordering the road on both sides. [illegible] 8 to 10 m. apart; a white stripe,

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P/W is familiar with the river for a stretch of 2 kms. East and 2 kms. West of the bridge at (026157). In this section the river varies in width from 60 to 200 m., the narrowest part being at (026157). The water depth ranges from 3 to 8 m. The river is navigable to boats with a capacity of NOT more than 100 tons. In Summer navigation is limited by shallow water at certain points. It is possible to swim across the river; at some places, however, the velocity of the current makes the crossing dangerous. The bed is of sand. For a cross-sectional sketch of the river and levees see Appendix B.

b) NAVIGLIO ADIGETTO Canal at BADIA
P/W is familiar with the course of the canal from (022158) to about (034142). The width of the canal is from 7 to 10 m.; it is about 6 m. deep and has an average water depth of 1½ m. The banks are at terrain level; they are usually made of earth, although some sections are of stone. The slope of the banks varies but it is never less than 45 degrees. Steps are cut into the banks at irregular intervals. The bottom of the canal is mostly of sand. The canal is navigable to sport row-boats. There is a dam with iron gates at (022158). About 500 m. Southeast of this dam, during Summer months, a dam is constructed with wooden planks to divert water for irrigation.

c) TARTARO River at (004048)
This river is about 15 m. wide. It is navigable to small barges and fishing boats. The banks of the river are at terrain level and sloped at a 25 degree angle.

D COMMUNICATIONS

a) ROADS

i) LENDINARA (110130) - BADIA - CASTAGNARO (965177)
This is a metalled, asphalt-covered road about 7 m. wide, with earth verges about 50 cm. wide, and earth drainage ditches, about 50 cm. wide and 70 cm. deep, bordering the road on both sides. There are trees on the verges 8 to 10 m. apart; a white stripe, 130 cm. from the ground, has been painted on each tree. On the edge of the verges there are white stone markers 50 cm. high and 8 m. apart. The road runs at terrain level and has NO sharp curves. The bridge at (025153) over the NAVIGLIO ADIGETTO is a single-arch, masonry bridge, 5-6 m. wide, with stone parapets about 130 cm. high. It has a clearance of 4-5 m. above water level.

ii) BADIA - (136143) - (047137) - (124130) - LENDINARA
This is a metalled, gravel-surfaced road. Two-way traffic is possible for small vehicles only. The road runs along the Northern bank of the NAVIGLIO ADIGETTO Canal about 30 cm. above terrain level.

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BADIA POLESINE (028147) and Neighborhood (PROV. ROVIGO) (Cont.)

iii) BADIA - PIACENZA D'ADIGE (073183)
This is a metalled, gravel-covered road wide enough for 2-way traffic. It is bordered at intervals by earth drainage ditches about 50 cm. deep and 70 cm. wide. Trees, 8-10 m. apart, flank the road at some places, each having a white stripe at a height of 130 cm. from the ground. The road runs at terrain level and has NO sharp curves. The bridge at (028157) is a 3-span, arch-truss, steel bridge. The bridge has a clearance of 8-10 m. above average water level and a clearance of 5-6 m. after melting of snow. The bridge is at road width and has earth-filled approaches.

iv) BADIA - CROCETTA (021119) - PISSATOLA (010096) - TRECENTA (001078)
This is a metalled, gravel-surfaced road. It is 6 m. wide to the CROCETTA crossroad at (021120). There are earth drainage ditches on both sides. The ditch on the East side is about 50 cm. wide and 40 cm. deep, and is usually dry. On the West side there is a ditch of the same dimensions, enlarged at intervals to a drainage canal 1-1½ m. wide and 1 m. deep. After rainfalls there is 20 cm. of water in the ditches. In addition to the drainage ditch, the West side of the road is bordered by intermittent hedges up to 1½ m. high. The road runs at terrain level to CROCETTA. From CROCETTA to PISSATOLA the road is narrower, permitting 2-way traffic for small vehicles only. This section of the road runs on an embankment up to 4 m. high. Both sides of the embankment slope to the adjoining terrain at an angle that is never less than 45 degrees. From PISSATOLA to TRECENTA the road is of the same general description as the stretch from BADIA to CROCETTA and is bordered by small drainage ditches. Over the CANALE MAESTRA at (001084) is a single-arch, masonry bridge about 14 m. long with stone parapets about 1 m. high. It has a clearance of about 4 m. above water level. The banks of the canal slope at 25 degrees. There is a similar bridge at (002081) over the TARTARO River. There is a level Rly. crossing with winding bars at (004082).

v) (004165) - (033162)
This is an unmetalled road with earth and grass surface, that runs on top of the South levee of the Adige River (see Appendix 5). The road has NOT been maintained and is in very poor condition. It is used by horses to pull boats on the River and by horse drawn carts. The bridge at (025140) over NAVIGLIO ADIGETTO, is a single-arch, stone bridge protected with iron railings about 120 cm. high. It is 5 m. wide and has sidewalks about 1 m. wide and 25 cm. above road level. The bridge has a clearance of about 4 m. above water level.

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approaches.

iv) BADIA - CROCETTA (023119) - PISSATOLA (010096) - TRECENTA (001078)
This is a metalled, gravel-surfaced road. It is 6 m. wide to the CROCETTA crossroad at (022120). There are earth drainage ditches on both sides. The ditch on the East side is about 50 cm. wide and 40 cm. deep, and is usually dry. On the West side there is a ditch of the same dimensions, enlarged at intervals to a drainage canal 1-1½ m. wide and 2 m. deep. After rainfalls there is 20 cm. of water in the ditches. In addition to the drainage ditch, the West side of the road is bordered by intermittent hedges up to 1½ m. high. The road runs at terrain level to CROCETTA. From CROCETTA to PISSATOLA the road is narrower, permitting 2-way traffic for small vehicles only. This section of the road runs on an embankment up to 4 m. high. Both sides of the embankment [illegible] to the adjoining terrain at an angle that is never less than 45 degrees. From PISSATOLA to TRECENTA the road is of the same general description as the stretch from BADIA to CROCETTA and is bordered by small drainage ditches. Over the CANALE MAESTRA at (003084) is a single-arch, masonry bridge about 14 m. long with stone parapets about 1 m. high. It has a clearance of about 4 m. above water level. The banks of the canal slope at 25 degrees. There is a similar bridge at (002083) over the TARTARO River. There is a level Rly. crossing with swinging bars at (043121).

v) (004165) - (038162)
This is an unmetalled road with earth and grass surface, that runs on top of the South levee of the Adige River (see Appendix B). The road has NOT been maintained and is in very poor condition. It is used by horses to pull boats on the River and by horse drawn carts. The bridge at (025146) over NAVIGLIO ADIGETTO, is a single-arch, stone bridge protected with iron railings about 120 cm. high. It is 5 m. wide and has sidewalks about 1 m. wide and 25 cm. above road level. The bridge has a clearance of about 4 m. above water level.

vi) (026146) - (022143) - (122141)
This is a metalled, gravel-surfaced, 2-way road. There is a level Rly. crossing with swinging bars at (023144).

vii) (025145) - (122147)
This is a metalled, gravel-surfaced, 2-way road leading from BADIA to the Rly. station.

b) RAILWAYS

i) ROVIGO - BADIA - LEGNAGO
This is a standard-gauge, single-track, steam Rly. on wooden sleepers. It is a section of the CHIOGGIA-LEGNAGO-ROSSOBUONO Rly. (see I.S.T.D./C/240, page 49). The Rly. runs on an embankment about 40 cm. high, with a ballast 20 to 30 cm. wide alongside the rails.

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1309

BADIA POLESINE (028147) and Neighborhood (PROV. ROVIGO) (Cont.)

The station at BADIA is 2-storeys high and has 7-8 rooms. There are at BADIA 4-5 sidings, each about 200 m. long. Source has seen 30-car freight trains and 10-car passengers trains on this line.

E TOPOGRAPHY

Wheat, maize and sugar beets are the main agricultural products. There are some vines trained on trees. Most of the roads are flanked by trees (see above D, a). The terrain is flat; fields are divided either by hedges about 130 cm. high or by metal fences, or by drainage ditches up to 3 m. wide and 1½ m. deep. These ditches have about 1 m. of water. The fields dry quickly after rains. Cold hardens the ground during the night from Dec. to Feb.

F CLIMATE

The average snowfall is 15 to 30 cm., from Dec. to Feb. Snow is cleared from the main roads outside the town by means of tree trunks dragged by horses or tractors. In the town itself snow is shovelled into carts and dumped into the NAVIGLIO ADIGETTO.

G POLITICAL

1) The Mayor was Adino SALVADORI, a non-partisan, well-liked.
2) The Fascist Secretary was Nestore CARANDINA, unpopular.
3) Natale CANTELLA, CARANDINA'S henchman, is a rabid Fascist, very unpopular.
4) BIANCHI-FADIN, member of a wealthy family, is well-liked.

R.B.M. and R.B.A.

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Dimensions Approximate

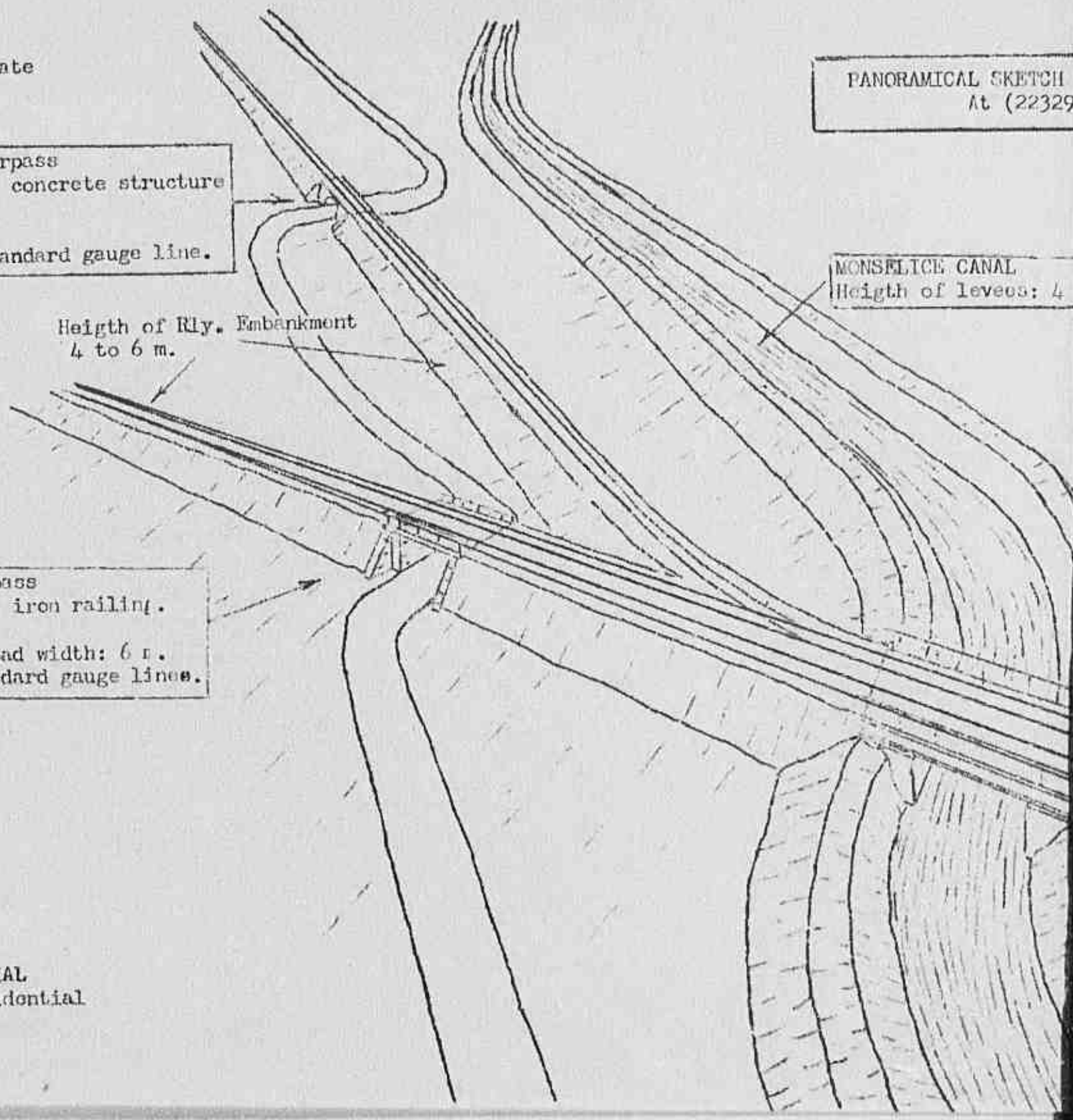
PANORAMICAL SKETCH
At (22329

Rly. Overpass
Full-arch reinf. concrete structure
Clearance: 5 m.
Road width: 6 m.
Single track, standard gauge line.

MONSELICE CANAL
Heigth of levees: 4

Heigth of Rly. Embankment
4 to 6 m.

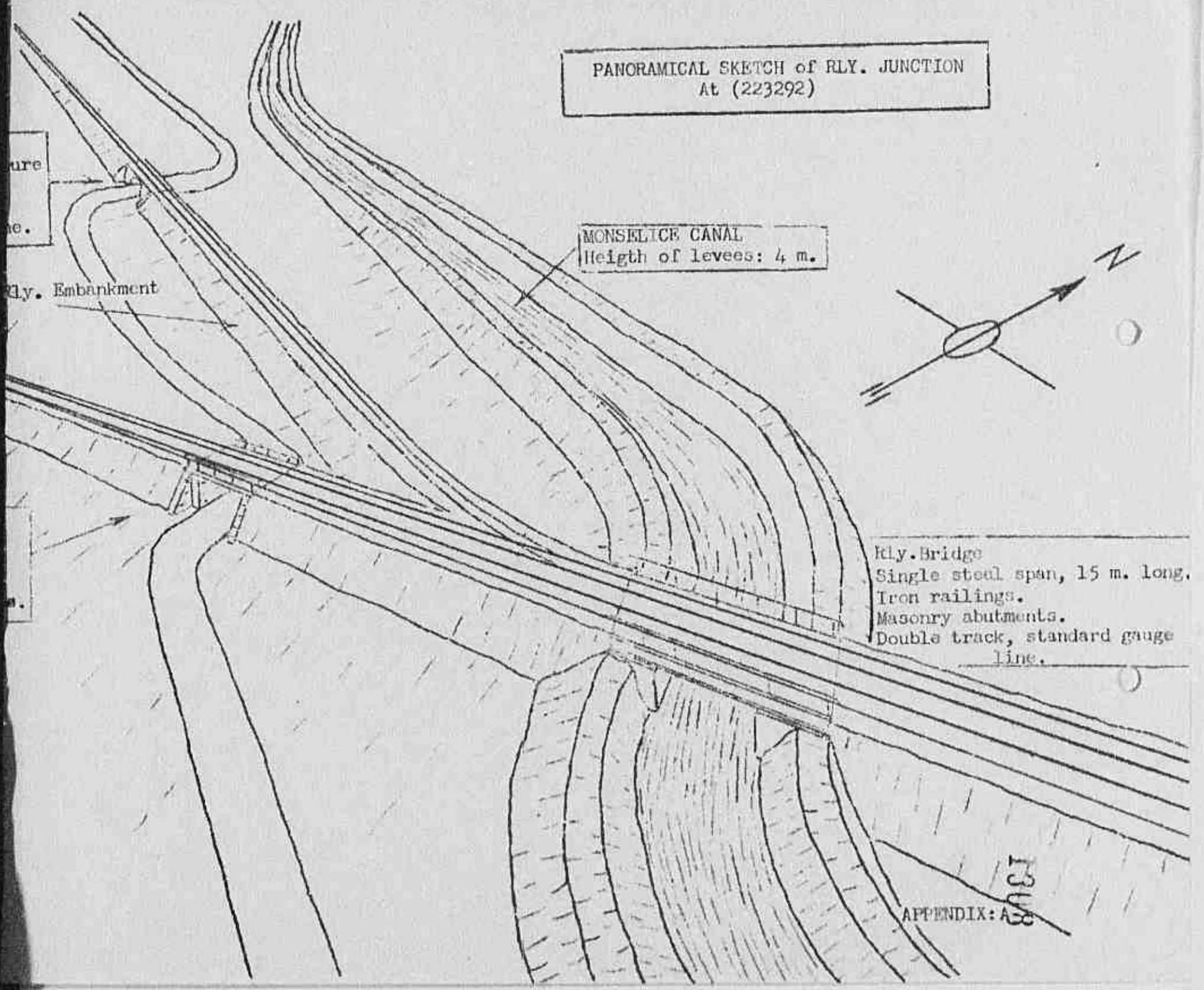
Rly. Overpass
Single steel span, iron railing.
Stone abutments.
Clearance: 5 m. Road width: 6 m.
Double track, standard gauge lines.



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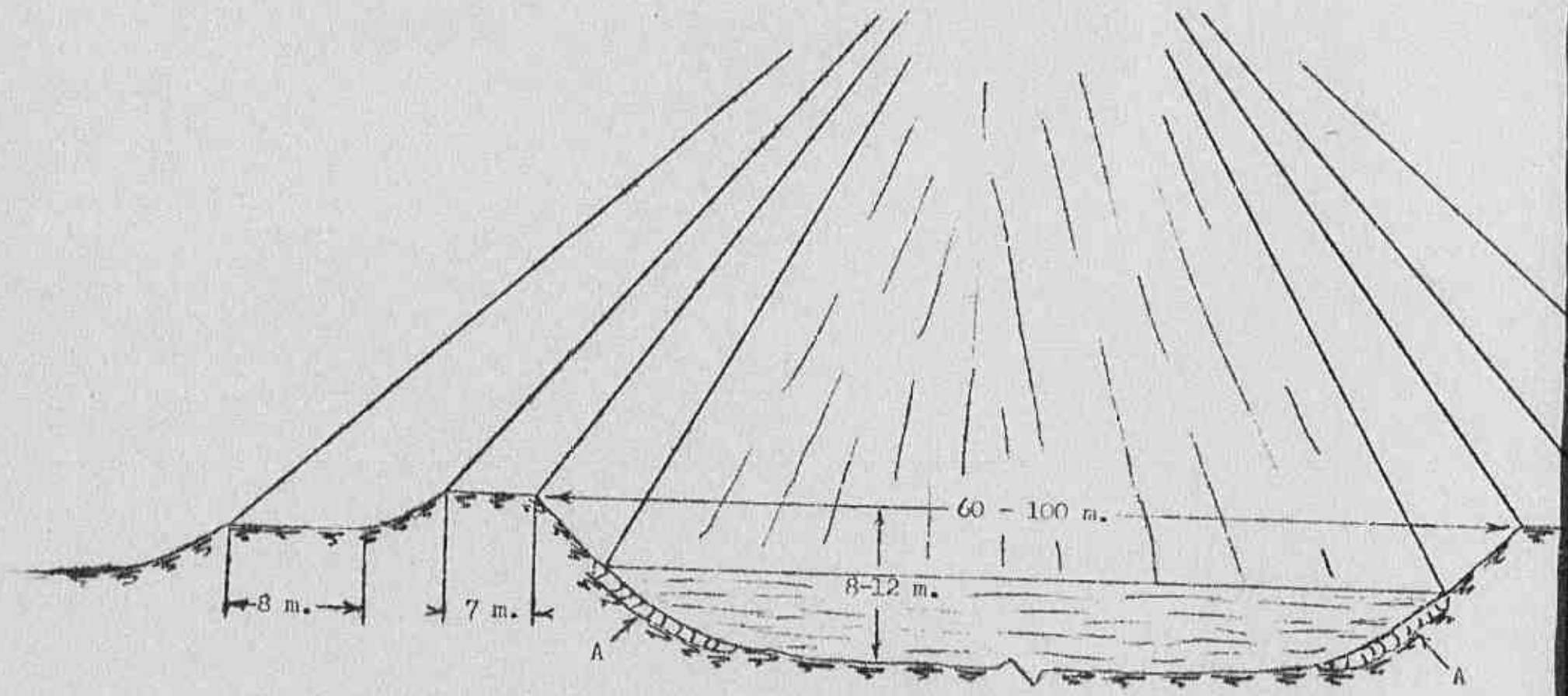
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PANORAMICAL SKETCH of RLY. JUNCTION
At (223292)



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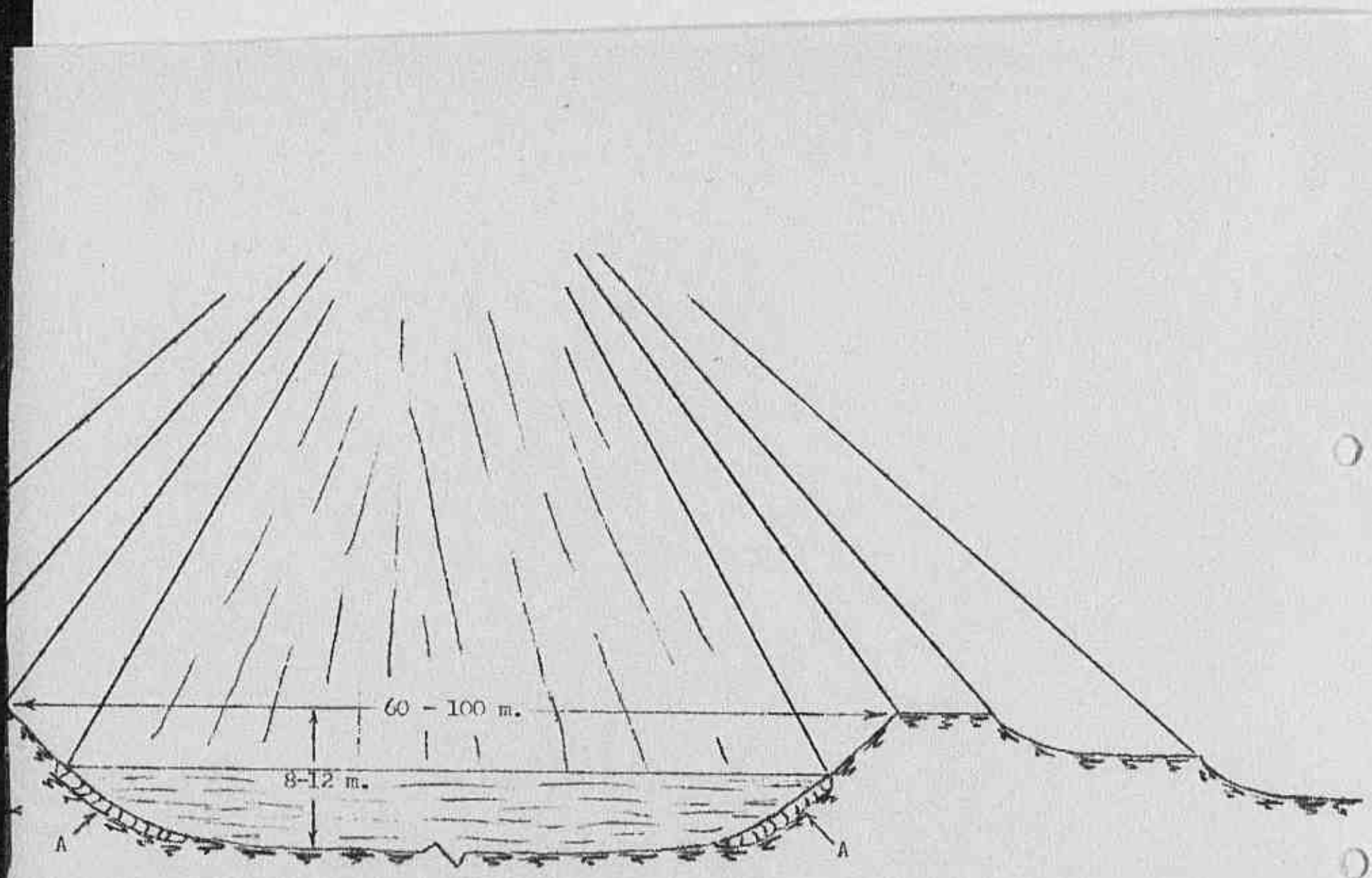
Dimensions Approximate



MEAN CROSS-SECTION SKETCH of the River ADIGE
In the neighbourhood of BADIA POLESINE
The levees are of earth, grass-covered.
The outer slopes of the levee vary, but are always gentle.
The inner slope of the banks is roughly 45°.
The top of the levees is used as a towpath.
A indicates heavy rubble protection, to prevent erosion.
The mean water depth is slightly above the average terrain lev

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MEAN CROSS-SECTION SKETCH of the River ADIGE
In the neighbourhood of BADIA POLESINE
The levees are of earth, grass-covered.
The outer slopes of the levee vary, but are always gentle.
The inner slope of the banks is roughly 45°.
The top of the levees is used as a towpath.
A indicates heavy rubble protection, to prevent erosion.
The mean water depth is slightly above the average terrain level.

1307

APPENDIX: B

14 JAN 1944
38.

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1306

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I N D E X

This report deals with the area indicated on the overleaf, namely:

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CALDERARA DI RENO, Prov. BOLOGNA.....11-16
BOLOGNA and Area, Prov. BOLOGNA.....17-28

Ivo V. Giannini
IVO V. GIANNINI, CAPT. A.U.S.
For the Cmdg. Officers
C.S.D.I.C., AFHQ

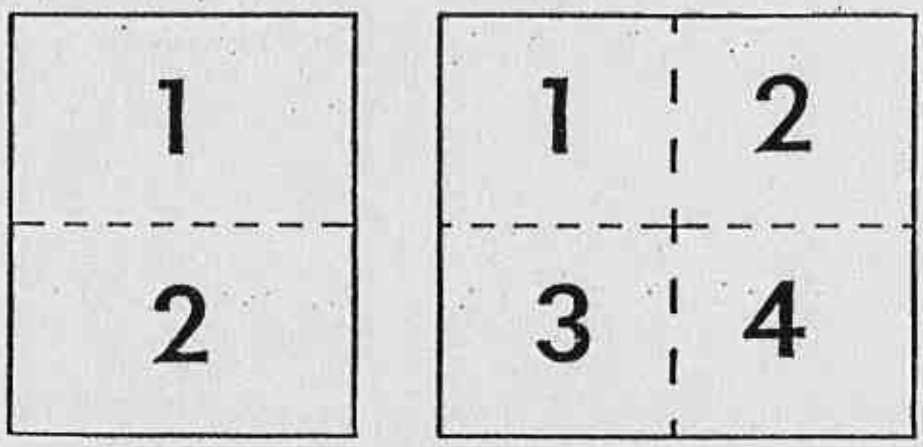
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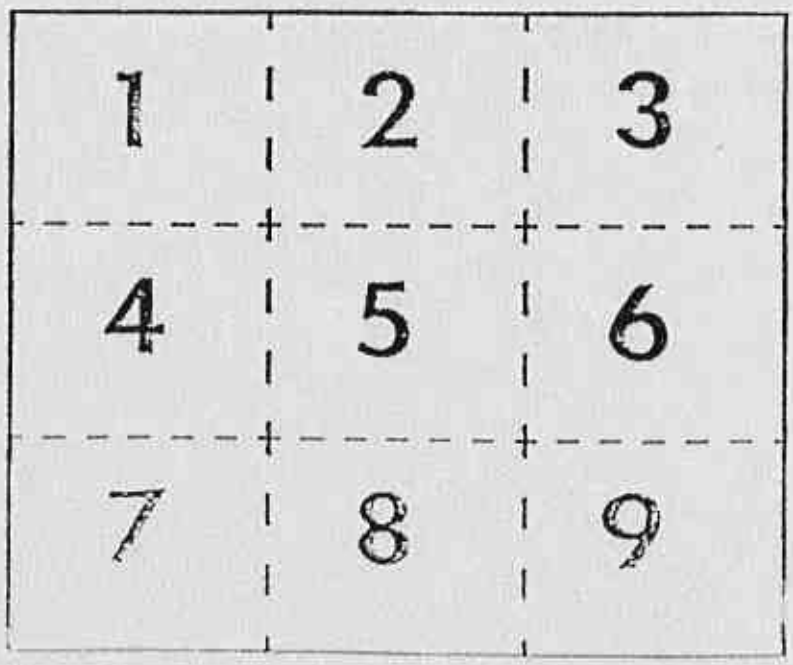
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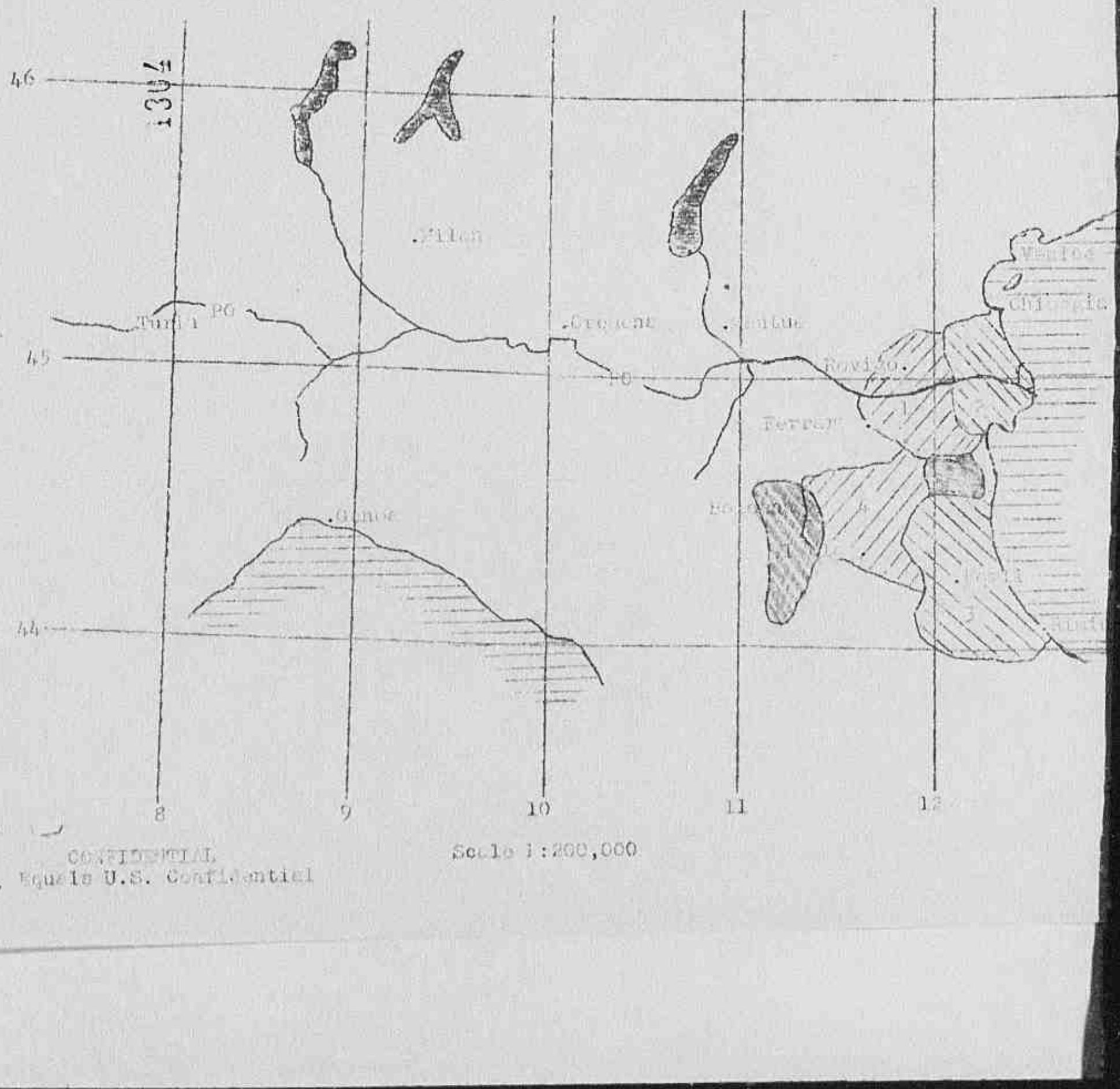
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SEE DIAGRAMS BELOW.





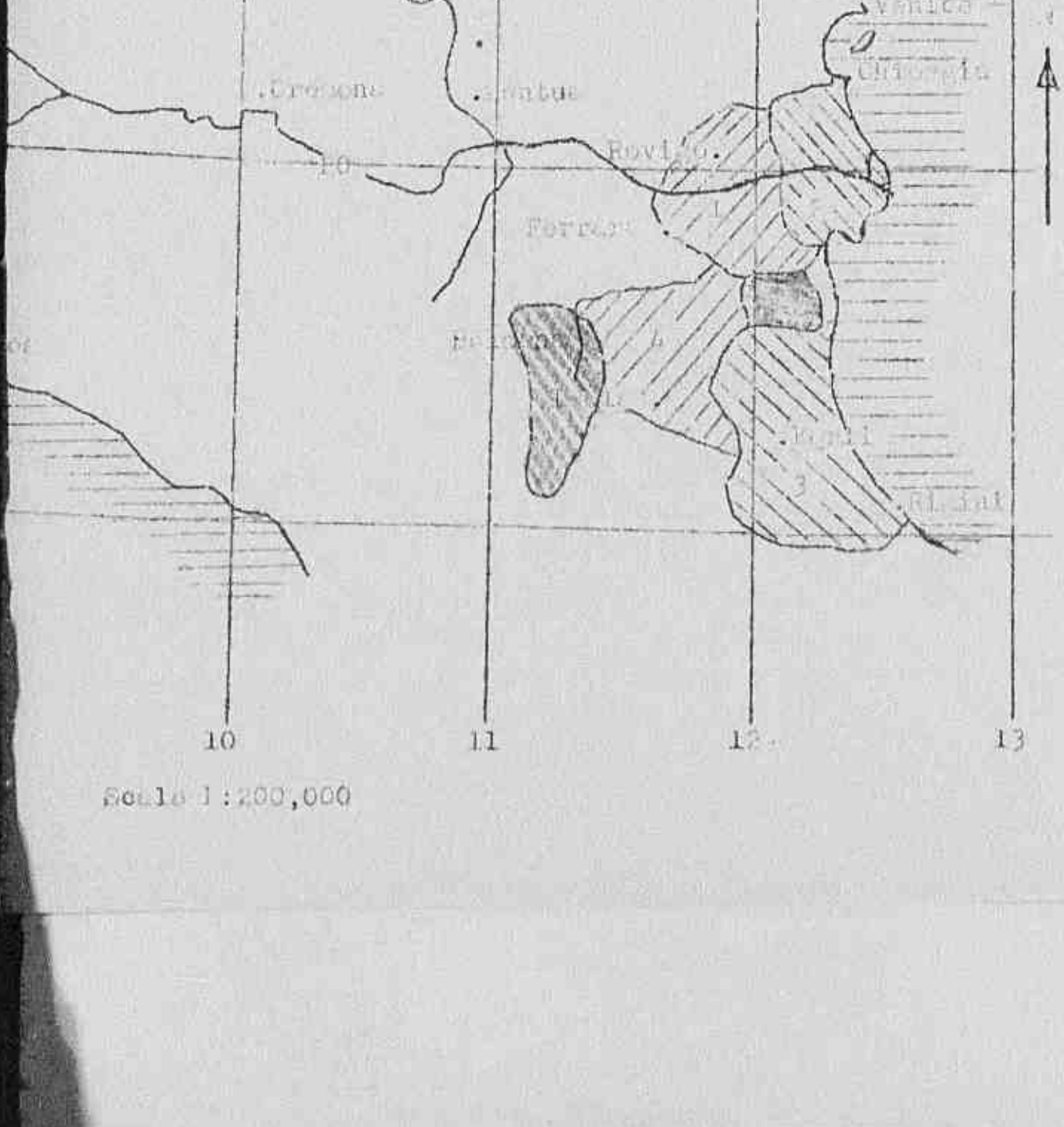
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SAN BENEDETTO VAL DI SAMBRO (791178)
And
PIANO DEL VOGLIO (775128) (PROV. BOLOGNA)
(Map used ITALY 1:100,000, Sheet 98 VERGATO)

1303

A SOURCE

P/W Cpl. PASQUI, Oreste, is a 27-year-old blacksmith, who was called up in September, 1939. He was home last for a week in April, 1942. He has NOT seen much, seems fairly reliable.

B TOWNS

a) SAN BENEDETTO VAL DI SAMBRO

i) POPULATION
About 1,000, mainly farmers.

ii) WATER
There is a public fountain, which supplies water to the inhabitants. It is good and plentiful all year round.

iii) ELECTRICITY
Electricity is laid on in some houses.

iv) GAS
None. Wood is used for cooking and heating purposes.

v) POSTAL FACILITIES
The P.O. is located in one small room. Telegraph facility only.

vi) SEWERAGE
Cesspools are used and their contents periodically emptied and used as fertilizer.

vii) GAOL
None. The CC.RR. Station has a complement of 2-3 men and one N.C.O.

viii) HOSPITALS
None. There is a doctor, a small dispensary and a small pharmacy.

ix) SCHOOLS
One elementary school.

b) PIANO DEL VOGLIO

i) POPULATION
About 900, mostly farmers.

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a) SAN BENEDETTO VAL DI SAMBRO

i) POPULATION
About 1,000, mainly farmers.

ii) WATER
There is a public fountain, which supplies water to the inhabitants. It is good and plentiful all year round.

iii) ELECTRICITY
Electricity is laid on in some houses.

iv) GAS
None. Wood is used for cooking and heating purposes.

v) POSTAL FACILITIES
The P.O. is located in one small room. Telegraph facility only.

vi) SEWERAGE
Cesspools are used and their contents periodically emptied and used as fertilizer.

vii) GAOL
None. The CC.RR. Station has a complement of 2-3 men and one N.C.O.

viii) HOSPITALS
None. There is a doctor, a small dispensary and a small pharmacy.

ix) SCHOOLS
One elementary school.

b) PIANO DEL VOGLIO

i) POPULATION
About 900, mostly farmers.

ii) WATER SUPPLY
A few spring - wells supply water for drinking and other purposes. Water is good and plentiful all year round.

iii) ELECTRICITY
Electricity is laid on in some houses. In the village square there are two lamps attached to the buildings. The electricity is supplied by a small turbine at about (776130), driven by the current of the stream RIO DEL VOGLIO. A mule track leads from PIANO DEL VOGLIO to the turbine.

iv) GAS
None. Wood is used for cooking and heating purposes.

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SAN BENEDETTO VAL DI SAMBRO (791178) And PIANO DEL VOGLIO (775128)
(PROV. BOLOGNA) (Con't.)

1302

v) SEWERAGE
There is NO sewerage system. There are a few cesspools; their contents are emptied periodically and used as fertilizer.

vi) POSTAL FACILITIES
The P.O. is a one-room affair with telegraph facilities; NO telephone.

vii) GAOL
None. The CC.RR. station is at S. BENEDETTO.

viii) HOSPITALS
None. There is one doctor.

ix) SCHOOLS
The elementary school is located in a 2-storey building with 6-7 rooms.

x) OTHER BUILDINGS
An old building, 2-storey high, with an inner court. This building has been improved and altered, and is now used as a kindergarten.

C WATERCOURSES

a) RIO DEL VOGLIO
This stream is 3-4 m. wide. Water depth in Summer is generally 50 to 100 cm. In Winter the average depth is 2 m., but, after a heavy rainfall, water depth may reach 3-4 m. The bed of the river is of stone. The banks have a slope of 50-60 degrees. The stream has a very swift current, especially after rains.

b) SAMBRO
This is a perennial stream, with an average width of 6 to 7 m. The depth of the water varies from 1 to 2 m., but may reach 2 to 3 m. after a heavy rainfall. The bed of the river is of stone and gravel. Generally the banks have a slope of 40 degrees. At approx. (784178) the stream is nearly at terrain level, and it is crossed by a wooden foot bridge. The stream has a very swift current, especially after rains.

c) There are a few more unnamed, small streams. They are dry except after rains, which are however frequent. After rains the water may reach a heighth of 50 to 100 cm., and the current is very swift. Their banks are very steep.

Declassified E.O. 12356 Section 3.3/NND No. 785015

None. The CC.RR. station is at S. BENEDETTO.

viii) HOSPITALS
None. There is one doctor.

ix) SCHOOLS
The elementary school is located in a 2-storey building with 6-7 rooms.

x) OTHER BUILDINGS
An old building, 2-storey high, with an inner court. This building has been improved and altered, and is now used as a kindergarten.

C WATERCOURSES

a) RIO DEL VOGLIO
This stream is 3-4 m. wide. Water depth in Summer is generally 50 to 100 cm. In Winter the average depth is 2 m., but, after a heavy rainfall, water depth may reach 3-4 m. The bed of the river is of stone. The banks have a slope of 50-60 degrees. The stream has a very swift current, especially after rains.

b) SAMBRO
This is a perennial stream, with an average width of 6 to 7 m. The depth of the water varies from 1 to 2 m., but may reach 2 to 3 m. after a heavy rainfall. The bed of the river is of stone and gravel. Generally the banks have a slope of 40 degrees. At approx. (784178) the stream is nearly at terrain level, and it is crossed by a wooden foot bridge. The stream has a very swift current, especially after rains.

c) There are a few more unnamed, small streams. They are dry except after rains, which are however frequent. After rains the water may reach a heighth of 50 to 100 cm., and the current is very swift. Their banks are very steep.

D COMMUNICATIONS

a) ROADS
(Stone for building purposes and for the repairs on the roads can be obtained from the bed of the streams and in many places on the mountains.)

i) PIANO DEL VOGLIO - (782191)-VADO (814289).
This is a metalled road with gravel surface, about 3 m. wide. It is generally a one-way road, but 2-way traffic is possible at some places. There are many steep grades all the way down to VADO, and many sharp turns where visibility is obstructed by the mountains. The road is generally cut into the mountain; on the river side the slope is about 60 degrees, and in some places is even steeper. There are intermittent, earth drainage ditches on the mountain side of the road.

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SAN BENEDETTO VAL DI SAMBRO (791178) And PIANO DEL VOGLIO (775128) (PROV. BOLOGNA)(Con't.)

1301

These ditches are 20 cm. deep and 20 cm. wide. After rains the road is very muddy. From Dec. to Feb. motor vehicles very seldom get through. During these months snow falls as high as 70 to 120 cm., and the snow is cleared away by the farmers, who receive a very small amount of money from the Municipal authorities. It requires 7 to 10 days before the snow is removed from the road. In rainy months land-slides often occur, blocking the road for 3-4 days. Stone walls have been built in a few places, but they do NOT prevent landslides. There are many small bridges all along the road. Their length varies from 5 to 12 m. and they have stone parapets, about 80-100 cm.high.

ii) PIANO DEL VOGLIO-BRUSCOLI (794098)
This is a metalled road, gravel surfaced, of the same description as the previous road. It has many steep grades and many turns where the visibility is obstructed by the mountains. It is a one-way road, but 2-way traffic is possible at some places.

E TOPOGRAPHY

A little wheat is grown. There are many chestnut-trees and beech-trees. Fields have a slope of 20 to 40 degrees, and generally are divided by drainage ditches, 50 to 100 cm. wide, 60 cm. deep. During and after rains these ditches are full of water. Sometimes the water overflows and floods the fields.

F POLITICAL

1) The Mayor of SAN BENEDETTO used to be MUSOLESI.
2) The Secretary of the Fascio used to be ZARRI.

R.E.M.

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PIANORO (882345), LIVERGNANO (973278), LOIANO (865237) and Area 1300
(PROV. BOLOGNA)
(Maps used ITALY 1:100,000, 87 BOLOGNA, 98 VERGATO)

A SOURCE

P/W Pte. VANDINI, PIETRO, a 33-year old farmer, was home last in Sept. '42 when he was called up. Although he used to travel to BOLOGNA twice weekly by bicycle, automobile or Rly, the information he gave is of doubtful reliability because he is NOT very observant and has a poor memory for details.

B TOWNS

a) PIANORO

i) POPULATION
1,200, mostly farmers.

ii) WATER
Laid on in 4 street fountains. It is potable and plentiful all year-round. The source is unknown.

iii) ELECTRICITY
Laid on in most homes. A sub-station is located North of the town. The source is BOLOGNA.

iv) GAS
None. Wood is used for fuel.

v) SEWERAGE
An underground system discharges in the SAVENA River.

vi) POSTAL FACILITIES
The P.O. occupies one large room of the ground floor of the 2-storey town hall. A telephone is available in the centrally-located SAVENA Restaurant.

vii) GAOL
The CC.RR. barracks is a 2-storey, stone building. The personnel consists of 1 W.O. and 3 C.R's.

viii) HOSPITALS
None. A 2-room dispensary and one pharmacy are in the town.

ix) HOTELS

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reliability because he is NOT very observant and has a poor memory for details.

B TOWNS

a) PLANORO

i) POPULATION
1,200, mostly farmers.

ii) WATER
Laid on in 4 street fountains. It is potable and plentiful all year-round. The source is unknown.

iii) ELECTRICITY
Laid on in most homes. A sub-station is located North of the town. The source is BOLOGNA.

iv) GAS
None. Wood is used for fuel.

v) SEWERAGE
An underground system discharges in the SAVENA River.

vi) POSTAL FACILITIES
The P.O. occupies one large room of the ground floor of the 2-storey town hall. A telephone is available in the centrally-located SAVENA Restaurant.

vii) CACL
The CC.RR. barracks is a 2-storey, stone building. The personnel consists of 1 W.O. and 3 O.R's.

viii) HOSPITALS
None. A 2-room dispensary and one pharmacy are in the town.

ix) HOTELS
Three inns have a total of 12 rooms.

x) SCHOOLS
South of the town there is a 3-storey, L-shaped building which houses an elementary and a junior high school.

xi) INDUSTRIES
None.

xii) OTHER BUILDINGS
The DOPOLAVORO is a large, 2-storey, stone building. A large dance floor is on the ground floor.

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PIANORO (882345), LIVERGNANO (973278), LOIANO (865237) and Area (PROV. BOLOGNA) (Cont.)

1299

b) LIVERGNANO

This is a farming community of less than 500 inhabitants. Water of good quality and sufficient quantity is available. Carbide and oil lamps are used for illumination, and wood for cooking purposes. WC's empty into cesspools. A 1-room P.O. has telegraph, but NO telephone facilities. Mail is delivered once daily. There are NO hospitals, dispensaries, inns or industries. An elementary school is in a 2-storey, stone building.

c) LOIANO

This town has electricity, telephone and telegraph. An old age home is located here. Medical facilities consist of a small dispensary, and a pharmacy.

C WATERCOURSES

a) SAVENA River from (849300) to (907437)

i) In the vicinity of (849300), on the East bank of the river and in the river bed, 10,000 of a projected 40,000 poplars were planted in '38, for timber purposes. Every Winter and Spring, however, the swift current uproots and carries off many of these trees with a diameter of up to 50 cm.

ii) (870330)-(882347)
Between these points the river is about 100 m. wide. In Summer it runs in a channel 10-12 m. wide and 10-15 cm. deep. The banks slope very gently. The bed consists of gravel for the most part, with some scattered, and some sandy stretches. P/W recalls seeing, in 1930, mountain artillery maneuvers here in the Summer, and 7-ton, FIAT army trucks fording the stream with NO great difficulty. At (882345) there is a 100 m.- long, stone dam and spillway, 1½-2 m. high and 1 m. wide.

iii) (882347)-(907437)
In square (870360) work was completed in 1942 on building earth levees on the West bank of the river. These levees, concerning which NO details are available, have resulted in the reclamation of land which formerly was inundated every Winter and Spring.
At (880378) there is a stone bridge 3-3½ m. wide. NO details are available. There are NO fords near this bridge.
At (885388) the river is crossed by a bridge similar to the one

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is in a 2-storey, stone building.

c) LODANO

This town has electricity, telephone and telegraph. An old age home is located here. Medical facilities consist of a small dispensary, and a pharmacy.

C WATERCOURSES

a) SAVENA River from (849300) to (907437)

i) In the vicinity of (849300), on the East bank of the river and in the river bed, 10,000 of a projected 40,000 poplars were planted in '38, for timber purposes. Every Winter and Spring, however, the swift current uproots and carries off many of these trees with a diameter of up to 50 cm.

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iii) (882347)-(907437)
In square (870360) work was completed in 1942 on building earth levees on the West bank of the river. These levees, concerning which NO details are available, have resulted in the reclamation of land which formerly was inundated every Winter and Spring.
At (880378) there is a stone bridge 3-3½ m. wide. NO details are available. There are NO fords near this bridge.
At (885388) the river is crossed by a bridge similar to the one just mentioned. At (900437) the river is 70-80 m. wide, with banks 2-2½ m. high sloping at about a 45° angle. At (904438) there is a stone dam and spillway about 120 m. long and 5 m. high. This dam serves to protect the road and Rly. bridges to the East, as well as to irrigate nearby fields.

D COMMUNICATIONS

a) ROADS

1) BOLOGNA - (dll044)
This is part of the BOLOGNA - FIRENZE highway, State Road # 65. It is 6-8 m. wide, with a crushed rock foundation and a tar-macadam surface. It has verges of earth 20 cm. wide. In 1942 the road was in excellent condition. It is NOT affected by heavy rains.

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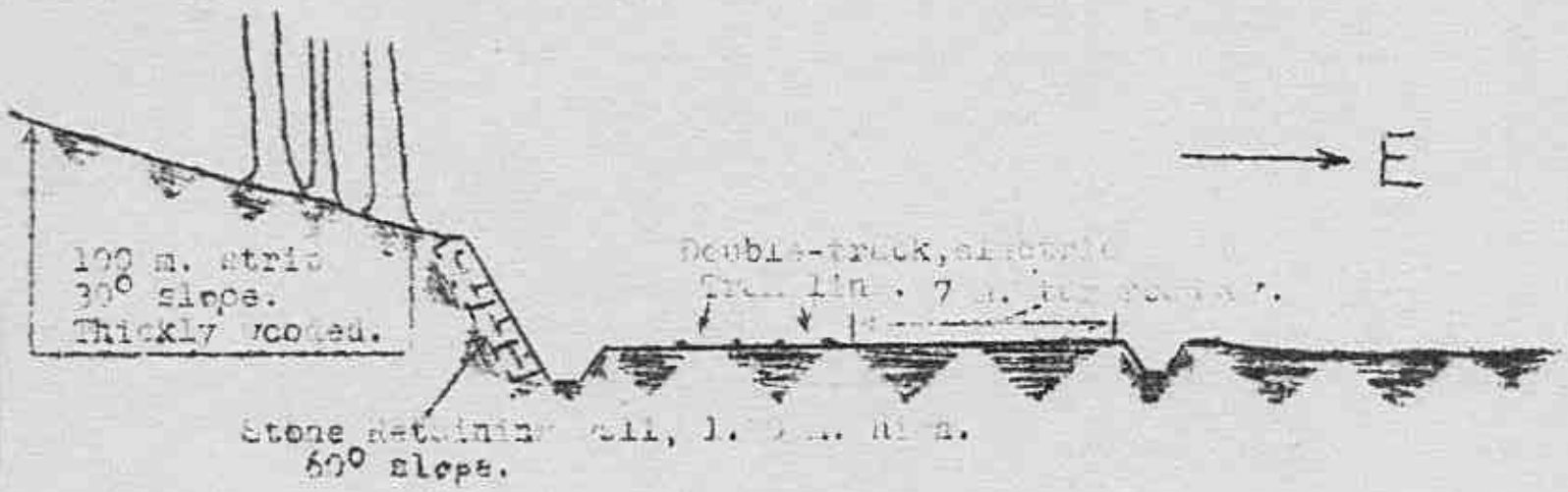
PIANORO (882345), LIVERGNANO (973278), LOIANO (865237) and Area (PROV. BOLOGNA) (Cont.)

1298

In Winter months, especially in Jan. and Feb., 50-60 cm. of snow falls, but this is quickly cleared by snowplows from BOLOGNA. In Summer a bus service between BOLOGNA and FIRENZE made 3 trips daily, and in Winter, 2 trips daily

1) BOLOGNA - (909451)
Between these points the road is 7-7½ m. wide, with 20 cm. earth verges. The road is level with the adjoining terrain and is flanked by drainage ditches 30 cm. deep and 30 cm. wide. A double-track, narrow-gauge, electric tram runs flush with, and adjoins the West side of the road. There are NO walls.

2) (909451) - (904437)
This stretch of road continues at the same width and with similar drainage ditches as the section described in 1, above. Deployment is possible on the East side.
A cross-sectional view of the road and adjoining terrain is sketched below:

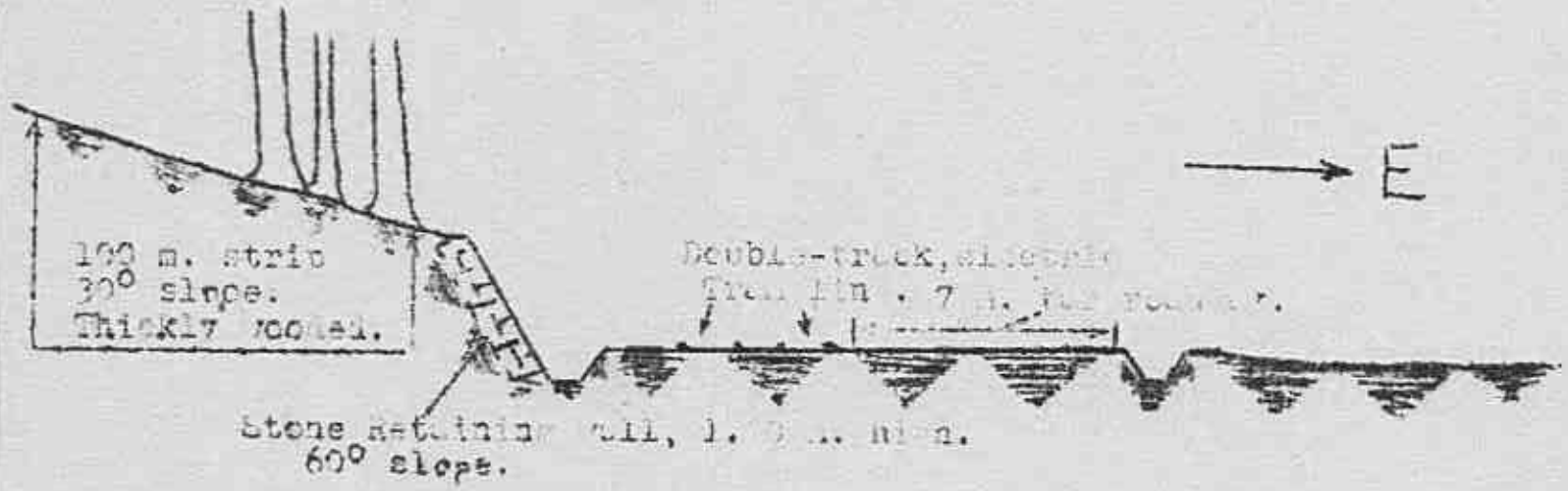


At (904437) the road crosses the SAVENA over a stone bridge, 90-100 m. long and 5 m. wide. Cement sidewalks

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and is flanked by drainage ditches 30 cm. deep and 30 cm. wide. A double-track, narrow-gauge, electric tram runs flush with, and adjoins the West side of the road. There are NO walls.

2) (909451) - (904437)
This stretch of road continues at the same width and with similar drainage ditches as the section described in 1, above. Deployment is possible on the East side.
A cross-sectional view of the road and adjoining terrain is sketched below:



At (904437) the road crosses the SAVENA over a stone bridge, 90-100 m. long and 5 m. wide. Cement sidewalks are about 50 cm. wide and 10 cm. high, and iron parapets are 1 m. high.

3) (904437) - PIANORO
For the distance the road is 6-7 m. wide, with 20 cm.-wide, earth verges, and ditches approximately 20x20 cm. It is level with the terrain. At (896422) there is a masonry Rly. overpass with a clearance of about 4 m. Two other masonry Rly. overpasses, at (895414) and at (888387), have clearances of about 4 m. Curves are NOT sharp and should cause NO bottlenecks for 2-way, heavy traffic.

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PIANORO (882345), LIVERGNANO (973278), LOIANO (865237) and Area (PROV. BOLOGNA) (Cont.)

1297

4) PIANORO - LIVERGNANO
This section of the road from PIANORO to (879327) climbs very sharply and is NOT negotiable by bicycle. From (879327) to (875318) the road descends gently, and then climbs a steep slope to a point about 400 m. North of LIVERGNANO. At (883338) there is a gentle, S-shaped curve which should NOT cause a bottleneck. At (879332) there is a sharp, bottleneck curve with a 1 m.- high, iron guard rail on the West side of the road. The curve at (875316) is fairly gentle, but very steep. The road surface at this point consists of square, red rocks which help prevent skidding. The West side is protected by a reinforced concrete guard rail 1 m. high. Several accidents have occurred on this curve. At (877313) there is a sharp curve with a road surface of square blocks, protected by a 1 m.- high reinforced concrete guard rail.

b) RAILWAYS

i) BOLOGNA - FLORENCE
This is a double-track, standard gauge, electrified, express ("DIRETTISSIMA") Rly. on wooden sleepers. It runs on an embankment which is about 50 cm. high from the outskirts of BOLOGNA to (906437), at which point it crosses the SAVENA over a 100 m.- long masonry bridge. This bridge has 7, 14-m. spans. From (906437) to (881355) the Rly. runs along the slope of a hill. Three overpasses are described in D, a, i, 3, above. At (881353) it recrosses the SAVENA over a masonry bridge, accurate details of which are lacking.
There are 2 sidings at the PIANORO station, each about 250 m. long, and separated by a masonry, loading ramp 40 m. long, 3-4 m. wide, and 1½ m. high. A 2-storey goods warehouse and a small, fixed crane are located nearby.

ii) BOLOGNA - SAN RUFFILLO (908442)
This is a tramway and is described in D, a, i, 1.

E TOPOGRAPHY

a) TERRAIN
From the plains near BOLOGNA the countryside slopes upward to the South. Around LIVERGNANO the country is mountainous, reaching heights of 500 m. Thick woods, consisting mainly of oak, chestnut and ash trees, cover the lower regions. The upper regions are largely cultivated. Between PIANORO and BOLOGNA the land is hilly and cultivated with orchards and

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bottleneck curve with a 1 m.- high, iron guard rail on the West side of the road. The curve at (875316) is fairly gentle, but very steep. The road surface at this point consists of square, red rocks which help prevent skidding. The West side is protected by a reinforced concrete guard rail 1 m. high. Several accidents have occurred on this curve. At (877313) there is a sharp curve with a road surface of square blocks, protected by a 1 m.- high reinforced concrete guard rail.

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There are 2 sidings at the PIANORO station, each about 250 m. long, and separated by a masonry, loading ramp 40 m. long, 3-4 m. wide, and 1½ m. high. A 2-storey goods warehouse and a small, fixed crane are located nearby.

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b) PRODUCTS
The chief products of the area are wheat, corn, oats, grapes and vegetables. Fields are generally separated by drainage ditches with maximum dimensions of 50x50 cm.

c) WEATHER
In Jan. and Feb. snow falls 50-60 cm. in depth, followed by rains in Mar. and Apr. Rains make the fields soft and muddy and impassable even to carts, in most instances.

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PIANORO (882345), LIVERGNANO (973278), LOIANO (865237) and Area (PROV. BOLOGNA) (Cont.)

F ECONOMIC

1295

a) An AMMASSO is located in PIANORO.
b) There are about 6 threshing machines in PIANORO.

G PERSONALITIES

a) VENTURI, ELIA, is Political Sec'y. of PIANORO.
b) NANETTI, TITO, Communal Sec'y., is very well-liked.
c) ALBERTAZZI, LUIGI, is an ardent fascist militia officer and a rich landowner. He owns 4 threshing machines and a small saw-mill in PIANORO.
d) VENTURONI, LUIGI owns a flour mill and several buildings in PIANORO.
e) DALMATRI, FEDERICO, is a wealthy landowner of PIANORO.

R.R.T. and J.D.

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GRANAROLO DELL'EMILIA (970540), CALDERARA DI RENO (835566)
and Areas
(Map used: ITALY 1:100,000 Sheet 87, BOLOGNA)

1295

A SOURCE

P/W Pte. MUSIANI, PRIMO, a 22-year old farmer, lived in CALDERARA DI RENO until 1939, and in GRANAROLO DELL'EMILIA thereafter until called up early in 1942. He was home last the entire month of Feb. '43. His judgment of distances is poor, but otherwise he seemed reliable.

B TOWNS

a) GRANAROLO DELL'EMILIA

i) POPULATION
The commune has 5-6,000 inhabitants, most of whom are farmers and industrial workers; the latter commute to BOLOGNA.

ii) WATER SUPPLY
There are 4 or 5 public fountains in the town which obtain water from 2 or 3 artesian wells located nearby. Water is never scarce, and its quality is good.

iii) ELECTRICITY
Laid on in most homes and streets. The source is the BOLOGNA power station.

iv) GAS
None. Charcoal and wood are used for cooking purposes.

v) SEWERAGE
The town has NO underground system. Most homes have W.C's with outlets into cesspools. The contents of cesspools are emptied from time to time and used as fertilizer.

vi) POSTAL FACILITIES
In a 2-room P.O., centrally located in the town, telephone and telegraph are available. Mail is delivered mornings.

vii) GAOL
None. A 2-storey, stone CC.RR. barracks, which includes a lock-up, is to be found near the P.O. The personnel consists of 1 W.O. and 5-6 O.R's.

viii) HOSPITALS
None. A small dispensary, a pharmacy and one doctor in the town care for the medical needs of the commune. Health is generally good. There are NO prevalent diseases.

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a) GRANAROLO DELL'EMILIA

i) POPULATION
The commune has 5-6,000 inhabitants, most of whom are farmers and industrial workers; the latter commute to BOLOGNA.

ii) WATER SUPPLY
There are 4 or 5 public fountains in the town which obtain water from 2 or 3 artesian wells located nearby. Water is never scarce, and its quality is good.

iii) ELECTRICITY
Laid on in most homes and streets. The source is the BOLOGNA power station.

iv) GAS
None. Charcoal and wood are used for cooking purposes.

v) SEWERAGE
The town has NO underground system. Most homes have W.C's with outlets into cesspools. The contents of cesspools are emptied from time to time and used as fertilizer.

vi). POSTAL FACILITIES
In a 2-room P.O., centrally located in the town, telephone and telegraph are available. Mail is delivered mornings.

vii) GAOL
None. A 2-storey, stone CC.RR. barracks, which includes a lock-up, is to be found near the P.O. The personnel consists of 1 W.O. and 5-6 O.R's.

viii) HOSPITALS
None. A small dispensary, a pharmacy and one doctor in the town care for the medical needs of the commune. Health is generally good. There are NO prevalent diseases.

ix) HOTELS
None; nor are there lodging houses.

x) SCHOOLS
A 2-storey, brick elementary school with about 5 rooms is located about 1 km. North of the town.

xi) INDUSTRIES
None.

xii) OTHER BUILDINGS
The CASA DEL FASCIO is a new, brick, 3-storey structure located in the town limits.

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GRANAROLO DELL'EMILIA (970540), CALDERARA DI RENO (835566) and Areas (Cont.)

1294

b) CALDERARA DI RENO

i) POPULATION
The town has 5-600 inhabitants, but in the commune there are about 6,000, the majority of whom are farmers; a sizeable minority are industrial workers employed in BOLOGNA.

ii) WATER SUPPLY
Water is laid on in most homes and in several street fountains in the town.

iii) ELECTRICITY
Almost all homes and streets in the town limits have electricity whose source is in BOLOGNA. A sub-station is near the town. High tension lines on steel pylons come from FERRARA and pass through the town's outskirts.

iv) GAS
None. Wood and charcoal are used for cooking.

v) SEWERAGE
W.C's are connected to cesspools which are emptied periodically and the contents used as fertilizer.

vi) POSTAL FACILITIES
A large, 1-room P.O. has telephone and telegraph service. Mail is delivered mornings.

vii) GAOL
None. There is NO CC.RR. barracks or lock-up. CARABINIERI from BORGO PANIGALE (830510), on duty in the area, take the prisoners to the CC.RR. barracks in that town.

viii) HOSPITALS
None. There is a small dispensary, a doctor and a pharmacy in the town.

ix) HOTELS
None. No public sleeping accommodations are available. A few cafes have small restaurants.

x) SCHOOLS
A 5-room elementary school is near the town.

xi) INDUSTRIES
None.

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in the town.

iii) ELECTRICITY
Almost all homes and streets in the town limits have electricity whose source is in BOLOGNA. A sub-station is near the town. High tension lines on steel pylons come from FERRARA and pass through the town's outskirts.

iv) GAS
None. Wood and charcoal are used for cooking.

v) SEWERAGE
W.C's are connected to cesspools which are emptied periodically and the contents used as fertilizer.

vi) POSTAL FACILITIES
A large, 1-room P.O. has telephone and telegraph service. Mail is delivered mornings.

vii) GAOL
None. There is NO CC.RR. barracks or lock-up. CARABINIERI from BORGO PANIGALE (830510), on duty in the area, take the prisoners to the CC.RR. barracks in that town.

viii) HOSPITALS
None. There is a small dispensary, a doctor and a pharmacy in the town.

ix) HOTELS
None. No public,sleeping accommodations are available. A few cafes have small restaurants.

x) SCHOOLS
A 5-room elementary school is near the town.

xi) INDUSTRIES
None.

xii) OTHER BUILDINGS
The CASA DEL FASCIO and the town hall are in the same 4-storey, brick building.

c) PADULLE

i) INDUSTRIES
A tobacco curing plant is located at (863658). PADULLE is the center of tobacco fields; small tobacco establishments of various types are to be found in the neighborhood.

d) BORGO PANIGALE (830510)

i) WATER SUPPLY
A reservoir is located at (846518).

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GRANAROLO DELL'EMILIA (970540), CALDERARA DI RENO (835566) and Areas (Cont.)

ii) INDUSTRIES
This town is an industrial suburb of BOLOGNA. At (839504) there is a 3-storey refrigerated warehouse, about 50 m. long. A hemp warehouse is located at (833527).

1293

e) CASTEL MAGGIORE (900570)

i) BUILDINGS
A 3-storey, stone, military engineer depot is located in the town.

ii) HOSPITALS
This town has a small hospital. An old-age home is to be found here, also.

f) CORTICELLA (918538)

i) INDUSTRIES
A 2-storey, 50 m.- long foundry is located here.

g) SAN GIOVANNI IN PERSICETO (770650)

i) HOSPITALS
A large hospital is located at (770638).

ii) INDUSTRIES
There are several industries in this town, at least one of which is government-owned.

C WATERCOURSES

a) RENO River, from (856640) to CASALECCHIO at (830470)
The bed of this river is a rich source of sand, small stones and gravel for repair purposes. The bed is about 2 m. below the level of the terrain. Levees are of earth. A flood in 1940 overflowed the levees, causing much damage to the countryside. Floods sometimes occur even in Summer, after heavy rains. The width between levees varies from about 50 m. near BONCONVENTO (868607) to more than 500 m. South of PONTELUNGO (850502). In Dec. and Jan. the entire bed is covered with water which reaches a maximum depth of 4½-5 m. In Summer the water runs in a channel varying from 10-40 m. in width, and 50 cm. to 2 m. in depth. (COMMENT: Source's estimates of distances are poor, by actual check). Below is a mean cross-sectional sketch of the RENO:

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This town has a small hospital. An old-age home is to be found here, also.

f) CORTICELLA (918538)

i) INDUSTRIES
A 2-storey, 50 m.- long foundry is located here.

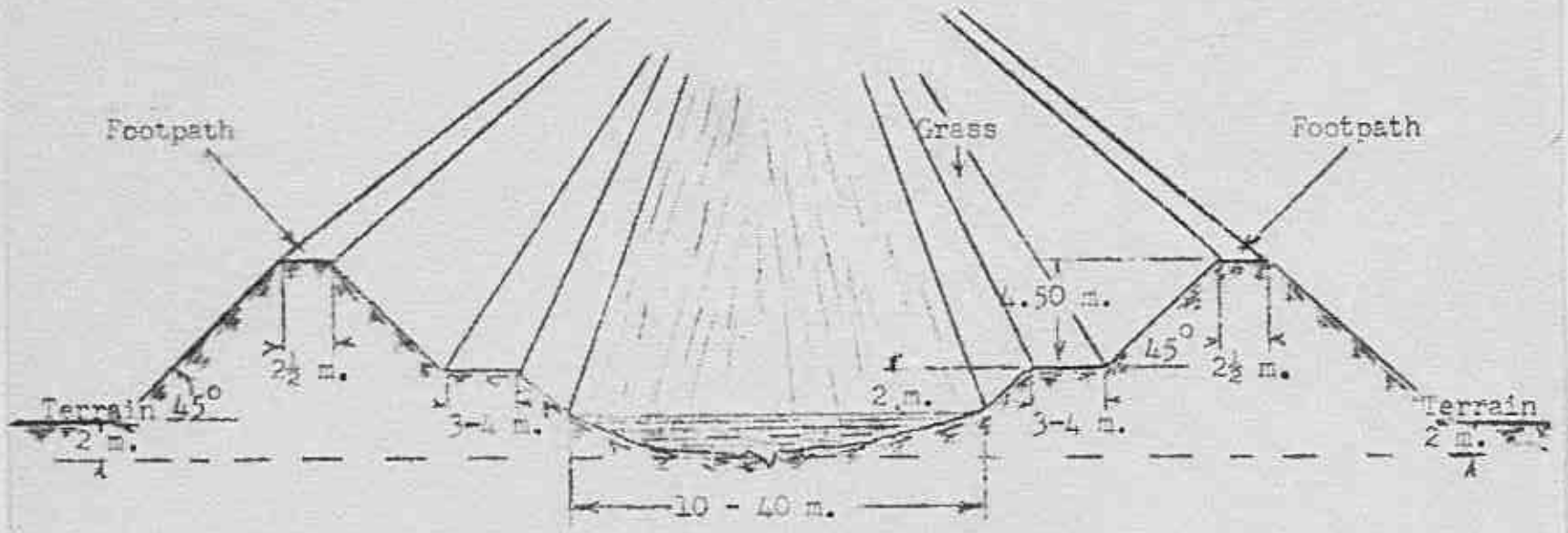
g) SAN GIOVANNI IN PERSICETO (770650)

i) HOSPITALS
A large hospital is located at (770638).

ii) INDUSTRIES
There are several industries in this town, at least one of which is government-owned.

C WATERCOURSES

a) RENO River, from (856640) to CASALECCHIO at (830470)
The bed of this river is a rich source of sand, small stones and gravel for repair purposes. The bed is about 2 m. below the level of the terrain. Levees are of earth. A flood in 1940 overflowed the levees, causing much damage to the countryside. Floods sometimes occur even in Summer, after heavy rains. The width between levees varies from about 50 m. near BONCONVENTO (868607) to more than 500 m. South of PONTELUNGO (850502). In Dec. and Jan. the entire bed is covered with water which reaches a maximum depth of 4½-5 m. In Summer the water runs in a channel varying from 10-40 m. in width, and 50 cm. to 2 m. in depth. (COMMENT: Source's estimates of distances are poor, by actual check). Below is a mean cross-sectional sketch of the RENO:



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GRANAROLO DELL'EMILIA (970540), CALDERARA DI RENO (835566) and Areas (Cont'd)

1292

At (860570) there is a small passenger ferry. A ponton footbridge was located here at one time, but it was carried away by the current. About 200 m. South of this point there is a ford which is practicable in Summer only. At (843667) there is a reinforced concrete bridge, about 100 m. long, called PONTE DI BAGNO. Source claimed to have seen, though he could NOT pinpoint, bridges over the RENO near PADULLE, BONCONVENTO and LONGARA (862570). Built in the past 10 years, they are all about 50 m. long, of reinforced concrete construction, wide 1-way, with 1 m.- wide cement sidewalks and 1 m.- high cement parapets. At TREBBO (869554) there is a wooden footbridge. There are "many" fords, practicable in Summer only, some of which are at (855644) (PASSO DI PADULLE), at (870603) (PASSO DI BONCONVENTO), and at (871595) (PASSO DELLE PIOPPE).

b) CANALE MAVILE, between CASTEL MAGGIORE and CORTICELLA
This is a perennial stream, varying in width from 2 to 5 m. Its average depth, in Summer and Winter, is about 1 m. There is a dam at CASTEL MAGGIORE which, when closed, increases the depth to 3½ m. on the North side. Source claims that there are NO levees bordering the canal, although Map ITALY 1:25,000 Sheet 87 I SE. CASTEL MAGGIORE, shows the contrary.

c) SAMOGGIA River, from (820649) to (789613)
This stream is 5-6 m. wide, with earth levees 2 m. above terrain level. After heavy rains it sometimes overflows the levees, as it did in 1941.

d) There are many intermittent drainage canals and ditches in the area, most of which are 2-4 m. wide, and crossed by stone or cement culverts.

D COMMUNICATIONS

a) ROADS

i) GRANAROLO - BOLOGNA
A metalled, tar-surfaced road which is wide enough for 2-way heavy traffic. On the East side of the road, from GRANAROLO to (937518), a single-track tram (See D,b,ii, below) runs level with the road. The tracks are NOT flush with the road, but can be crossed by vehicles. Beyond the tracks is a ditch 2-3 m. wide and about 3 m. deep, and flat country farther inland. On the West side of the road is a 1 m.- wide, grassy earth verge, beyond which there is a ditch 50 cm. wide and 1 m. deep, then 1 m.- high hedges and level terrain. At (914497) the road passes under the Rly; the clearance is about 4 m.

ii) GRANAROLO - CASTEL MAGGIORE (900570)
This is a 2-way, metalled, gravel-surfaced road. At (917570) it crosses over a 6-7 m.- long, stone bridge at road width.

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At [illegible] (859554) there is a wooden footbridge. There are "many" fords, practicable in Summer only, some of which are at (855644) (PASSO DI PADULLE), at (870603) (PASSO DI BONCONVENTO), and at (871595) (PASSO DELLE PIOPPE).

b) CANALE NAVILE, between CASTEL MAGGIORE and CORTICELLA
This is a perennial stream, varying in width from 2 to 5 m. Its average depth, in Summer and Winter, is about 1 m. There is a dam at CASTEL MAGGIORE which, when closed, increases the depth to 3½ m. on the North side. Source claims that there are NO levees bordering the canal, although Map ITALY 1:25,000 Sheet 87 I SE. CASTEL MAGGIORE, shows the contrary.

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a) ROADS

i) GRANAROLO - BOLOGNA
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ii) GRANAROLO - CASTEL MAGGIORE (900570)
This is a 2-way, metalled, gravel-surfaced road. At (917570) it crosses over a 6-7 m.- long, stone bridge at road width.

iii) BOLOGNA at (878501) - (907574)
This is a wide, 2-way road, with a tar surface and hard, gravel and earth verges 1-1½ m. wide. It runs about 30 cm. below terrain level. On the East side of the road is a drainage ditch 30-50 cm. deep and 50-70 cm. wide; beyond it the land is cultivated with low crops and considerable trees, until the CANALE NAVILE (See C, b, above) is reached. On the West side of the road is a ditch about 30 cm. deep and 50 cm. wide, some trees, and low cultivation. Deployment is possible on this side of the road.
At (893516) the road passes under a Rly. The clearance is 4 m.

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GRANAROLO DELL'EMILIA (970540), CALDERARA DI RENO (835566) and Areas (Cont.)

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iv) BOLOGNA at (890496) - (936560)
This is State Road No. 64, the BOLOGNA - FERRARA Road. It is tar-covered, wide 2-way, and slightly (10-20 cm.) below terrain level. Verges are 1 m. wide, and gravel-topped. Adjoining the verges are ditches with maximum dimensions of 50x50 cm., followed by 1 m.- high hedges. The latter are the only obstacles to deployment onto fields with low cultivation such as wheat, hay and vegetables, and scattered elm and fruit trees. At intervals of about 200 yards there are entrances from the road onto the fields.

v) VIA EMILIA, from BOLOGNA to BORGO PANIGALE (830510)
This road is asphalted and about 7 m. wide, with 1 m.- wide, cement sidewalks from BOLOGNA to PONTELUNGO (850502). PONTELUNGO is a reinforced concrete bridge over the RENO River. It has an over-all length of about 300 m. A diversionary route is South of here, via BOLOGNA and CASALECCHIO (890470)

vi) RJ (840510) - SAN GIOVANNI IN PERSICETO (770563)
This is a metalled, tar-covered road, 2-way, and 20-30 cm. below terrain level. It is bordered by 1 m.- wide, hard earth verges, ditches 30-50 cm. deep and 1 m. wide, and hedges 1.2 m. high for the entire distance. Deployment onto wheat and hemp fields is possible through narrow earth roads. There are few trees in the fields to afford cover, and drainage ditches varying from 1-2 m. in width and depth, occur fairly frequently. There is a level Rly. crossing at (837518). At (815560) the road crosses the SCOLO CANOCCHIETTA over a 4-5 m.- long, stone bridge over the SCOLO LAVINO. The road then crosses 3, 1½-2 m.- wide ditches by means of culverts. At SAN GIORGIO DEL MARTIGNONE (789612) the road crosses the SAMOGGIA River over a reinforced concrete bridge, 8-9 m. long.

vii) (822534) - (836573)
This is a wide, 2-way, gravel-surfaced road. Ditches are approximately 50x50 cm. At (828546) there is a level Rly. crossing.

viii) Most secondary roads North, NE and NW of BOLOGNA are narrow, 2-way, metalled, and gravel topped, with drainage ditches 30-50 cm. in depth and width.

b) RAILWAYS

i) BOLOGNA - SAN GIORGIO DI PIANO (910650)
This is part of the BOLOGNA - FERRARA - PADOVA Rly. It is a double - track, standard-gauge, steam line. At the CASTEL MAGGIORE station (910674) there are 4 sidings, each 300-500 m.

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fields.

v) VIA EMILIA, from BOLOGNA to BORGO PANIGALE (830510)
This road is asphalted and about 7 m. wide, with 1 m.- wide, cement sidewalks from BOLOGNA to PONTELUNGO (850502). PONTELUNGO is a reinforced concrete bridge over the RENO River. It has an over-all length of about 300 m. A diversionary route is South of here, via BOLOGNA and CASALECCHIO (830470)

vi) RJ (840510) - SAN GIOVANNI IN PERSICETO (770563)
This is a metalled, tar-covered road, 2-way, and 20-30 cm. below terrain level. It is bordered by 1 m.- wide, hard earth verges, ditches 30-50 cm. deep and 1 m. wide, and hedges 1.2 m. high for the entire distance. Deployment onto wheat and hemp fields is possible through narrow earth roads. There are few trees in the fields to afford cover, and drainage ditches varying from 1-2 m. in width and depth, occur fairly frequently. There is a level Rly. crossing at (837518). At (815560) the road crosses the SCOLO CANOCCHIETTA over a 4-5 m.- long, stone bridge over the SCOLO LAVINO. The road then crosses 3, 1½-2 m.- wide ditches by means of culverts. At SAN GIORGIO DEL MARTIGNONE (789612) the road crosses the SAMOGGIA River over a reinforced concrete bridge, 8-9 m. long.

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viii) Most secondary roads North, NE and NW of BOLOGNA are narrow, 2-way, metalled, and gravel topped, with drainage ditches 30-50 cm. in depth and width.

b) RAILWAYS

i) BOLOGNA - SAN GIORGIO DI PIANO (910650)
This is part of the BOLOGNA - FERRARA - PADOVA Rly. It is a double - track, standard-gauge, steam line. At the CASTEL MAGGIORE Station (910574) there are 4 sidings, each 300-500 m. long, and 6, 1-storey warehouses at and near (905563).
At (898547 the crossings of the road, tram and Rly. are level.

ii) GRANAROLO - BOLOGNA
This is a single - track, standard-gauge, steam tramway which begins at MALALBERGO (040730). (See D,a,i,above). It runs along the East side of the road in a Southerly direction as far as (937518).

iii) CORTICELLA (890541) - BOLOGNA
This tram is single - track, standard-gauge and electrified.

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GRANAROLO DELL'EMILIA (970540), CALDERARA DI RENO (835566) and Areas (Cont.)

iv) ARGELATO (898643) - CORTICELLA - BOLOGNA
This is a single - track, standard - gauge line used by Diesel-engine railcars (LITTORINE). It generally runs East of the road as far South as (909522) where there is a junction with the GRANAROLO - BOLOGNA tram, from which point it continues along the road to the terminal in BOLOGNA.
At (900513) it goes under the Rly. overpass; the clearance is about 4 m.

v) The trams in ii, iii and iv, above, end at the terminal at (892501) in BOLOGNA.

vi) BOLOGNA - FIRENZE
This is a double - track, standard gauge, electrified Rly. From SAN RUFFILLO (909440) North it climbs an embankment which reaches a height of 4½-5 m. as it swings East, North and NE around BOLOGNA and finally into the BOLOGNA central. It overpasses all roads and Rlys. in and around BOLOGNA.

E TOPOGRAPHY

a) COUNTRYSIDE
The land East, North and NW of BOLOGNA is flat and level with low cultivation generally. Drainage ditches 50 cm. - 3 m. wide and 50 cm. - 2 m. deep, are the main obstacles to cross-country movement, with the exception of the RENO and SAMOGGIA Rivers.

b) PRODUCTS
In the GRANAROLO area the principal products are wheat, hemp, maize and various vegetables. There are also considerable vineyards, apple, pear, peach and other fruit trees. The land around here becomes muddy very quickly after rains, and impassable to carts. Fields are separated by 1 m.- high hedges or small drainage ditches, generally 50x50 cm.
The region around PADULLE (845639) is a tobacco-raising area.
The CALDERARA DI RENO section produces considerable wheat and hemp. Grape vines are common. There are some small fruit orchards, but most apple, pear and cherry trees are scattered throughout the fields.

c) WEATHER
The rainy season extends usually from Dec. to Mar., inclusive. Snow falls generally in Jan. and Feb.; the maximum depth reached is about 60 cm. Snowplows from BOLOGNA clear important roads in short order.

F ECONOMIC

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v) The trams in ii,iii and iv, above, and at the terminal at (8,2,2) in BOLOGNA.

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This is a double - track, standard gauge, electrified Rly. From SAN RUFFILLO (909440) North it climbs an embankment which reaches a height of 4½-5 m. as it swings East, North and NE around BOLOGNA and finally into the BOLOGNA central. It overpasses all roads and Rlys. in and around BOLOGNA.

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In the GRANAROLO area the principal products are wheat, hemp, maize and various vegetables. There are also considerable vineyards, apple, pear, peach and other fruit trees. The land around here becomes muddy very quickly after rains, and impassable to carts. Fields are separated by 1 m.- high hedges or small drainage ditches, generally 50x50 cm.
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F ECONOMIC

a) AMMASSI (grain pools) are located at GRANAROLO, CALDERARA, SAN GIOVANNI, CASTEL MAGGIORE, CORTICELLA and BOLOGNA.

b) There is a considerable amount of privately-owned agricultural machinery in the GRANAROLO - CALDERARA DI RENO area.

G PERSONALITIES

a) PANCHALDI owns extensive hemp fields in the CALDERARA region.

b) In GRANAROLO Feb., 1943)
i) VILLANI, CARLO, Mayor.
ii) CASORINI, ALBERTO, Communal Sec'y.
iii) POGGI, ANTONIO, Political Sec'y.
This confirms information contained in ITALY , ZONE HANDBOOK No. 12 EMILIA, Part III.

J.D.

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BOLOGNA AND AREA
(MAP REFERENCE: ITALY 1:100,000 Sheet 87, BOLOGNA; TOWN PLAN OF BOLOGNA 1:10,000, G.S. G.S. No. 4380, FIRST EDITION)

A SOURCE

1) P/W Pte. FERRARI, Guido, is a 36-year-old baker, who lived in BOLOGNA 24 years. He was home last in Nov. 1942, when called up. He knows the town of BOLOGNA very well, is cooperative, and seems to nurse anti-fascist feelings; however, he is very careful in his statements. He seems very reliable.
2) P/W Pte. DALL'OMO, Franco, is a 28-year-old mechanic. He seems fairly reliable. He was home last in July 1943, on leave.

Much of the information contained in this report has been checked against I.O's fairly extensive, personal knowledge of the town.

B TOWN

i) POPULATION
About 400,000. Sources heard from home that quite a few people were leaving the town since the air raids on BOLOGNA began.

ii) TOPOGRAPHY
1) G.F's. BOLOGNA lies at the foot of the APENNINES.
The Southern part of the town slopes upwards towards the hills, which afford excellent observation points, the best one being the Sanctuary of SAN LUCA (852469), which affords excellent observation of the plain West of BOLOGNA, as far as the eye can see, and of the course of the RENO River from CASALECCHIO Northwards. However, towards the East, observation is NOT possible, as the vision is obstructed by hills.
(See B,a,4, below).
There are other excellent observation points on the COLLE DELL' OSSERVANZA, the hill that dominates the town of BOLOGNA. The best one is the CONVENTO DELL'OSSERVANZA (872469).
The streets VIA ROMA, VIA INDIPENDENZA, VIA UGO BASSI, and VIA RIZZOLI, are about 12 m. wide. VIA ROMA is asphalted, the others are paved with smooth cobble-stones. All other roads within the town are much narrower, paved with cobble-stones, with many curves and gradients in the Southern part of the town. In many cases secondary roads permit only 1-way traffic. There is an asphalted boulevard, 7-8 m. wide, that runs around the entire town. The old arch gates of the wall, which at one time surrounded the city, still exist, but they do NOT cause a bottleneck for the entrance of vehicles into the town. The entrances vary in width from 4 to 7 m., but in addition to the road that runs under the

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fascist feelings; however, he is very careful in his statements. He seems very reliable.

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iii) WATER SUPPLY
Water is laid on in practically all homes in the town and suburbs. It is of good quality and always abundant. There are large reservoirs on the Northern side of VIA DELL'OSSERVANZA (884474). Water is brought to the reservoirs by an underground aqueduct, but the source is unknown. The water is distributed to the houses through underground cement pipes. Only a few street fountains are still in existence. P/W remembers one on VIA LAME, half-way between CANALE DI RENO and PORTA LAME.
The water of the CANALE DI RENO (See G,2,below) is used for washing purposes. There are many basins and laundries at several points along the banks of the canal. Public laundries are on VIA CAPO DI LUCA.

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BOLOGNA And AREA (Cont.)

iv) ELECTRICITY 1288
Electricity is laid on in practically all homes. The wires are strung on iron or wooden poles and on brackets attached to buildings. The street lamps are attached to wires strung from building to building or affixed to iron or wooden poles. The street lighting on the main streets, especially in the center of the town, was adequate and efficient; in some secondary streets it was less adequate. There is a sub-station at (882514), called CENTRALE DELL'ARCOVEGGIO (See ISTD Report #/228, Page 56).

v) GAS
Gas is laid on in practically all homes and in the center of the town and in some houses in the suburbs. The homes are furnished with gas through underground cast-iron pipes. In Nov. 1942 the gas supply was reduced at certain times of the day. Gas is used now only for cooking purposes. In the outskirts of the town there are still street gas lamps. The gas works is located on the East side of the VIA MASCARELLA, at approximately (897494).

vi) SEWERAGE
There is an underground sewerage system, which empties into the CANALE DI RENO. The sewer-pipes are of concrete. There are W.C's in practically all houses.

vii) POSTAL FACILITIES
The main P.O. is located on PIAZZA CAVOUR. It is a 4-storey building, 20 m. wide and 40 m. long. There are many sub-post-offices scattered throughout the town, mainly in the vicinity of the gates and entrances. All sub-postoffices have telegraph, telephone and money-order facilities. Mail is delivered twice daily.
The T.I.M.O. (TELEFONI ITALIA MEDIA ORIENTALE), a private telephone company, is located on VIA GOITO. It is a large building, 4 or 5 storeys high. Most offices and many houses are equipped with telephones.

viii) GAOLS AND POLICE STATIONS
a) The gaol is located at PIAZZETTA SAN GIOVANNI IN MONTE. It is a building 3 or 4 storeys high and about 100 by 100 m. All prisoners are kept here. The military prison occupies the rear of the same building, with an entrance near the corner of VIA CARTOLERIE.
b) The POLICE H.Q. is in the GOVERNOR'S PALACE (See xii.1, below). The town is divided into zones, each zone having a police station, consisting of a few rooms with 4-5 policemen.

ix) HOSPITALS
1) SANT'ORSOLA Hospital is the largest in BOLOGNA. The hospital buildings cover an area about 700 by 500 m. on the South side

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ix) HOSPITALS
1) SANT'ORSOLA Hospital is the largest in BOLOGNA. The hospital buildings cover an area about 700 by 500 m. on the South side of VIA SAN VITALE, between VIA ERCOLANI and VIA RICOVERO. The hospital comprises one main building, the OSPEDALE DI SANT' ORSOLA proper, and at least 5 modern separate buildings that are the medical clinics of the University of BOLOGNA. Each one of the buildings has about 100 rooms. There are the following clinics: surgical, internal diseases, dental, veneral diseases, eye, nose, ear and throat, pediatric, and obstetrical.
2) OSPEDALE MAGGIORE is a single building about 90 m. wide and 120 m. long, 3-storeys high, with a capacity of about 500 beds. It is located on the North side of VIA RIVA RENO.
3) A military Hospital (OSPEDALE DELL'ABBADIA), located on VIA DELL'ABBADIA, is about 70 m. by 70 m.

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BOLOGNA And AREA (Cont.)

4) The elementary school CARDUCCI, located on VIALE CARDUCCI, which had a capacity of 600 pupils, has been transformed into a military hospital.
5) INSTITUTO CLINICO PER LE MALATTIE DELLA BOCCA, a dental and oral clinic on VIA S. VITALE No. 51, has a capacity of about 20 beds.
6) ISTITUTO RIZZOLI (852469) at SAN MICHELE IN BOSCO, is an orthopaedic clinic. Its buildings cover an area of about 250 by 100 m.
7) BENITO MUSSOLINI Hospital, located on VIA BOLDRINI, has 3 storeys. It serves mainly for victims of industrial accidents.
8) OSPIZIO ESPOSTI E MATERNITA', located on VIA D'AZEGLIO, No. 56, is an obstetrical hospital and nursery for the poor. It is 2-storeys high.
9) OSPEDALE PSICHIATRICO PROVINCIALE F. RONCATI, located on VIA SAN ISAIA, is a lunatic asylum. The area covered by the hospital and gardens is a triangle about 300 m. on each side, formed by the streets S.ISAIA, FRASSINAGO, and PEPOLI.
10) VILLA BARUZZIANA, on the COLLE DELL'OSSERVANZA, is a lunatic asylum of considerable size. It is privately-owned.

11) RICOVERO DI MENDICITA', an old-age home on VIA DEL RICOVERO, is a building 2-storeys high, 150 by 250 m., with inner courts and gardens. It has a capacity about 1500.
12) A surgical clinic, owned by Prof. NEGRISOLI, located on VIA MALGRADO, has a capacity of about 50.
13) A private clinic, located in VIA DANTE, is a small villa, two-storeys high, capacity 10-12.
14) CASA DI CURA SCHIASSI is a private surgical clinic, on VIA SAN VITALE, opposite the SANT'ORSOLA Hospital. Capacity is 20 beds.

x) HOTELS AND RESTAURANTS

a) HOTELS: P/W confirms list of hotels given on ITALY, Zone Handbook N.12, Part III . The following are first-class hotels:
1) GRAND HOTEL ASTORIA.
2) GRAND HOTEL MAJESTIC BAGLIONI. (Also called MAESTOSO)
3) GRAN HOTEL BRUN.
4) HOTEL PALACE, remodeled in 1938.
5) STELLA D'ITALIA.
6) ROMA.

b) RESTAURANTS: The following are first-class restaurants:
1) SAN PIETRO, on VIA INDIPENDENZA, is the largest restaurant in BOLOGNA, with at least 4 large dining-rooms.
2) DONATELLO, on VIA AUGUSTO RIGHI.
3) DIANA, on VIA INDIPENDENZA.
4) DA PEPPINO, on PIAZZA VITTORIO EMANUELE.
5) BUCA DI SAN PETRONIO, on VIA MONTE GRAPPA.
6) PAPPAGALLO, near VIA UGO BASSI has 3 dining rooms.
7) GATTO NERO, on VIA SANTO STEFANO.
8) GIULIANI, on PIAZZA RAVIGNANA.
9) VERDI, on VIA MARSALA.

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by 100 m.

7) BENITO MUSSOLINI Hospital, located on VIA BOLDRINI, has 3 storeys. It serves mainly for victims of industrial accidents.
8) OSPIZIO ESPOSTI E MATERNITA', located on VIA D'AZEGLIO, No. 56, is an obstetrical hospital and nursery for the poor. It is 2-storeys high.
9) OSPEDALE PSICHIATRICO PROVINCIALE F. RONCATI, located on VIA SAN ISAIA, is a lunatic asylum. The area covered by the hospital and gardens is a triangle about 300 m. on each side, formed by the streets S.ISAIA, FRASSINAGO, and PEPOLI.
10) VILLA BARUZZIANA, on the COLLE DELL'OSSERVANZA, is a lunatic asylum of considerable size. It is privately-owned.

11) RICOVERO DI MENDICITA', an old-age home on VIA DEL RICOVERO, is a building 2-storeys high, 150 by 250 m., with inner courts and gardens. It has a capacity about 1500.
12) A surgical clinic, owned by Prof. NEGRISOLI, located on VIA MALGRADO, has a capacity of about 50.
13) A private clinic, located in VIA DANTE, is a small villa, two-storeys high, capacity 10-12.
14) CASA DI CURA SCHIASSI is a private surgical clinic, on VIA SAN VITALE, opposite the SANT'ORSOLA Hospital. Capacity is 20 beds.

x) HOTELS AND RESTAURANTS

a) HOTELS: P/W confirms list of hotels given on ITALY, Zone Handbook N.12, Part III . The following are first-class hotels:
1) GRAND HOTEL ASTORIA.
2) GRAND HOTEL MAJESTIC BAGLIONI. (Also called MAESTOSO)
3) GRAN HOTEL BRUN.
4) HOTEL PALACE, remodeled in 1938.
5(STELLA D'ITALIA.
6) ROMA.

b) RESTAURANTS: The following are first-class restaurants:
1) SAN PIETRO, on VIA INDIPENDENZA, is the largest restaurant in BOLOGNA, with at least 4 large dining-rooms.
2) DONATELLO, on VIA AUGUSTO RIGHI.
3) DIANA, on VIA INDIPENDENZA.
4) DA PEPPINO, on PIAZZA VITTORIO EMANUELE.
5) BUCA DI SAN PETRONIO, on VIA MONTE GRAPPA.
6) PAPPAGALLO, near VIA UGO BASSI has 3 dining rooms.
7) GATTO NERO, on VIA SANTO STEFANO.
8) GIULIANI, on PIAZZA RAVIGNANA.
9) VERDI, on VIA MARSALA.

xi) SCHOOLS

1) The University of BOLOGNA , on VIA ZAMBONI, covers the whole block between VIA SAN GIACOMO and VIA BELMLORO. Peace time enrollment was 6,000 - 7,000 students, including the medical schools and engineering college.
2) POLICLINICO (See Hospitals, 1).
3) The engineering college at (877478), has been recently built.
4) LICEO GALVANI, on VIA CASTIGLIONE, No.38, is 3-storeys high.
5) LICEO SCIENTIFICO AUGUSTO RIGHI, on PIAZZA S. DOMENICO, No. 14, has a capacity of 300 - 400 students.

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6) ISTITUTO TECNICO GUGLIELMO MARCONI , on VIA MILAZZO, No. 3, is 2-storeys high, about 150 m. long and 10 to 12 m. wide.
7) The INDUSTRIAL SCHOOL FIORAVANTI, on VIA CARLO ALBERTO, No. 13, has a capacity of about 400 students.
8) ALDINI School for Professional Training, on VIA CASTIGLIONE, has a capacity of 500 - 600 pupils.
9) The elementary school at PORTA ZAMBONI is 2-storeys high and has a capacity of about 400 pupils.
10) The elementary school CARDUCCI, on VIALE CARDUCCI, has a capacity of about 600 pupils.
11) The DE AMICIS boys' elementary school, on VIA MILAZZO, No. 3, has a capacity of about 400 pupils.
12) The DE AMICIS girls' elementary school, on VIA GALLIERA, No. 70, has a capacity of about 400 pupils.

xii) PUBLIC BUILDINGS

1) The PALAZZO COMUNALE is a very old building, about 150 x 130 m., located on the PIAZZA VITTORIO EMANUELE. It is 3-storeys high. In this building are to be found:
a) All municipal offices.
b) Fire brigade (See C, FIREFIGHTING, below).
c) Police H.Q. (See vii, c, above).
d) Municipal Police H.Q.
e) Tax-collection bureau.
The following offices have their entrances on VIA UGO BASSI:
f) AMBASSO GRANARIO (State grain-collecting agency).
g) Stock Exchange.
h) A sub-postoffice.
i) Office of the Municipal tram company.
2) The PALAZZO RE ENZO, on PIAZZA VITTORIO EMANUELE, opposite the PALAZZO COMUNALE, is a very old building, 2-storeys high. On the ground floor there are shops; on the second floor there is a large hall used for official receptions and meetings.
3) The PREFETTURA (Prefecture) is in the governor's palace, located on PIAZZA VITTORIO EMANUELE. This is an old building, about 80 by 40 m., that has been remodeled.
4) CASA DEL FASCIO, on VIA MANZONI, is 3-storeys high, about 40 by 40 m., with an inner court, also remodeled. The town is divided into zones, each one having a sub-office of the CASA DEL FASCIO, which are called GRUPPI RIONALI (regional groups). The addresses of some regional H.Q. are :
a) VIA SANTO STEFANO, No. 50, a building 3-storeys high, and 30 by 30 m.
b) PORTA MASCARELLA.
c) PORTA GALLIERA (GRUPPO RIONALE MANDINI).
d) VIALE PEPOLI (GRUPPO RIONALE PAOLETTI).

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a capacity of 500 - 600 pupils.

9) The elementary school at PORTA ZAMBONI is 2-storeys high and has a capacity of about 400 pupils.
10) The elementary school CARDUCCI, on VIALE CARDUCCI, has a capacity of about 600 pupils.
11) The DE AMICIS boys' elementary school, on VIA MILAZZO, No. 3, has a capacity of about 400 pupils.
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   a) VIA SANTO STEFANO, No. 50, a building 3-storeys high, and 30 by 30 m.
   b) PORTA MASCARELLA.
   c) PORTA GALLIERA (GRUPPO RIONALE MANNINI).
   d) VIALE PEPOLI (GRUPPO RIONALE PAOLETTI).
   e) MELONCELLO.
   f) COLLI DI PADERNO.
   g) PESCAROLE.
5) The Industrial Trade Union Building, on PIAZZA MALPIGHI, is 40 by 40 m., and 3-storeys high.
6) The Commercial Trade Union Building is a new building on VIA ROMA, 5-storeys high, and about 20 by 20 m.
7) PALAZZO DI GIUSTIZIA, on VIA GARIBALDI, is 5-storeys high, 80 by 60 m., and equipped with elevators. In this building are all the law courts of BOLOGNA.

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xiii) BANKS AND INSURANCE COMPANIES

1) BANCA D'ITALIA, on VIA GARIBALDI, is a 3-storey building, 40 by 40 m.
2) BANCO DI ROMA, on VIA UGO BASSI, is a 4-storey building. The bank proper is on the ground floor; the 3 upper floors are used as residential apartments.
3) BANCO DI CREDITO ITALIANO, on VIA RIZZOLI, is located in a building 6-storeys high, and about 90 by 90 m. The bank proper is on the ground floor.
4) BANCA DEL LAVORO, on VIA RIZZOLI, is a 4-storey structure, 30 by 35 m. It was being remodeled in Nov., 1942.
5) BANCO AMBROSIANO, on VIA RIZZOLI, is 4-storeys high, and 25 by 30 m.
(N.B: The 3 banks on VIA RIZZOLI are sections of a single large structure situated on the corner of VIA INDIPENDENZA and VIA RIZZOLI).
6) BANCA COMMERCIALE, on VIA MONTEGRAPPA, is 4-storeys high, and 25 by 30 m.
7) BANCA POPOLARE, on VIA OBERDAN, is a 5-storey building, 30 by 30 m. The bank proper is on the ground floor.
8) CASSA DI RISPARMIO, on VIA FARINI, is 4-storeys high, 60 by 60 m.
9) The ASSICURAZIONI GENERALI, on VIA DOGALI, occupies half a block between VIA MILAZZO, VIA DOGALI, VIA MONTEBELLO, and VIA DEI MILLE.

xiv) DEPARTMENT AND GENERAL STORES

1) NUOVA ITALIA (ex-Old England), on VIA INDIPENDENZA, is a modern building, 5 storeys high, and 20 by 20 m.
2) PIRELLI. Tire Store, on VIA RIZZOLI, is the general distributor and agent of the PIRELLI Company for BOLOGNA.
(N.B.: All the large stores and shops in BOLOGNA are concentrated on VIA INDIPENDENZA, VIA UGO BASSI, and VIA RIZZOLI).

xv) RESIDENTIAL SECTIONS AND BUILDINGS

1) On VIA ROMA there are many modern apartment buildings, not more than 6-years old, all of which at least 5-storeys high, with elevators and central heating.
2) Residential quarters of middle-class and government employees are mostly in the area between PORTA SARAGOZZA and PORTA MAZZINI, on the slopes of the hills. They are usually 2-storey villas with gardens.
3) LA BOLOGNINA is a residential section, on the North side of the Rly. station. It comprises rows of apartment buildings with inner courts. Most of the buildings are about 40 years old.
4) Many wealthy people have large villas and Summer residences

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4) Many wealthy people have large villas and Summer residences on the hills immediately South of BOLOGNA, in the areas called VILLA BOSAGO (895466) and SAN MICHELE IN BOSCO (852469).

xvi) THEATRES AND CINEMAS
a) Theatres
1) TEATRO COMUNALE, on VIA ZAMBONI, is the local opera house. It is the largest theatre in the town, with a capacity of 3 - 4,000.
2) ARENA DEL SOLE, on VIA INDIPENDENZA, used also as a cinema, has a capacity of about 1,500.
3) TEATRO DEL CORSO, on VIA SANTO STEFANO, has a capacity about 2,000.
4) TEATRO DUSE, on VIA CARTOLERIE, No. 42, is used also as a cinema. Its capacity is about 1,500.
5) TEATRO MANZONI, on VIA MONARI, is used also as a cinema. Its capacity is about 1,500.

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6) TEATRO MODERNISSIMO, also used as a cinema, is on PIAZZA DI RE ENZO. Capacity about 1,500.
7) TEATRO PRINCIPE UMBERTO, on VIA CASTELFIDARDO, also used as a cinema, has a capacity of about 500.
8) TEATRO VERDI, on VIA INDIPENDENZA, used also as a cinema, has a capacity of about 1,200.

b) CINEMAS:
1) APOLLO, on VIA INDIPENDENZA, has been remodeled. Its capacity is 1,200.
2) CARDUCCI, on VIA RIALTO, has a capacity of 400.
3) CENTRALE, on VIA RIZZOLI, has a capacity of 400.
4) FULGOR, on VIA MONTEGRAPPA, has a capacity of 500.
5) IMPERIALE, on VIA INDIPENDENZA, has a capacity of 400.
6) MEDICA, on VIA MONTEGRAPPA, is the best cinema in the town. Its capacity is about 2,000.
7) REX, on VIA MASCARELLA, has a capacity of about 500.
8) ROMA, on VIA FONDAZZA, has a capacity of about 400.
9) SAVOIA, on VIA RIZZOLI, has a capacity of 7-800.
10) CONTAVALLI, VIA BELLE ARTI, has been remodeled. It has a capacity about 500.
11) OLIMPIA, on VIA DUCA D'AOSTA, has a capacity of about 400.
12) MOSADELLA, on VIA MOSADELLA, has a capacity of about 300.

xvii) STADIA AND SPORT GROUNDS:
1) STADIO DEL LITTORIALE (862483), is the second largest stadium in ITALY, with a capacity of over 30,000. Under the stadium there are dressing-rooms, physical training rooms, and halls that might be used as sleeping quarters for about 500 men. There is a TRIBUNA (covered section) with a capacity of at least 4,000. The playing-field, about 160 by 120 m., is enclosed by a cement and iron rail about 2 m. high. There is a single entrance for vehicles into the stadium and playing-field. Alongside the stadium there are 2 modern swimming-pools; one is an indoor pool, the other and outdoor pool. The former can be used as a theatre and could afford sleeping quarters for about 250. Many showers are available.
2) VIRTUS STADIUM (867484) is a grass-covered, playing field, about 100 m. long, 70 m. wide, and fenced in by a metal net about 1½ m. high. There is a TRIBUNA with a capacity of 3-400. Near the field is a villa, 2-storeys high, with 8 rooms and showers.
3) ARCOVEGGIO Horse Racing Track (891512). The racing grounds cover an area of about 400 by 200 m. The stables have a capacity of about 400 horses.
4) VELODROME (865492). The rugby field is about 100 by 100 m. Dressing rooms and showers are available.
5) STADIO DELLO STELLINO, located on East side of VIA TOSCANA

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is 1,200.
2) CARDUCCI, on VIA RIALTO, has a capacity of 400.
3) CENTRALE, on VIA RIZZOLI, has a capacity of 400.
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9) SAVOIA, on VIA RIZZOLI, has a capacity of 7-800.
10) CONTAVALLI, VIA BELLE ARTI, has been remodeled. It has a capacity about 500.
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12) ROSADELLA, on VIA ROSADELLA, has a capacity of about 300.

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5) STADIO DELLO STERLINO, located on East side of VIA TOSCANA, near CHIESANUOVA (909458), about 2½ km. from PORTA S. VITALE. The foot-ball field is about 150 by 100 m. Showers and dressing-rooms are available.
6) PRATI DI CASTLARA is a triangle-shaped, level, open field, about 700 x 500 m., that was used as sports field and a military drill field. It is located about 1 km. West of PORTA SAFFI, on the North side of the road to MODENA.

xviii) INDUSTRIES IN BOLOGNA AND VICINITY
The area where most of the industrial plants of BOLOGNA are located extends along the BOLOGNA - MODENA section of VIA EMILIA for a stretch of about 2 km. East and 2 km. West of the RENO River.

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1) S.A. DUCATI is located about 3 km. West of the RENO River on the South side of the highway at BORGO PANIGALE. This factory manufactures radio sets and equipment, refrigerators, and telephone sets. It employs 5,000 workers.
2) The SCIPIONI FACTORY (899508), located on the VIA FERRARESE at CASARALTA, makes motors for cars and planes. It employs at least 300 workers.
3) FONDERIA PARENTI (859493), is a cast-iron foundry, employing about 300 workers.
4) S.A.CALZONI, (861499), is a cast-iron foundry, employing more than 500 workers.
5) A chemical fertilizer plant, owned by MONTECATINI, and located at (848496), employs at least 150 workers.
6) A FIAT assembly plant and repair workshop, located on VIALE SILVANI, on the corner of VIA FELICE, employs more than 200 workers.
7) PEDERZOLI Factory, located at LA ZUCCA, manufactures tractors and harvesting machines. It employs about 70 workers.
8) A sugar refinery is located at (876502). It employs, in season, about 700 workers.
9) A tin can factory on VIA FERRARESE at CASARALTA, employs more than 500 workers. Meat is canned in this factory.
10) PESCHIERA Factory is a tin factory located on the South side of the highway to MODENA, about 1 km. West of the RENO River.
11) S.A.ZABBAN, on VIA ABBADIA, manufactures drugs and medical appliances.
12) A flour mill, called MOLINO DEL PALLONE, is located on the East side of the MONTAGNOLA. P/W maintains that 15 tons of wheat can be milled here daily.
13) PANIFICIO LAMBERTINI, a bakery and PASTA factory, is on VIA BERTI. Ovens are electrically heated.
14) PANIFICIO CAZZOLI, a bakery, is located on VIA S. STEFANO, No. 2. Ovens are steam-heated.
15) PANIFICIO PAOLO ATTI is on VIA OREFICI, at the corner of VIA DRAPPERIA.
16) PANIFICIO GRANDI is outside PORTA GAIBERA, in the suburb called BOLOGNINA.
(N.B.: All the bread bakeries named above can produce between 3 and 3.5 tons of bread daily. There are other small bakeries that can produce NO more than about ½ ton bread daily. P/W FERRARI was a baker by profession).
17) PASTIFICIO BERTAGNI, on VIA CARLO ALBERTO, is a modern, well equipped, macaroni factory.

xix) Tram Service, Depot and Repair Shops.
The tram service was efficient up to 1942. The depot (895505) has a capacity of about 400 cars. It has facilities for repairing and remodeling trams. According to source, new trams were also built there.

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xx) Snow Clearance
The average annual snowfall for BOLOGNA is 40 - 70 cm. In exceptional years it reaches 1 m. The tram company has two or three machines equipped with snowplows to clear the tramways of snow. Snow in the streets was cleared by parties of unemployed men by means of shovelling snow into carts, after which the snow was dumped into manholes or into the CANALE DI RENO. In 1942 the men were paid from 4 to 5 LIRE an hour.

xxi) NEWSPAPERS
The RESTO DEL CARLINO owns a modern building on VIA MILAZZO, 4-storeys high. Due to shortage of paper the newspaper was published as a single sheet edition, beginning in 1942.

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xxii) PUBLIC BATHS
1) PORTA GALLIERA; 10 baths.
2) PORTA CASTIGLIONE; 12 baths.
3) CORLANCHI, on PIAZZA VITTORIO EMANUELE, about 20 baths.
4) FULGOR, on VIA MONTEGRAPPA, about 20 baths.
5) VIA INDIPENDENZA, about 20 baths.

xxiii) GARAGES
1) The FIAT Garage, on VIALE SILVANI, at the corner of VIA S. FELICE, has a capacity of 500 cars.
2) There are many small garages with a capacity of NO more than 10 cars each.

xxiv) BLACK MARKET
The retailers who sell the rationed goods at controlled price also sell the same goods at exhorbitant prices. Some of the prices charged in Nov., 1942, were:

Bread	L. 25 - 30	per kg.
Sugar	L. 35 -	per kg.
Olive oil	L.130 -	per liter.
Butter	L.130 -	per kg.

C FIREFIGHTING

The central fire-fighting station and H.Q. is located in the PALAZZO COMMUNALE (See B, xii, 1). It serves the entire city. The number of vehicles is unknown. Stationary hydrants and fire-fighting apparatus, consisting of boxes containing water hoses 20 to 25 m. long, are to be found at various strategic places, near the town entrances, near important factories, buildings, and so forth. The fire station has 3 or 4 mobile water pumps to be used where there are water ways, but NO water hydrants. There are hydrants at frequent intervals in the city proper. Peace time facilities were adequate. The fire alarms were sent in by means of telephone.

D A.R.P.

1) In each one of the GRUPPI RIONALI (See above B, xii, 4) there is a section of the U.N.P.A. (UNIONE NAZIONALE PROTEZIONE ANTI-AEREA) with a complement of 10 to 12 men from the fascist militia. They enforce public order during the raids and give first aid service.
2) A "big" air raid shelter has been built on PIAZZA DELL'OTTO AGOSTO, but its capacity is unknown. During air raids the inhabitants take shelter in the cellars existing in practically every building in BOLOGNA. Some home-owners have been compelled to place cellars at the disposal of the public. NO special accommodation work had been done up to 1942, with the exception of brick walls opposite the

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than 10 cars each.

xxiv) BLACK MARKET
The retailers who sell the rationed goods at controlled price also sell the same goods at exhorbitant prices. Some of the prices charged in Nov., 1942, were:

Bread	L. 25 - 30	per kg.
Sugar	L. 35 -	per kg.
Olive oil	L.130 -	per liter.
Butter	L.130 -	per kg.

C FIREFIGHTING

The central fire-fighting station and H.Q. is located in the PALAZZO COMMUNALE (See B, xii, i). It serves the entire city. The number of vehicles is unknown. Stationary hydrants and fire-fighting apparatus, consisting of boxes containing water hoses 20 to 25 m. long, are to be found at various strategic places, near the town entrances, near important factories, buildings, and so forth. The fire station has 3 or 4 mobile water pumps to be used where there are water ways, but NO water hydrants. There are hydrants at frequent intervals in the city proper. Peace time facilities were adequate. The fire alarms were sent in by means of telephone.

D A.R.P.

1) In each one of the GRUPPI RIONALI (See above B, xii, 4) there is a ct ... section of the U.N.P.A. (UNIONE NAZIONALE PROTEZIONE ANTI-AEREA) with a complement of 10 to 12 men from the fascist militia. They enforce public order during the raids and give first aid service.
2) A "big" air raid shelter has been built on PIAZZA DELL'OTTO AGOSTO, but its capacity is unknown. During air raids the inhabitants take shelter in the cellars existing in practically every building in BOLOGNA. Some home-owners have been compelled to place cellars at the disposal of the public. NO special accommodation work had been done up to 1942, with the exception of brick walls opposite the ground-floor windows.

E MILITARY

a) Military Barracks
1) CASERMA D'AZEGLIO, Arty Barracks, on VIALE PANZACCHI, covers an area of about 300 by 300 m.
2) CASERMA DAVIA, Cavalry Barracks, on VIALE GIOVANNI VINCI, covers an area of about 300 by 350 m.
3) The old BERSAGLIERI Barracks, was formerly on VIA MAGAROTTI, but in 1942 a new one was being built on VIA CORTICELLA at approximately (896519).
4) The CC.RR. Barracks is located at PIAZZA XX SETTEMBRE.
5) The Fascist militia Barracks, on VIA MASCARELLA, is 3-storeys high, about 100 by 12 m., with grounds in the rear about 100 by 150 m.

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BOLOGNA And AREA (Cont.)

b) Other Military Installations
1) ARSENALE, on VIALE PANZACCHI, covers an area of 200 by 250 m. It is a small-arms and ammunition factory that employs between 2,000 and 3,000 workers.
(N.B.: The whole area between PORTA D'AZEGLIO and PORTA CASTIGLIONE, extending South of VIALE PANZACCHI for 250 - 300 m., is occupied by the ARSENALE and the arty barracks).
2) There is an airdrome at BORGO PANIGALE.
3) Military Hospitals: (See above, Hospitals, B, ix, 3 and 4.)
4) Military Bakery is at CASARALTA.
5) Military ABATTOIR is at CASARALTA.
6) Military Tin Can Factory (See above, INDUSTRIES, B, xviii, 9).
(N.B.: The 3 establishments under 4, 5, and 6, above are close together, covering an area of about 450 by 500 m. at CASARALTA.)
7) A Rifle Range is located at (858510).

F PERSONALITIES

1) The PREFECT was MARIO TRINCHERO, a Fascist.
2) The MAYOR was ENZO FERNE', a fascist.
3) The Secretary of the Fascist P rty for the Province of BOLOGNA was PIERO MONZONI.
4) LEANDRO ARPINATI, former M.P., and minister in the Fascist Government, had political differences with MUSSOLINI and STARACE, and fell out of favor with the former. In spite of his being a fascist, he was esteemed and loved by a large part of the people of BOLOGNA, and had a following even among the non fascists.
5) SERRA-ZANETTI, former head of the trade-unions in BOLOGNA, and fascist leader, was also well liked, even among non-fascists. He was a very good friend of ARPINATI, and fell out of favor with MUSSOLINI at the same time as ARPINATI.
6) ZANARDI, former socialist mayor of BOLOGNA, is well-liked. He was NOT molested by the fascists, owing to his popularity. He lives now at POGGIO RUSCO.
7) Prof. NEGRISOLI, a very well known medical surgeon and anti-fascist, is also well liked, especially among the lower classes. His son, medical surgeon, is also an anti-fascist.
8) Commendatore ZANETTI, Dino, is very honest and well liked.

G WATERCOURSES

1) RENO River from SASSO (807371) to (853511).
This is a perennial river. The bed varies in width from 80 to 500 m., and is rich source of sand, small stones and gravel for repair purposes. In Summer, nearly the whole of the bed is dry, and the channel varies from 20 to 50 m. The depth of the

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4) Military Bakery is at CASARALTA.
5) Military ABATTOIR is at CASARALTA.
6) Military Tin Can Factory (See above, INDUSTRIES, B, xviii, 9).
(N.B.: The 3 establishments under 4, 5, and 6, above are close together, covering an area of about 450 by 500 m. at CASARALTA.)
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G WATERCOURSES

1) RENO River from SASSO (807371) to (853511).
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BOLOGNA and AREA (Cont.)

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2) CANALE DI RENO from (843473) to (880502).
This canal is 6½ to 8 m. wide. The height of the water in the canal is controlled by a dam located at its source at, (843473).
The usual water depth is 1½ to 2 m. From (843473) to approximately (870488) the canal has grass-covered, earth levees on both sides, about 1 m. high. From (870488) the canal runs through BOLOGNA. It has stone banks and masonry parapets 100 to 120 cm. high, on both sides. The canal is crossed by many roads over single-arch bridges. The canal is underground under VIA ROMA; it emerges again at (880498) and from there on has earth levees about 1 m. high. The canal is emptied periodically. At (884518) it changes its name and is called CANALE BENTIVOGLIO, and then CANALE NAVILE. At VIA ROMA, and the corner of VIA RIVA RENO, a branch of the canal runs underground in an Easterly direction, and emerges at (894498). From PORTA GALLIERA it runs underground again.

H COMMUNICATIONS

a) ROADS

1) BOLOGNA - IMOLA. Source confirms information contained in C.S.D.I.C. Report S6/PO/4, Page 15.

2) BOLOGNA - SASSO (805373)
This is a metalled, asphalted road, with an average width of 6-7 m. It is part of the BOLOGNA - PISTOIA HIGHWAY. It is bordered by white-painted stone markers, about 50 cm. high and 5 m. apart. Outside these markers there are earth verges 20 to 25 cm. wide and earth drainage ditches 30 to 40 cm. wide and 25 to 30 cm. deep. These ditches are usually dry. Outside the ditches there is generally a hedge about 1½ m. high and 30 to 50 cm. wide. This road maintains its width through villages and over bridges. It has neither sharp turns nor steep gradients. It usually runs at terrain level. The tram line BOLOGNA - CASALECCHIO is on the North side of the road, with tracks at road level, until (840474) and again from (836466) to (836468). The bridge on the RENO river at (836466) is about 100 m. long,

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on both sides. The canal is crossed by many roads over simple-arch bridges. The canal is underground under VIA ROMA; it emerges again at (886497) and from there on has earth levees about 1 m. high. The canal is emptied periodically. At (884518) it changes its name and is called CANALE BATTIFERRO, and then CANALE NAVILE. At VIA ROMA, and the corner of VIA RIVA RENO, a branch of the canal runs underground in an easterly direction, and emerges at (894492). From PORTA GALLIERA it runs underground again.

H COMMUNICATIONS

a) ROADS

1) BOLOGNA - IMOLA. Source confirms information contained in G.S.G.S.I.C. Report SS/PO/4, Page 19.

2) BOLOGNA - GALLO (805373)
This is a metalled, asphalted road, with an average width of 6-7 m. It is part of the BOLOGNA - PISTOIA Highway. It is bordered by white-painted stone markers, about 50 cm. high and 5 m. apart. Outside these markers there are earth verges 20 to 25 cm. wide and earth drainage ditches 30 to 40 cm. wide and 25 to 30 cm. deep. These ditches are usually dry. Outside the ditches there is generally a beige about 1½ m. high and 30 to 50 cm. wide. This road maintains its width through villages and over bridges. It has neither sharp turns nor steep gradients. It usually runs at terrain level. The tram line BOLOGNA - CASALECCHIO is on the North side of the road, with tracks at road level, till (840474) and again from (840466) to (836468). The bridge on the RENO River at (836466) is about 100 m. long, of reinforced concrete, with 4 or 5 arches. There is a sidewalk about 1 m. wide and 25 cm. high on both sides, with masonry parapets about 1 m. high. The RENO is fordable to horse-drawn carts in the vicinity of the bridge. There is a level crossing with swinging bars at (834464). The diversion (836466)-(831468)-(831459) overpasses the Rly. at (832469). The overpass has sidewalks 1 m. wide and 20 cm. high, and masonry parapets 1 m. high. The overpass has a clearance of 4½ m. above the Rly., and has earth-filled approaches. Otherwise the diversion is of the same description as the main road. There were at least 3 refuelling stations at CASALECCHIO, 1 at PONTECCHIO (836412), and 2 at GALLO.

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BOLOGNA and AREA (Cont.)

3) VIA EMILIA, from BOLOGNA to BORGO PANIGALE
This is a metalled, asphalt-covered road, about 7 m. wide, with 1 m.-wide cement sidewalks from BOLOGNA to PONTELUNGO (850502). There are two tram lines on the road, one on each side. The rails are at road level. The bridge at PONTELUNGO, about 300 m. long, is made of stone and masonry. It has at least 6 arches. The sidewalks on the bridge are about 150 cm. wide, and 20 cm. above road level. The road proper is 7 m. wide. The bridge has 7-8 m. clearance above water level in Summer. The RENO is forded by horse-drawn carts near the bridge.

4) BOLOGNA (862430) - MADONNA DI SAN LUCA (852429).
This is a metalled, gravel-surfaced road, allowing 2-way traffic for small vehicles and horse-drawn carts. The entire stretch has a steep gradient but NO sharp turns. On the East side it is flanked by the arcades of a long, continuous structure, about 3 m. high, interrupted only by roads. On the West side the terrain slopes down at an angle of about 30 degrees.

5) (842460)-(842467) (NOT shown on map)
This is a cart-road about 3 m. wide. It has many steep gradients and sharp turns. It is cut into the mountain and on the South side the terrain slopes abruptly. The road runs through forests for most of this section. It is NOT muddy in Winter on account of its stony surface.

6) (867479) - CASAGLIA (856453)
A metalled, gravel-surfaced road, wide enough for 2-way traffic throughout. It is bordered by earth drainage ditches 30 cm. wide and 20 to 25 cm. deep. Outside the ditches there are hedges on both sides 130 to 150 cm. high. The road is NOT muddy in Winter and dries quickly after rains. It has NO steep gradients, but some sharp curves. There are gravel piles along the road. This road is cut in a hillside, and the adjoining terrain slopes at an angle of 25 to 30 degrees.

7) There are several roads leading from the BOLOGNA - CASSO Highway to the banks of the RENO River. They

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water level in Summer. The RENO is forded by horse-drawn carts near the bridge.

4) BOLOGNA (862480) - ALDONNA DI SAN LUCA (852469).
This is a metalled, gravel-surfaced road, allowing 2-way traffic for small vehicles and horse-drawn carts. The entire stretch has a steep gradient but NO sharp turns. On the East side it is flanked by the arcades of a long, continuous structure, about 3 m. high, interrupted only by roads. On the West side the terrain slopes down at an angle of about 30 degrees.

5) (852468)-(842467) (NOT shown on map)
This is a cart-road about 3 m. wide. It has many steep gradients and sharp turns. It is cut into the mountain and on the South side the terrain slopes abruptly. The road runs through forests for most of this section. It is NOT muddy in Winter on account of its stony surface.

6) (867479) - C. SAGLIA (856453)
A metalled, gravel-surfaced road, wide enough for 2-way traffic throughout. It is bordered by earth drainage ditches 30 cm. wide and 20 to 25 cm. deep. Outside the ditches there are hedges on both sides 130 to 150 cm. high. The road is NOT muddy in Winter and dries quickly after rains. It has NO steep gradients, but some sharp curves. There are gravel piles along the road. This road is cut in a hillside, and the adjoining terrain slopes at an angle of 25 to 30 degrees.

7) There are several roads leading from the BOLOGNA - SASSO Highway to the banks of the RENO River. They are metalled, gravel surfaced roads, and 2-way traffic is usually possible for carts.

8) (885476) - SAN MICHELE IN BOSCO
This is a tar-covered road, 7 to 8 m. wide, with sidewalks 150 cm. wide and 20 to 25 cm. high. There are trees on the sidewalks, about 15 m. apart. Outside the sidewalks there are hedges 130 to 150 cm. high. This road has NO steep gradients and NO sharp turns.

9) (892474) - SAN MICHELE IN BOSCO
This is a tar-covered road, of an average width of 6 m., with sidewalks 130 cm. wide, 20 to 25 cm. high. It has gradients and sharp turns. The tram line runs on the road at road level.

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BOLOGNA And AREA (Cont.)

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b) RAILWAYS

1) BOLOGNA - MODENA
This is a double-track, standard-gauge, electrified Rly., that usually runs on an embankment up to 2 m. high. It can bear heavy traffic and allows a very high speed. For more details see I.S.T.D. Report C/240, Page 196.

2) BOLOGNA - VERONA
This is a single-track, standard-gauge Rly., that was electrified in 1942. For more details see I.S.T.D. Report C/240, Page 154.

3) CASALECCHIO - ZOLA PREDOSA - BAZZANO
This is a single-track, narrow-gauge, electric line. The station at CASALECCHIO is a single-storey building, 5 by 6 m.

4) BOLOGNA - CASALECCHIO
This is a single-track, electric tram of the same gauge as the trams inside BOLOGNA. From BOLOGNA to L. CROCE (845475) it runs alongside the road, and is separated from it by an earth drainage ditch. From L. CROCE to CASALECCHIO (see above: ROADS, 2). There are sidings at irregular intervals along the road, and 3 to 4 sidings at CASALECCHIO.

5) BOLOGNA - BORGO PANIGALE - S.A. DUCATI (See above, INDUSTRIES, B, xviii, 1).
This is an electric tram of the same description as the previous one. It is double-track till BORGO PANIGALE. NO details are available about the tram from BORGO PANIGALE to S.A. DUCATI.

c) CABLE-WAYS
(856482) - MADONNA DI SAN LUCA. This is a cableway for passengers only. It has 2 cables. There is a pilon of reinforced concrete at the half-way point. The cars have a capacity of 12 people. There is an electric motor at the upper station. The 2 stations are twin buildings, 3 storeys high.

I TOPOGRAPHY OF THE AREA between BOLOGNA and SASSO

The main products are wheat, maize, potatoes and tomatoes. Vines are either strung from tree to tree or trained on

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This is a single-track, narrow-gauge, electric line. The station at CASALECCHIO is a single-storey building, 5 by 6 m.

4) BOLOGNA - CASALECCHIO
This is a single-track, electric tram of the same gauge as the trams inside BOLOGNA. From BOLOGNA to LA CROCE (845475) it runs along side the road, and is separated from it by an earth drainage ditch. From LA CROCE to CASALECCHIO (see above: ROADS, 2). There are sidings at irregular intervals along the road, and 3 to 4 sidings at CASALECCHIO.

5) BOLOGNA - BORGO PANIGALE - S.A. DUCATI(See above, INDUSTRIES, D, xviii, 1).
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I TOPOGRAPHY OF THE AREA between BOLOGNA and SASSO

The main products are wheat, maize, potatoes and tomatoes. Vines are either strung from tree to tree or trained on wires strung on poles 100 to 120 cm. high. Fields are generally separated from the roads by means of hedges 130 to 150 cm. high. Along the road from BOLOGNA to SASSO fields slope gently.South of BOLOGNA the country is hilly, with small, sparse woods of oak and pine trees.

J HEALTH

There were NO prevalent diseases in the area. Brothels were strictly controlled by the authorities.

W.P.S.

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I N D E X

This report deals with the area indicated on the overleaf, namely:

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Diagram indicating areas covered by SS/PO series of reports..... 2

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BARICELLA and AREA, PROV. BOLOGNA..... 3-7

IMOLA and AREA..... 8-12

CASTEL S. PIETRO and District, PROV. BOLOGNA..... 13-18

OZZANO DELL'EMILIA, PROV. BOLOGNA..... 19-22

BUDRIO and District, PROV. BOLOGNA..... 23-27

Cross-Section of the River RENO..... Appendix A

Cross-Section of the River IDICE..... B

Cross-Section of the VIA EMILIA..... C

Cross-Section of the Rly. from CASTEL S. PIETRO to TOSCANELLA..... D

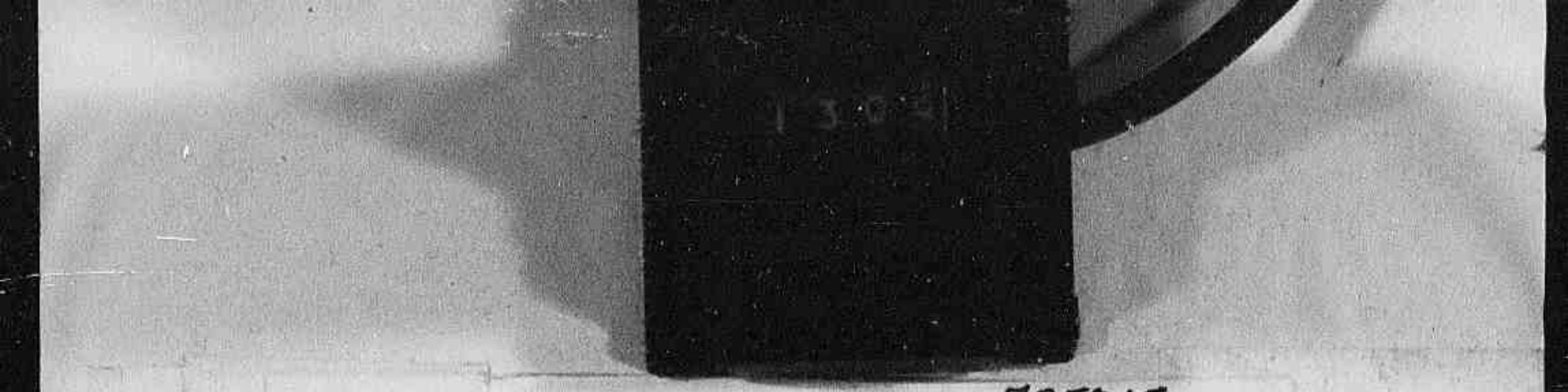
Cross-Section of the River IDICE, near BUDRIO..... E

Ivo V. Giannini

IVO V. GIANNINI, CAPT. A.U.S.
For the Cmdg. Officers
C.S.D.I.C., AFHQ

1277

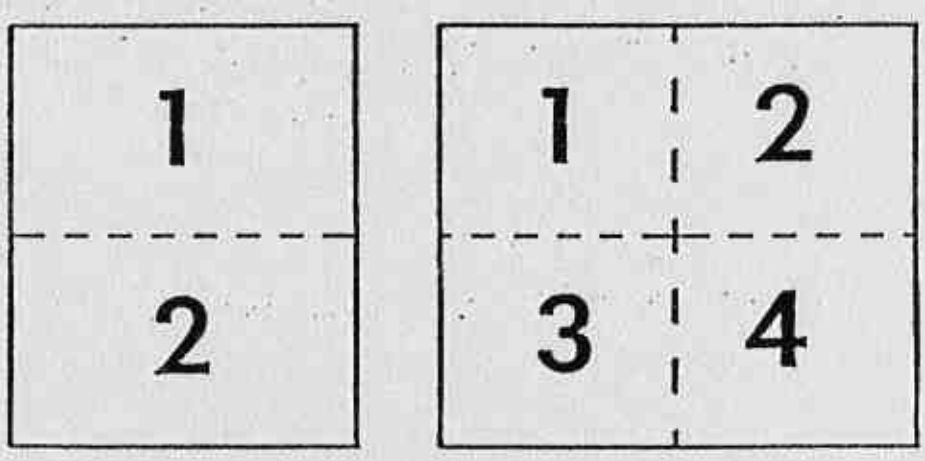
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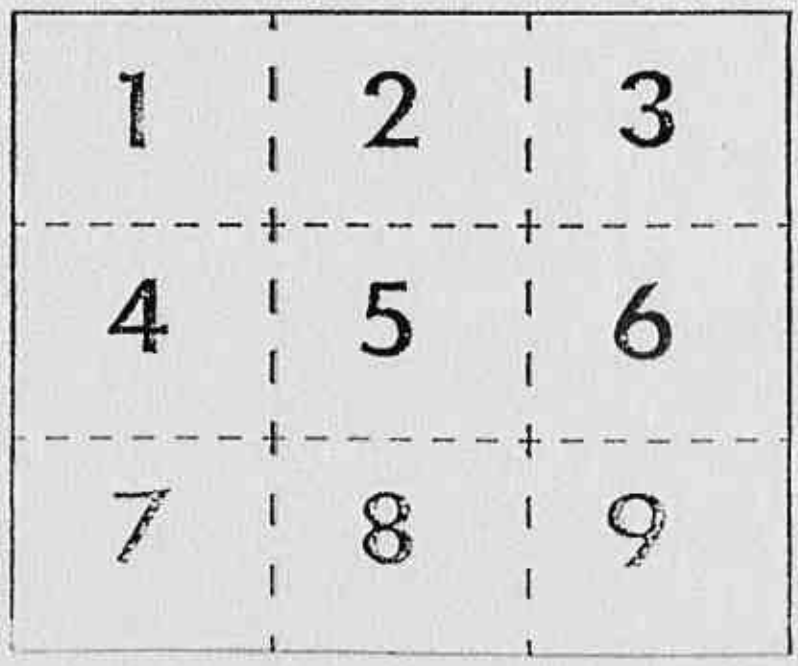


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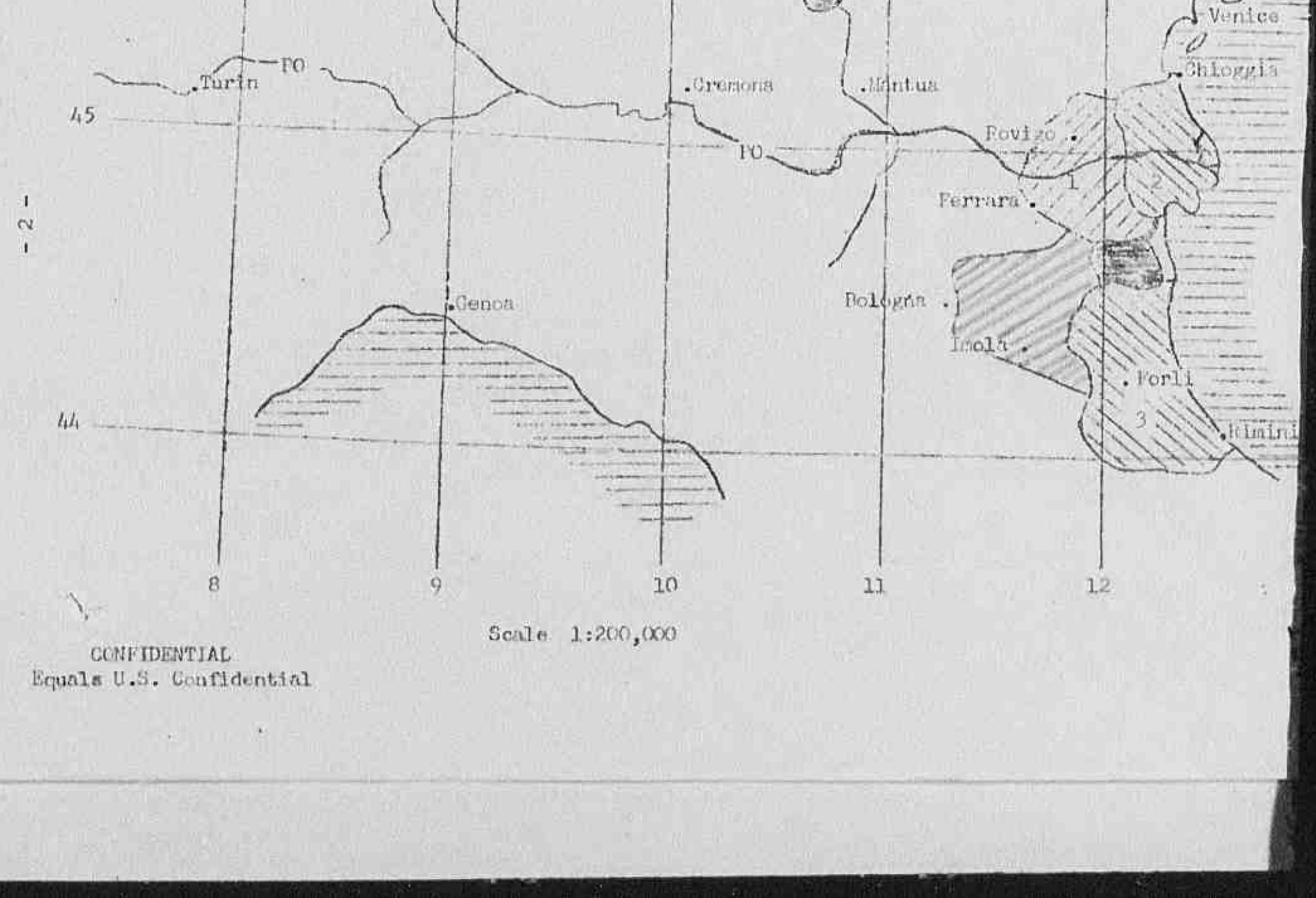
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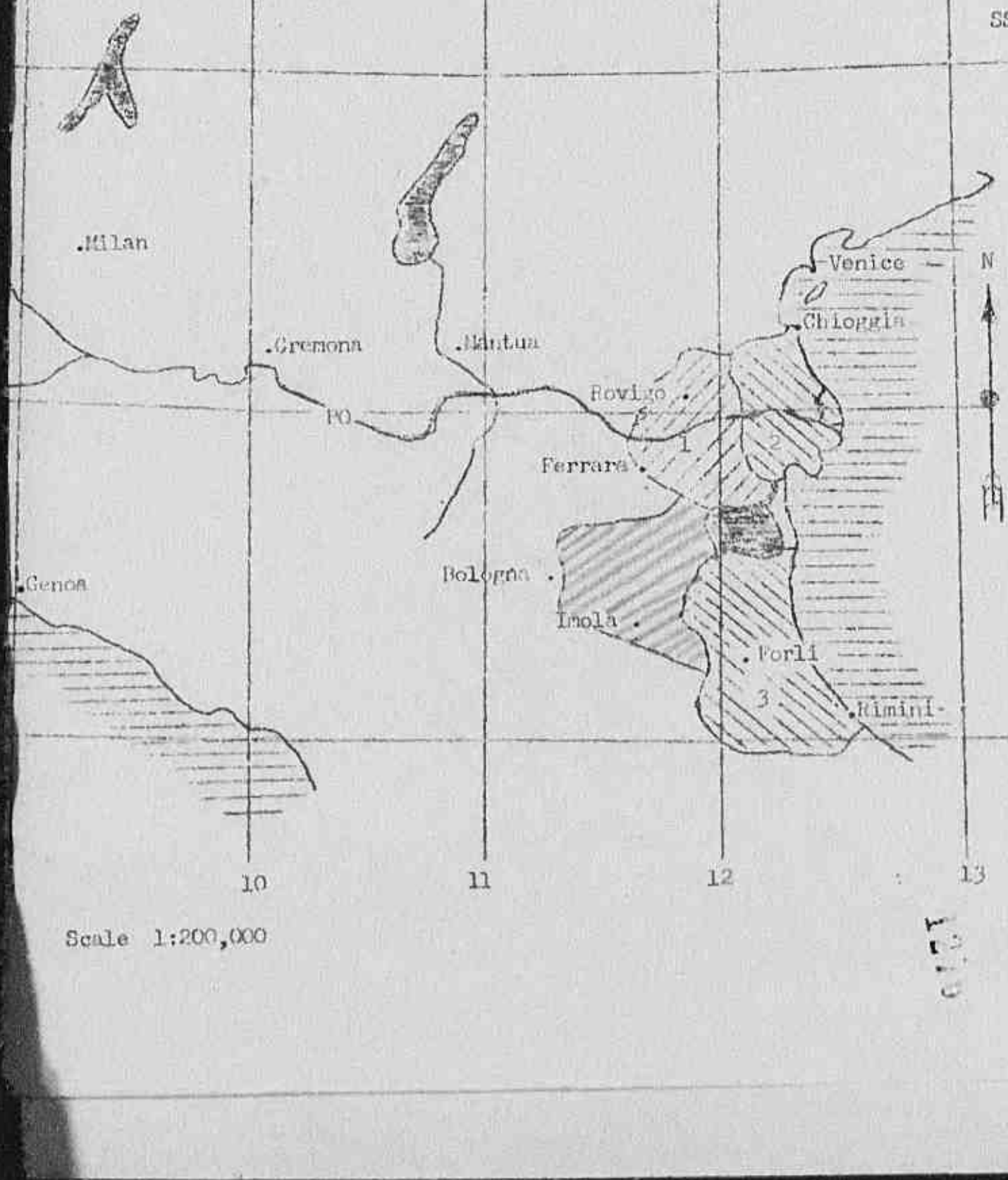


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MOLINELLA (150620), BARICELLA (050650),
And Area
(PROV. BOLOGNA)
(Map used ITALY 1:100,000, Sheet 88, IMOLA)

A SOURCES

i) P/W Pte. CHECCOLI, Tancredi, a 33-year-old farmer from MOLINELLA, was home last at the end of Dec. '41, when he was called up.

ii) P/W Pte. MAZZUCCHELLI, Guido, a 26-year old farmer, was home last in SAN GABRIELE (081669), near BARICELLA, when called up in Feb., '43. Both were cooperative and seemed reliable.

B TOWNS

a) MOLINELLA

i) POPULATION
2,200 living in the town limits, most of whom earned their living by farming.

ii) WATER
Laid on in most homes and in 3 street fountains. It is brought in from an unknown source North of the town by an underground aqueduct of reinforced concrete, 25-30 cm. in diameter. Water is good and plentiful all year round.

iii) ELECTRICITY
Laid on in most homes. There is a small sub-station. in the town. The source is believed to be at PORTO MAGGIORE (260690).

iv) GAS
None. Wood and charcoal are used.

v) SEWERAGE
An underground system discharges into a canal SE of the town.

vi) POSTAL FACILITIES
A centrally-located, 2-room P.O. has telephone and telegraph facilities.

vii) HOSPITALS
An old-age home occupies the ground floor of a 3-storey, general hospital. There are 2 pharmacies in the town.

1275

viii) GAOL
None. A 3-storey CC.RR. barracks has a personnel of 1 Lieut. and

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in SAN GABRIELE (081669), near BARICELLA, when called up in Feb., '43. Both were cooperative and seemed reliable.

B TOWNS

a) MOLINELLA

i) POPULATION
2,200 living in the town limits, most of whom earned their living by farming.

ii) WATER
Laid on in most homes and in 3 street fountains. It is brought in from an unknown source North of the town by an underground aqueduct of reinforced concrete, 25-30 cm. in diameter. Water is good and plentiful all year round.

iii) ELECTRICITY
Laid on in most homes. There is a small sub-station. in the town. The source is believed to be at PORTO MAGGIORE (260690).

iv) GAS
None. Wood and charcoal are used.

v) SEWERAGE
An underground system discharges into a canal SE of the town.

vi) POSTAL FACILITIES
A centrally-located, 2-room P.O. has telephone and telegraph facilities.

vii) HOSPITALS
An old-age home occupies the ground floor of a 3-storey, general hospital. There are 2 pharmacies in the town.

viii) GAOL
None. A 3-storey CC.RR. barracks has a personnel of 1 Lieut. and 10-12 O.R's.

ix) HOTELS
4 inns have a total of 13 rooms.

x) SCHOOLS
An elementary and junior high school are combined in a 3-storey building which can accomodate about 300 students in 8 classrooms.

xi) INDUSTRIES
A sugar-beet refinery at (158629) employs 250 men on each of 3 shifts in season, and 30-40 out of season. Wages average 4-5 lire per hour.

xii) CINEMA
The SOCIALE MOLINELLA has about 500 removable seats.

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MOLINELLA (150620), BARICELLA (050650), And Area (PROV. BOLOGNA) (Con't.)

b) BARICELLA

i) POPULATION
The great majority of the 2,000 inhabitants of the town earn their daily bread by tilling the soil.

ii) WATER
Drinking water from 2 artesian wells in town is always sufficient. Water for other purposes is derived from wells and is laid on in 7 or 8 public fountains.

iii) ELECTRICITY
Laid on in most homes. A sub-station in the town obtains power from an unknown source.

iv) GAS
None. Cooking is done with wood and/or charcoal.

v) SEWERAGE
WC's empty into cesspools from which the sewerage is taken and distributed to fields under cultivation.

vi) POSTAL FACILITIES
The P.O. is a large room with telephone and telegraph. Mail is delivered once daily.

vii) GAOL
There are 3 cells in a 3-storey, masonry CC.RR. barracks. The personnel consists of 1 W.O. and 10 O.R!s.

viii) HOSPITALS
There is one small dispensary and one pharmacy in BARICELLA., and another small dispensary in SAN CARMIELE. At (061657) there is a 2-storey, old-age home.

ix) HOTELS
Three inns have a total of 7 rooms.

x) SCHOOLS
A small, 3-storey building in BARICELLA houses a 6-room elementary school.

xi) INDUSTRIES
None

xii) CINEMA
A small cinema has 150 removable seats.

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iii) ELECTRICITY
Laid on in most homes. A sub-station in the town obtains power from an unknown source.

iv) GAS
None. Cooking is done with wood and/or charcoal.

v) SEWERAGE
WC's empty into cesspools from which the sewerage is taken and distributed to fields under cultivation.

vi) POSTAL FACILITIES
The P.O. is a large room with telephone and telegraph. Mail is delivered once daily.

vii) GAOL
There are 3 cells in a 3-storey, masonry CC.RR. barracks. The personnel consists of 1 W.O. and 10 O.R!s.

viii) HOSPITALS
There is one small dispensary and one pharmacy in BARICELLA, and another small dispensary in SAN GABRIELE. At (061657) there is a 2-storey, old-age home.

ix) HOTELS
Three inns have a total of 7 rooms.

x) SCHOOLS
A small, 3-storey building in BARICELLA houses a 6-room elementary school.

xi) INDUSTRIES
None

xii) CINEMA
A small cinema has 150 removable seats.

C WATERCOURSES

a) RENO River from MALALBERGO (040730) to SANT'ANTONIO (260610)
The RENO is about 90 m. wide between levees; the bed, which is generally sand, varies from 12-20 m. in width. In Summer the water runs in a channel 2-3 m. wide and NO deeper than 50-60 cm. The average Winter depth is 2 m. After heavy Winter rains its level varies between 4 and 7½ m., sometimes covering the cultivation on the levees. The current in Winter is 3-5 km. per hour, but after heavy rains it increases to 5-7 km. per hour. NO ice forms. It is navigable to small fishing boats in Winter.
Levees are of earth. The levee on the North side has a 3½ m.-wide, gravel road from ALBERINO (130650) to PASSO DEL MARGONE (196633), at which point the road turns off and a footpath of about the same width continues along the top of the levee.

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MOLINELLA (150620), BARICHELLA (050650), And Area (PROV. BOLOGNA) (Con't.)

The South levee is topped by a footpath and cultivation for its 3½ m.- width. From PASSO DEL MARGONE to SANT'ANTONIO it has NO earth terrace on the outer slope of the South bank.
For a cross-sectional sketch of the river and the levees from ALBERINO to PASSO DEL MARGONE, see Appendix A.
The bridge near ALBERINO at (133660) is 95-100 m. long, of reinforced concrete construction, has a wide, 2-way roadway, NO sidewalks, and cement parapets 1.2 m. high. The bridge is 3½ m. above the river bed, has 3 reinforced concrete pillars in the water. NO details are available on the road bridges near MALALBERO at (057734), near ARGENTA in square (270600), or near BASTIA (310560).

b) TORRENTE IDICE from (091571) to (181567)
This river averages 60-70 m. in width and is crossed by NO bridges between these points. The bed is of sand. In Summer the river is dry; in Winter its maximum depth, after heavy rains, is 5 m., and flows at a speed of 5-7 km. per hour. At (181567) the river is crossed by a reinforced concrete bridge with an over-all length of about 70 m. The roadway is 4 m. wide. Cement sidewalks are 80 cm. wide and 10-15 cm. high. Cement parapets are 1 m. high. This bridge was built about 1935. NO ice forms in this river. For a cross-sectional view of the river see Appendix B.

c) SCOLO FOSSADONE from (070650) to (111668)
This drainage ditch is 10 m. wide, dry in Summer, and has a maximum of 1½ m. of water in Winter. It has an earth levee 2-3 m. high on its North bank.

d) SCOLO ZENETTA from (073630) to (117662)
This ditch parallels the FOSSADONE, above, and has approximately the same dimensions and characteristics.

D COMMUNICATIONS

a) ROADS

i) (170636)-MOLINELLA-(130609)-(092571)
From (165636) to (155631) this is a 5 m.-wide, metalled, gravel-surfaced road. From (155631) to (092571) it is asphalted and 5-6 m. wide. At TRAGHETTO (170636) there is a 100 m.-long, reinforced concrete bridge over the RENO River. The road leads up to the bridge on either side with gentle curves. The inclined approaches have caused accidents. The bridge roadway is narrow, 2-way and is separated from 1 m.-wide cement sidewalks by reinforced concrete arches. One m.- high, cement parapets guard the sidewalks. The roadway is 10-12 m. above the river bed. At (152625) there is a level Rly crossing. From here to (092571) the road is generally 50 cm. above the terrain and is flanked by 60 cm. wide, earth verges and drainage ditches 50x50

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ARGENTA in square (270600), or near [illegible]

b) TORRENTE IDICE from (091571) to (181567)
This river averages 60-70 m. in width and is crossed by NO bridges between these points. The bed is of sand. In Summer the river is dry; in Winter its maximum depth, after heavy rains, is 5 m., and flows at a speed of 5-7 km. per hour. At (181567) the river is crossed by a reinforced concrete bridge with an over-all length of about 70 m. The roadway is 4 m. wide. Cement sidewalks are 80 cm. wide and 10-15 cm. high. Cement parapets are 1 m. high. This bridge was built about 1935. NO ice forms in this river. For a cross-sectional view of the river see Appendix B.

c) SCOLO FOSSADONE from (070650) to (111668)
This drainage ditch is 10 m. wide, dry in Summer, and has a maximum of 1½ m. of water in Winter. It has an earth levee 2-3 m. high on its North bank.

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This ditch parallels the FOSSADONE, above, and has approximately the same dimensions and characteristics.

D COMMUNICATIONS

a) ROADS

i) (170636)-MOLINELLA-(130609)-(092571)
From (165636) to (155631) this is a 5 m.-wide, metalled, gravel-surfaced road. From (155631) to (092571) it is asphalted and 5-6 m. wide. At TRAGHETTO (170636) there is a 100 m.-long, reinforced concrete bridge over the RENO River. The road leads up to the bridge on either side with gentle curves. The inclined approaches have caused accidents. The bridge roadway is narrow, 2-way and is separated from 1 m.-wide cement sidewalks by reinforced concrete arches. One m.- high, cement parapets guard the sidewalks. The roadway is 10-12 m. above the river bed. At (152625) there is a level Rly crossing. From here to (092571) the road is generally 50 cm. above the terrain and is flanked by 60 cm.-wide, earth verges and drainage ditches 50x50 cm. On either side of the road the land is flat and cultivated. The only possible obstacles to deployment are the ditches and occasional hedges and barbed wire fences. At (092571) the road crosses the IDICE River over a 60 m.- long, triple-arch, steel bridge, with 2 pillars in the water.

ii) ALBERINO - (156630) - (236597)
This 5-6 m.- wide, asphalted road is called STRADA FIUME VECCHIO. From (158629) to (189614) the road runs along an embankment about 1 m. high. The gentle slope of the embankment and the absence of drainage ditches along the sides of the road permit deployment at most points, except that occasional fields are bounded by hedges or barbed wire fences. There are NO walls along the roadside.

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MOLINELLA (150620), BARICELLA (050650), And Area (PROV. BOLOGNA) (Con't.)

At (172618) the road crosses a 10 m.- long, stone bridge at road width. At PONTE STOPPINO (236597) the road comes to a dead end at a 7-8 m.- long, stone and cement bridge which has NO parapets. The sole purpose of this bridge is to allow farm carts and light vehicles to reach the fields beyond, called CASSA ARGENTANA.

iii) Secondary roads in this area are generally metalled, gravel-surfaced, and narrow 2-way.

c) RAILWAYS

i) BOLOGNA - BUDRIO (040520) - PORTO MAGGIORE - FERRARA.
This is a single-track, standard gauge, steam Rly. owned by a private firm, DITTA VENETA. At TRAGHETTO (170636) the Rly. crosses the RENO River over a steel bridge about 90 m. long. This bridge is about 500 m. East of the road bridge. From (168634) to the IDICE River at (067571) the Rly. runs along an embankment about 1 m. above terrain level. At the latter point it crosses the IDICE over a 60 m.- long, steel bridge. For a photo and construction details of this bridge, see Fig. 383, STRATEGIC ENGINEERING STUDY, Railway Bridges of North and Central ITALY, Vol. V.

E MEDICAL

The MOLINELLA - BARICELLA area is considered to have a healthy climate. There is NO malaria or other prevalent disease.

F TOPOGRAPHY

a) PRODUCTS and COUNTRYSIDE
The chief products of the BARICELLA - S.N. GABRIELE region are wheat, potatoes, maize and onions; near MOLINELLA, wheat, maize, sugar-beets and rice. Some elm, poplar and fir trees are occasionally encountered in this region. There are extensive rice fields South and SW of MOLINELLA which are impassable even to carts. Drainage ditches about 2 m. deep and 4 m. wide run through these rice fields. Apart from the rice-growing areas, farm lands are usually divided by drainage ditches 30 cm. deep and 50 cm. wide. There are NO walls or other types of fences between fields.

b) WEATHER
Fall and Spring, especially March, are the rainy seasons. Snow falls between Dec. and Feb., inclusive, and ranges from 30 to 70 cm. in depth. Snowplows, one of which is in MOLINELLA, quickly clear the main roads of snow.

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c) RAILWAYS

i) BOLOGNA - BUDRIO (040520) - PONTO MAGGIORE - FERRARA.
This is a single-track, standard gauge, steam Rly. owned by a private firm, DITTA VENETA. At TRAGHETTO (170636) the Rly. crosses the RENO River over a steel bridge about 90 m. long. This bridge is about 500 m. East of the road bridge. From (162634) to the IDICE River at (067571) the Rly. runs along an embankment about 1 m. above terrain level. At the latter point it crosses the IDICE over a 60 m.- long, steel bridge. For a photo and construction details of this bridge, see Fig. 383, STRATEGIC ENGINEERING STUDY, Railway Bridges of North and Central ITALY, Vol. V.

E MEDICAL

The MOLINELLA - BARICELLA area is considered to have a healthy climate. There is NO malaria or other prevalent diseases.

F TOPOGRAPHY

a) PRODUCTS and COUNTRYSIDE
The chief products of the BARICELLA - SAN GABRIELE region are wheat, potatoes, maize and onions; near MOLINELLA, wheat, maize, sugar-beets and rice. Some elm, poplar and fir trees are occasionally encountered in this region. There are extensive rice fields South and SW of MOLINELLA which are impassable even to carts. Drainage ditches about 1 m. deep and 4 m. wide run through these rice fields. Apart from the rice-growing areas, farm lands are usually divided by drainage ditches 30 cm. deep and 50 cm. wide. There are NO walls or other types of fences between fields.

b) WEATHER
Fall and Spring, especially March, are the rainy seasons. Snow falls between Dec. and Feb., inclusive, and ranges from 30 to 70 cm. in depth. Snowplows, one of which is in MOLINELLA, quickly clear the main roads of snow.

G ECONOMIC

a) There are 2 rivenstrollers in MOLINELLA.
b) A large ANGLASSO is located in MOLINELLA, and a smaller one in SAN GABRIELE.
c) There is a large, electrically-operated, grist mill in MOLINELLA.
d) A considerable quantity of tractors and other agricultural machinery is used in the rice fields. Plows are attached to electric motors which pull the plows by means of cables.
e) The average price paid for rice was between 150 and 170 lire per quintal. Rice was NOT brought to ALLESI, but was carried away in carts or trucks to places NOT known by source.
f) Rice workers average 4-8 lire per hour. Work is available almost year-round.

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MOLINELLA (150620), BARICELLA (050650), And Area (PROV. BOLOGNA) (Con't.)

H PERSONALITIES

a) TORREGGIANI, a resident of BARICELLA, is a wealthy landowner and fascist.
b) BITELLI, Tommaso, is a wealthy landowner of MOLINELLA. He is hated because he exploits his laborers to a large degree. He is a rabid fascist.
c) CONTE MAZZOTTI is an absentee owner of large rice fields around MOLINELLA.

R.T. and J.D.

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R.T. and J.D.

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IMOLA (180310) And Area
(Map used ITALY 1:100,000, Sheet 38)

A SOURCE

P/W Pte. SUZZI, Domenico, a 21-year old farmer, was home last when called up in Jan. '42. He lived near PIRATELLO, at (146344). He was cooperative, and seemed fairly reliable.

B TOWN

i) POPULATION
About 22,000 live in the town limits. They are farmers and industrial workers.

ii) WATER
Laid on in all homes. On VIA CAVOUR there is a reservoir about 20 m. high and 10 m. in diameter. There are an undetermined number of wells in the town. The quality of the water is good, and it is never scarce.

iii) ELECTRICITY
Laid on in most homes and streets.

iv) GAS
Yes.

v) SEWERAGE
There are some cesspools. Source believes that the town has an underground system.

vi) POSTAL FACILITIES
The P.O. consists of 5-6 rooms on the ground floor of a building on VIA EMILIA. It has telephone and telegraph facilities. A few homes and offices have telephones. Mail is delivered daily.

vii) GAOL
There is and old gaol, 4-5 storeys high, in the town. On VIA EMILIA there is a 3-storey CC.RR. barracks.

viii) HOSPITALS
1) A 3-storey general hospital is located on VIA EMILIA.
2) A hospital for psychopathics, called L'OSSERVANZA, is located at (176315) in a 3-storey structure.
3) A 4-storey orphan asylum is located North of the town at (173326).
4) A 4-storey insane asylum is within the town limits.
5) There are NO prevalent diseases in the IMOLA area.

Declassified E.O. 12356 Section 3.3/NND No. 785015

i) POPULATION
About 22,000 live in the town limits. They are farmers and industrial workers.

ii) WATER
Laid on in all homes. On VIA CAVOUR there is a reservoir about 20 m. high and 10 m. in diameter. There are an undetermined number of wells in the town. The quality of the water is good, and it is never scarce.

iii) ELECTRICITY
Laid on in most homes and streets.

iv) GAS
Yes.

v) SEWERAGE
There are some cesspools. Source believes that the town has an underground system.

vi) POSTAL FACILITIES
The P.O. consists of 5-6 rooms on the ground floor of a building on VIA EMILIA. It has telephone and telegraph facilities. A few homes and offices have telephones. Mail is delivered daily.

vii) GAOL
There is and old gaol, 4-5 storeys high, in the town. On VIA EMILIA there is a 3-storey CC.RR. barracks.

viii) HOSPITALS
1) A 3-storey general hospital is located on VIA EMILIA.
2) A hospital for psychopathics, called L'OSSERVANZA, is located at (176315) in a 3-storey structure.
3) A 4-storey orphan asylum is located North of the town at (173326).
4) A 4-storey insane asylum is within the town limits.
5) There are NO prevalent diseases in the IMOLA area.

ix) HOTELS
1) The COMMERCIO has 10 rooms, 1 bath and a small garage.
2) The ITALIA has 19 rooms, 1 bath and a small garage.
3) The EMILIA has 8 rooms.
4) The PACE, CAMPANA, and NAZIONALE are inns with 10, 8 and 6 rooms, respectively.

x) SCHOOLS
1) An agricultural school at (183301), called REALE SCUOLA DI AGRICOLTURA, consists of one large, 3-storey building and several smaller units.
2) The ALBERGHETTI, an industrial arts secondary school, is a 3-storey structure.
3) The CARDUCCI, an elementary and junior high school is housed in an old, 3-storey building on VIA CAVOUR.
4) There are also several small elementary schools.

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IMOLA (180310) And Area (Con't.)

xi) INDUSTRIES
A pasta factory, a tomato canning factory and a sugar refinery have been converted to production of war materials.
(See E., MILITARY,b, below.)

xii) OTHER BUILDINGS
1) Theaters and Cinemas.
a) The MODERNISSIMO is a 1,000-seat cinema and is about 5 years old.
b) The PALAZZO MONSIGNANI seats about 800.
c) The ITALIA has about 700 seats.
d) The IMPERO has a capacity of 500.
e) The capacities of the CIRCOLO ARTIGIANI, the DOPOLAVORO and the TEATRO COMUNALE are NOT known.
2) The CASA DEL FASCIO is a 5-storey building, the largest in town. It was completed early in '42.

C WATERCOURSES

a) SCOLO CORECCHIO from (163328) to (194380)

This drainage ditch varies in width from 4 to 8 m., but at some points it is as wide as 15 m. It is practically dry in Summer; after very heavy rains in Winter its depth averages 1 m. Between VIA EMILIA at (163328) and the Rly. at (167336), the banks are very steep and there are NO fords. P/W has seen medium-sized trucks ford the ditch in Summer between (180358) and (167336). It is NOT fordable in Winter due to the soft muddy nature of the bed. The ditch is crossed by 5 stone and/or masonry bridges, each about 10 m. long, which connect secondary roads.

b) SCOLO LADELLO from PIRATELLO (144339) to CASOLA CANINA (147366)

This is a 2-4 m.-wide ditch with an earth bottom.

c) TORRENTE SELLUSTRA from (134337) to (131361).

This torrent varies in width from 12-15 m., and in depth, measured from the bed to the top of the bank, from 1 to 4 m. It is dry in Summer, but in Winter it is often full, and sometimes overflows its banks. There are NO levees, but at dangerous points farmers have built 1 m.-high mounds of earth to restrain the water. The bank slopes vary, being gentle in some points and in others, steep; but from (134337) to (133358) the banks permit fording. There is a ford [illegible] at (128375) there is another ford. The stream bottom

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a) The MODERNISSIMO is a 1,000-seat cinema and is about 5 years old.
b) The PALAZZO MONSIGNANI seats about 800.
c) The ITALIA has about 700 seats.
d) The IMPERO has a capacity of 500.
e) The capacities of the CIRCOLO ARTIGIANI, the DOPOLAVORO and the TEATRO COMUNALE are NOT known.

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C WATERCOURSES

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This drainage ditch varies in width from 4 to 8 m., but at some points it is as wide as 15 m. It is practically dry in Summer; after very heavy rains in Winter its depth averages 1 m. Between VIA EMILIA at (163328) and the Rly. at (167336), the banks are very steep and there are NO fords. P/W has seen medium-sized trucks ford the ditch in Summer between (180358) and (167336). It is NOT fordable in Winter due to the soft muddy nature of the bed. The ditch is crossed by 5 stone and/or masonry bridges, each about 10 m. long, which connect secondary roads.

b) SCOLO LADELLO from PIRATELLO (144339) to CASOLA CANINA (147366)

This is a 2-4 m.-wide ditch with an earth bottom.

c) TORRENTE SELLUSTRA from (134337) to (131361).

This torrent varies in width from 12-15 m., and in depth, measured from the bed to the top of the bank, from 1 to 4 m. It is dry in Summer, but in Winter it is often full, and sometimes overflows its banks. There are NO levees, but at dangerous points farmers have built 1 m.-high mounds of earth to restrain the water. The bank slopes vary, being gentle in some points and in others, steep; but from (134337) to (133358) the banks permit fording. There is a ford at (137346). At (138375) there is another ford. The stream bottom is gravelly here, and in Winter the water is generally 1 m. in depth.

d) TORRENTE SARESCO from (101350) to (118364)

For this distance this stream is 4-5 m. wide and has an earth bed. It is intermittent. In Winter it generally has 30-40 cm. of water, and after heavy rains the water level rises to about 1 m. There are NO known fords.

D COMMUNICATIONS

a) ROADS

i) VIA EMILIA from (189310) to (115355)
This asphalted highway, about 8 m. wide, enters IMOLA from the SE via a reinforced concrete bridge over the SANTERNO River at (187313).

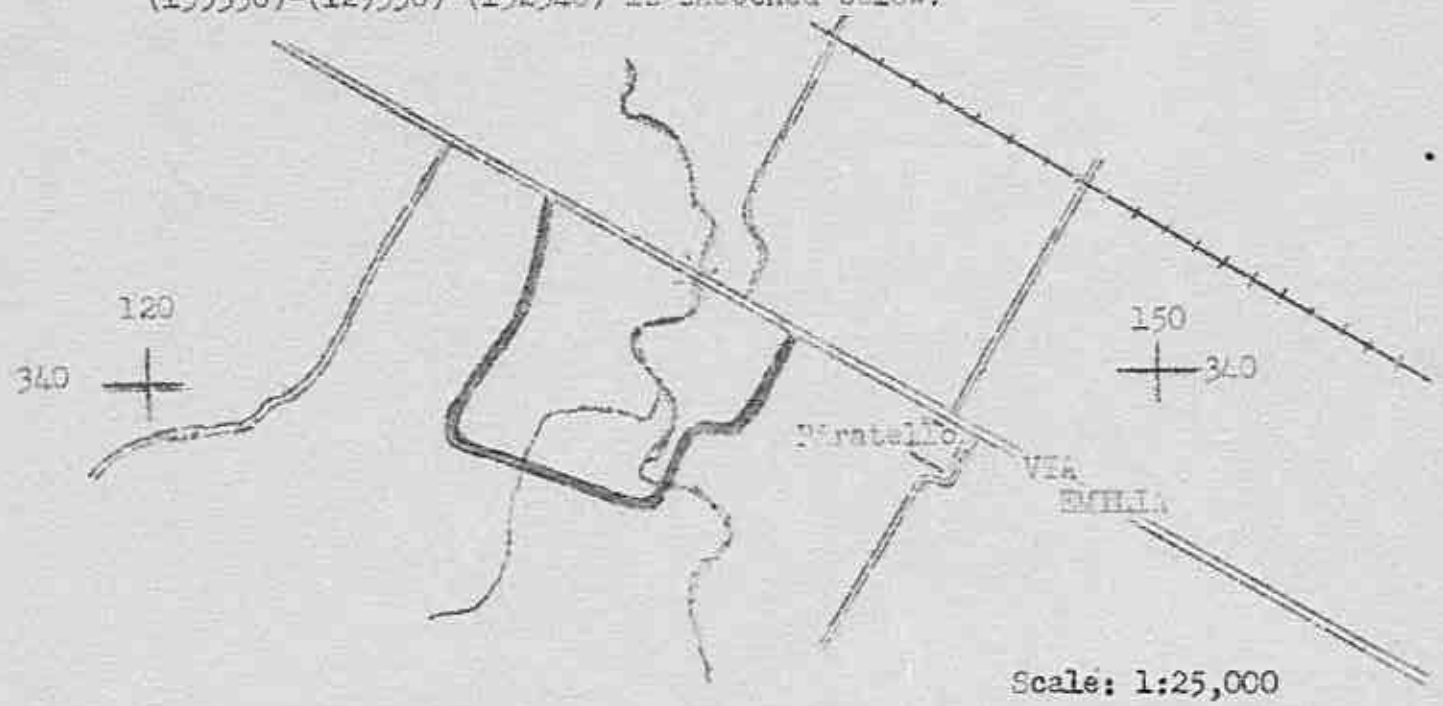
1264

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IMOLA (180310) And Area (Con't.)

This bridge is about 35 m. long, with a roadway 5-5½ m. wide flanked by sidewalks which consist of small stones. The walks are 1 m. wide and 10-15 cm. high. Cement parapets are 80 cm. high. At (161329) there is a 5 m.-long, cement bridge at road width. At (137343) there is a 15 m.-long, brick bridge over the SELLUSTRA River, also at road width. A diversion (140342)-(135336)-(129338)-(132346) is sketched below:



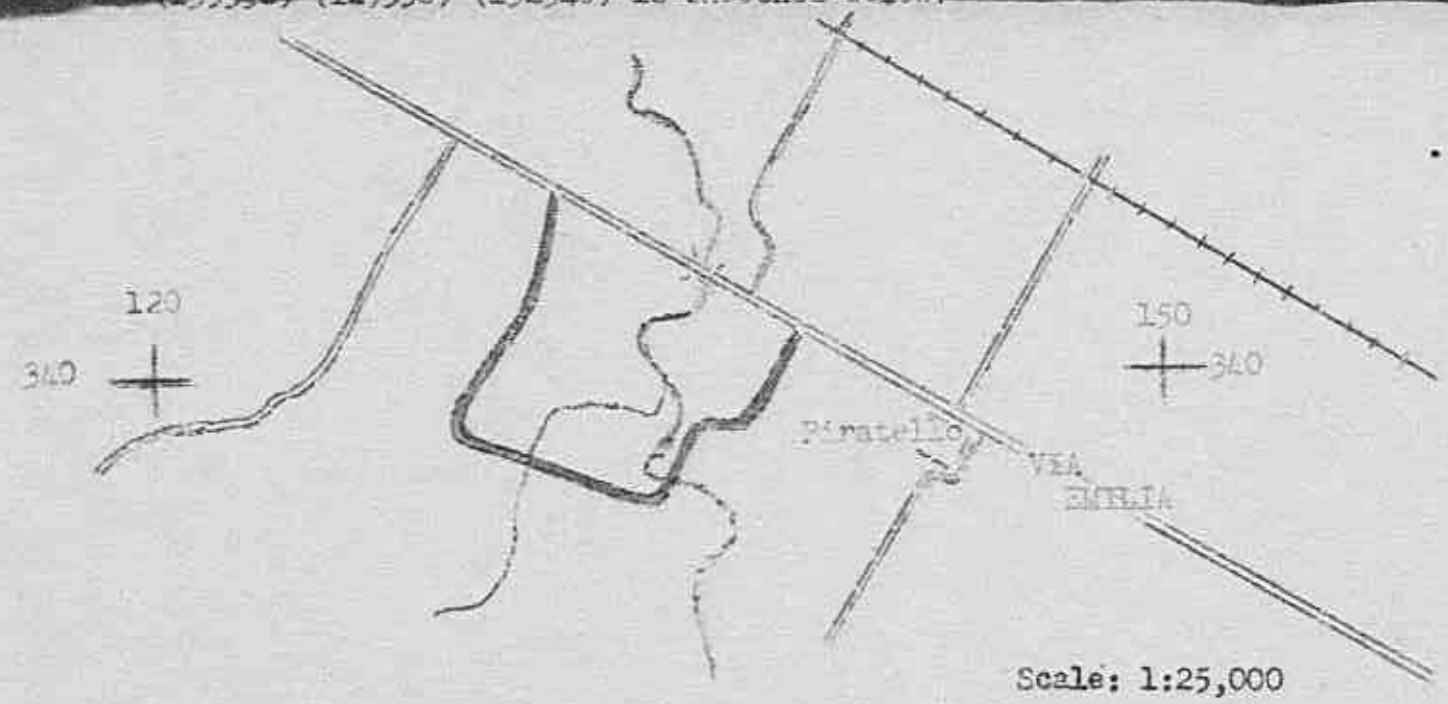
Scale: 1:25,000

There is a ready-made ford at (135337) over the SELLUSTRA River where the water is never more than 1 m. deep. Generally in Winter the water depth is about 50 cm. at this point.
The bridge over the SANTERNO at (121352) is 10 m. long, of reinforced concrete construction, and as wide as the road.

ii) RJ (189310)-(175306)-(176316)
This is a diversion into IMOLA from the VIA EMILIA. (See sketch, below).



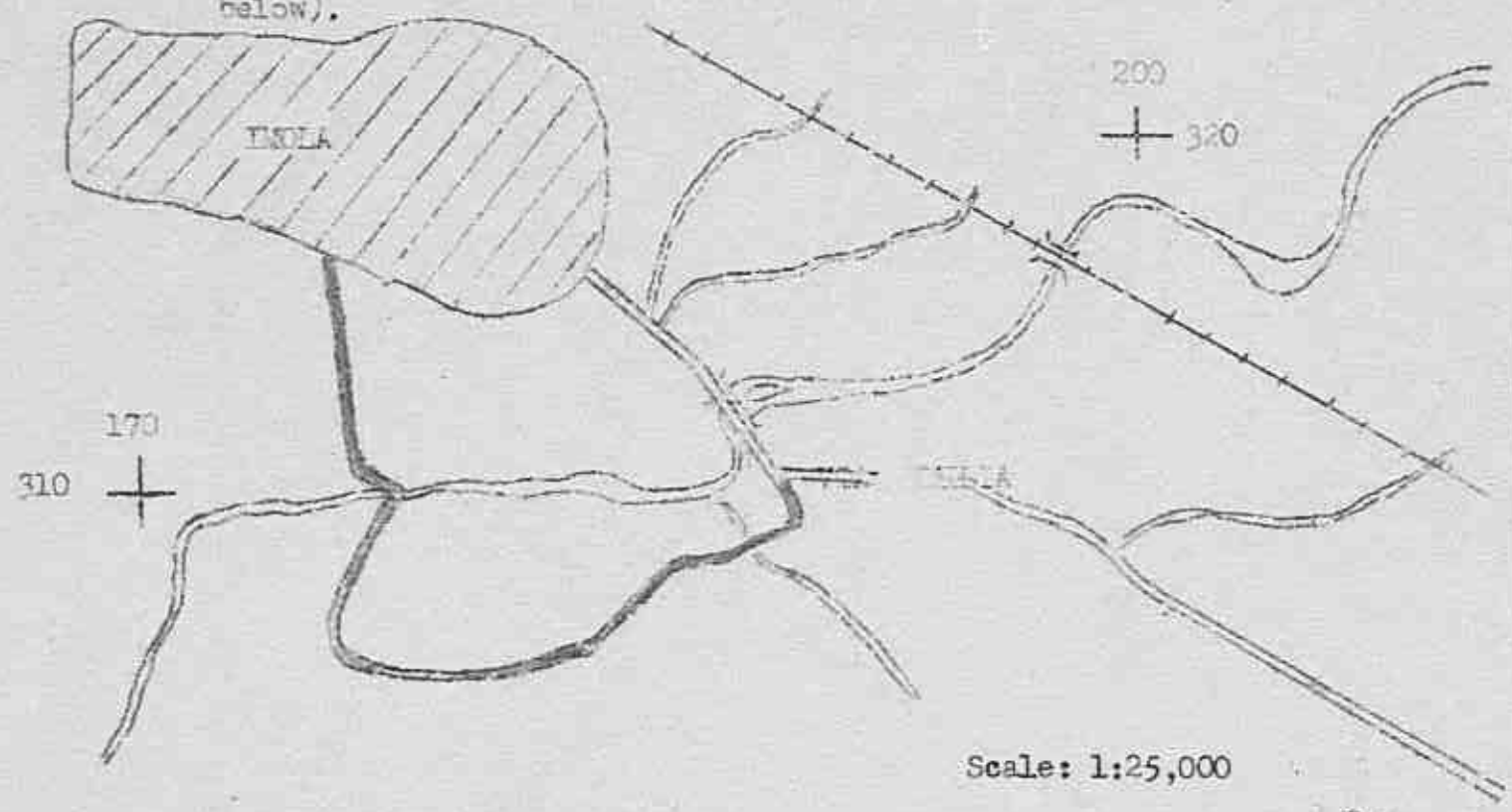
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Scale: 1:25,000

There is a ready-made ford at (135337) over the SILLARO River where the water is never more than 1 m. deep. Generally in Winter the water depth is about 50 cm. at this point.
The bridge over the SANTERNO at (121352) is 10 m. long, of reinforced concrete construction, and as wide as the road.

ii) RJ (189310)-(175306)-(176315)
This is a diversion into IMOLA from the VIA EMILIA. (See sketch, below).



Scale: 1:25,000

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IMOLA (180310) And Area (Con't.)

At (177310) this alternative 5 m.-wide, metalled, gravel-surfaced route crosses the SANTERNO River over a 50 m.-long, concrete bridge with a roadway which permits wide, 2-way traffic. Cement sidewalks on the bridge are about 1 m. wide.

iii) Secondary roads in this region are generally 3½-5m. wide, metalled, with surfaces of earth and gravel, and fairly well maintained.

iv) IMOLA - CONSELICE (270490)
This is an asphalted, 6 m.-wide road.

b) RAILWAYS

i) The RIMINI - BOLOGNA line is double-tracked, standard-gauge and electrified. There are 3 sidings, each about 100 m. long, at the station at IMOLA. The bridge over the SELLUSTRA at (135353) is of stone and is about 15 m. long. NO accurate information is available on other bridges. The Rly crosses several 4-5 m.-long, cement culverts between IMOLA and BOLOGNA.

ii) FONTANELICE (050210)-IMOLA - MASSA LOMBARDA (270420)
This is a single-track, standard gauge, steam Rly which P/W believes is privately owned.

E MILITARY

a) In IMOLA, on VIA SELICE, there is a CAPRONI factory which manufactures 75 mm. shells and aircraft parts. At the end of '41 a total of 1,000 workers were employed in 2 shifts. Unskilled labor averaged 3 lire per hour; skilled labor, 5 lire per hour.

b) The sugar refinery at (183327), a macaroni factory and a tomato canning factory in IMOLA have been converted to war use. P/W believes they are part of the CAPRONI works, above.

c) At (172307) there is a small-arms firing range, 200-300 m. long, with 12 firing points.

d) The depot of the 28 Inf. Regt. in RAVENNA, at which P/W served for a time, is a 3-storey barracks called CASERMA GARIBALDI and is located on VIA ROMA.

F TOPOGRAPHY

a) TERRAIN
The land SE, N and NW of IMOLA is generally flat and broken by

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iv) IMOLA - CONSELICE (270490)
This is an asphalted, 6 m.-wide road.

b) RAILWAYS

i) The RIMINI - BOLOGNA line is double-tracked, standard-gauge and electrified. There are 3 sidings,each about 100 m. long, at the station at IMOLA. The bridge over the SELLUSTRA at (135353) is of stone and is about 15 m. long. NO accurate information is available on other bridges. The Rly crosses several 4-5 m.-long, cement culverts between IMOLA and BOLOGNA.

ii) FONTANELICE (C50210)-IMOLA - MISSA LOMBARDA (270420)
This is a single-track, standard gauge, steam Rly which P/W believes is privately owned.

E MILITARY

a) In IMOLA, on VIA SELICE, there is a CAPRONI factory which manufactures 75 mm. shells and aircraft parts. At the end of '41 a total of 1,000 workers were employed in 2 shifts. Unskilled labor averaged 3 lire per hour; skilled labor, 5 lire per hour.

b) The sugar refinery at (133327), a macaroni factory and a tomato canning factory in IMOLA have been converted to war use. P/W believes they are part of the CAPRONI works, above.

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F TOPOGRAPHY

a) TERRAIN
The land SE, N and NW of IMOLA is generally flat and broken by small drainage ditches of a maximum depth of 50 cm. and width of 1 m., and streams and canals averaging 5 m. in width and 1½ m. in depth.
Fields are seperated by hedges or small drainage ditches averaging 30 cm. in width. Orchards of peach, apple and pear trees are fairly common,as are grape vines. The trees vary in height from 2 to 6 m.

b) PRODUCTS
The chief agricultural products of the area are wheat, grapes, peaches, maize, and sugar-beets, in the order named.

c) WEATHER
The rainy season is during the months of Mar., Apr. and May. Fields become very muddy and impassable even to cars after 2 or 3 days' rain. Snowfalls, in Dec., Jan., and Feb., average 20-30 cm., although occasionally as much as 90 cm. of snow falls.

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IMOLA (180310) And Area (Con't.)

G ECONOMIC

a) AMMASSI
There is a large AMMASSO in IMOLA which was being enlarged at the end of '41. It also serves most of the neighboring towns. Another grain pool is located at CASTEL GUELFO (140400).

b) A rice mill is located at MAGLIO (193338).

c) PERSONALITIES
1) Count DALPERO is a wealthy landowner in the PIRATELLO (144339) area. He lives at MILAN. (141349).
2) PASSETTI, Andrea, a lawyer, owns considerable land in the region of PIRATELLO, and is well-liked.

J.D.

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c) PERSONALITIES

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CASTEL S. PIETRO (PROV. BOLOGNA) and DISTRICT
(Maps used ITALY 1:100,000-Sheet 99 FAENZA, 88 IMOLA, 87 BOLOGNA)

A SOURCE

P/W Pte. VICCHI, RINO, a 34-year old grocery clerk, is fairly intelligent, and his judgment of distances is quite accurate. Last home for Christmas 1942.

B TOWN

a) CASTEL S. PIETRO (PROV. BOLOGNA)

i) POPULATION
The town has a population of about 4,000, mainly farmers, and industrial workers commuting daily to BOLOGNA.

ii) WATER SUPPLY
Some well-to-do homes have water laid on, but the majority of the population uses several public fountains. Source unknown. The water is pure and is plentiful all year round.

iii) ELECTRICITY
It is laid on in all homes and streets. Electric power comes from BOLOGNA by means of a high-tension line strung on concrete poles. The local sub-station is about half-way between the town and the Rly. station, on the East side of the station road.

iv) GAS
None: Wood and charcoal are used for cooking and heating purposes.

v) SEWERAGE
The central part of the town is served by an underground system of canals, discharging in the river SILLARO. Outlying houses use cesspools, with the contents emptied periodically, and used as fertilizer.

vi) POSTAL FACILITIES
The P.O. is located in a small, single-storey house in the center of the town. Telegraph and Telephone service is available. Mail is distributed twice daily.

vii) GAOL
The CC.RR. barracks is a two-storey house, with two small holding cells. Peacetime strength was 1 W.O. and 15 O.R.S.

viii) HOSPITAL
This is a three-storey structure, located in the Market Place.

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a) CASTEL S. PIETRO (PROV. BOLOGNA)

i) POPULATION
The town has a population of about 4,000, mainly farmers, and industrial workers commuting daily to BOLOGNA.

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iv) GAS
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The central part of the town is served by an underground system of canals, discharging in the river SILLARO. Outlying houses use cesspools, with the contents emptied periodically, and used as fertilizer.

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vii) GAOL
The CC.RR. barracks is a two-storey house, with two small holding cells. Peacetime strength was 1 W.O. and 15 O.R.S.

viii) HOSPITAL
This is a three-storey structure, located in the Market Place. There are about 100 beds for the sick, and the section of the hospital used as a Home for the Old can accomodate 200. Peacetime staff was 2 doctors and 15 nurses. The leading doctor's name was Prof. MONTI.
There are also two pharmacies in the town. Average health conditions are good, and there are NO prevalent diseases.

ix) HOTELS
The "CORONA", a two-storey structure, with 10 rooms, and large, restaurant facilities.
The "NUOVA ITALIA", a two-storey structure, with 6-8 rooms, and restaurant facilities.
The "PALAZZINA", a two-storey structure, with 6 rooms.
The "TERME", at (C80353), 1300 m. South of the town. This is a large, three-storey structure, with 45 rooms, accomodating the patients of the Thermal Springs nearby.

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CASTEL S. PIETRO (PROV. BOLOGNA) and DISTRICT (Con't.)

x) SCHOOLS
There is a four-storey, new building, with 30-40 rooms and a large cookhouse. This building was used by the Italian Army as a military hospital, and classes were held in private houses.

xi) INDUSTRIES
There is a brick factory at (079359), employing 30-40 workers. Raw material for this factory is secured from a quarry nearby.
There is an umbrella factory in a single-storey building, employing 30 women and 10 men. The owner of this establishment is named SASSI.
There are four or five automobile and motorcycle repair-shops in CASTEL S. PIETRO. P/W does NOT recollect any details, but he states that the largest garage, owned by SASSI, cannot shelter more than 5 or 6 cars.

xii) OTHER BUILDINGS
The City Hall, in the Market Place, is a four-storey, old building, accomodating all public offices in some 50 rooms.
The Fascist Party Hq. is a two-storey house, with two large halls, and a dozen rooms.
Movies are shown here bi-weekly.
The local "AMMASSO" is a two-storey, concrete silo, near the Rly. Station.
The local Fire-Station, located in VIA ROMA, had a strength of 12 men and 1 N.C.O. The equipment consisted of two FIAT pumpers, with ladders attached, and other smaller units.

C WATERCOURSES

i) SILLARO River (In the neighbourhood of CASTEL S. PIETRO)
A perennial stream; the water width at (037372), from January to March, is 6-7 m., with a depth of 2 m. In the Summer months the width is about 1 m., with a depth of 30 cm. The river banks are 1-2 m. high, very gentle, gravelly. The gravelled river bed often extends up to a width of 20 m. The river bottom is always firm, and the local farmers make a practice of fording the river with horse-drawn carts, almost anywhere at their convenience, except during Jan., Feb. and March.

ii) CANALE DI MEDICINA (near CASTEL S. PIETRO)
This canal is about 3 m. wide and 2 m. deep, with banks at 45 degrees, dropping sheerly away from the terrain. Winter water depth is 1½ m., while in the Summer it is about 40 cm.

iii) RIO DELLA MAGIONE (at 064305)

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employing 30 women and 10 men. The owner [illegible]
is named SASSI.
There are four or five automobile and motorcycle repair-shops in CASTEL S. PIETRO. P/W does NOT recollect any details, but he states that the largest garage, owned by SASSI, cannot shelter more than 5 or 6 cars.

xii) OTHER BUILDINGS
The City Hall, in the Market Place, is a four-storey, old building, accomodating all public offices in some 50 rooms.
The Fascist Party Hq. is a two-storey house, with two large halls, and a dozen rooms.
Movies are shown here bi-weekly.
The local "AMGASSO" is a two-storey, concrete silo, near the Rly. Station.
The local Fire-Station, located in VIA ROMA, had a strength of 12 men and 1 W.O. The equipment consisted of two FIAT pumpers, with ladders attached, and other smaller units.

C WATERCOURSES

i) SILLARO River (In the neighbourhood of CASTEL S. PIETRO)
A perennial stream; the water width at (037372), from January to March, is 6-7 m., with a depth of 2 m. In the Summer months the width is about 1 m., with a depth of 30 cm. The river banks are 1-2 m. high, very gentle, gravelly. The gravelled river bed often extends up to a width of 20 m. The river bottom is always firm, and the local farmers make a practice of fording the river with horse-drawn carts, almost anywhere at their convenience, except during Jan., Feb. and March.

ii) CANALE DI MEDICINA (near CASTEL S. PIETRO)
This canal is about 3 m. wide and 2 m. deep, with banks at 45 degrees, dropping sheerly away from the terrain. Winter water depth is 1½ m., while in the Summer it is about 40 cm.

iii) RIO DELLA MACIONE (at 064305)
This is an intermittent stream; the water width in Winter is about 6 m., with a depth of 1½ m. In the Summer the river is dry, except during and for three or four hours after heavy rains. The banks are 2 m. high, very gentle and grassy. The river bottom is quite muddy and soft. Farmers do NOT ford this river except in the Summer, due to its muddy condition when water is present.

iv) GAIANA River (at 054395)
This is a perennial stream. The water width in Winter is 10 m., with a depth of 2 m. In the Summer the river is 2 m. wide, with 30 cm. of water.
The river banks are 3 m. high, with a 45 degrees slope which becomes gentle for short intervals. The banks are soft and grassy, and the river bottom is muddy. Farmers do NOT ford this river, except at (045395), where approaches have been built up, and rubble and gravel have been spread on the river bed.

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v) QUADERNA River
This is a perennial stream, with similar features to the GAINA described in (iv). There are rudimentary fords, with a bubble foundation, at (021404), and at (018420).

D COMMUNICATIONS

a) ROADS

i) VIA EMILIA, from IMOLA to BOLOGNA. (See Appendix C)
This is a State highway, metalled, asphalted; it is 8 m. wide, bordered by small stone markers, 5 m. apart. Outside these markers, on the South side of the road, there is a bicycle and pedestrians path, 50 cm. wide, with a light tar and gravel surface. On the North side, there is a bicycle path 2 m. wide, with a tar and gravel surface, built over the old tramway right-of-way. Immediately next to the bicycle path, there is a drainage ditch 30 cm. wide and 30 cm. deep. On the South side there is a drainage ditch 1½ - 2 m. wide at the top, 1.30 m. deep, with steep, grassy banks. Outside these drainage ditches there is a hedge 1 m. high and 50 cm. wide. The road is generally level with the terrain and deployment to the North is possible. The wide drainage ditch creates an obstacle for deployment to the South. Although the width of the road is reduced to 6-7 m. through the towns, it is two-way throughout. The bridge at (087372), over the SILLARO River, is a masonry structure, 30 m. long. It has a single arch, 12 m. wide and 6-7 m. high. The roadway is asphalted, 6-7 m. wide. The parapet is of masonry, 1 m. high.
The approaches to the bridge are earth-filled, and the bridge is level with the rest of the road.
At (085374) there is a small, single-arch, masonry bridge, of road width, 6-7 m. long, over the CANALE DI MEDICINA.
At (044385) there is a single-arch, masonry bridge, of road width, 12-15 m. long, over the RIO DELLA MAGIONE.
At (054391) there is a single-arch, masonry bridge, called "PONTE DEL DIAVOLO", over the river GAINA. It is at road width, with a masonry parapets, and is 18-20 m. long, and 5-6 m. above the water level.
A few meters to the North of this bridge there is a small, flat-beam, steel bridge, on masonry abutments, which used to serve the BOLOGNA -IMOLA tram line (NO longer in existence). Tracks are still laid on the bridge, and vehicular traffic cannot use it, as it does NOT have any approaches. P/W believes that this bridge has probably been dismantled and is NO longer there. P/W saw it last in Dec. 1942.

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i) VIA EMILIA, from IMOLA to BOLOGNA. (See Appendix C)
This is a State highway, metalled, asphalted; it is 8 m. wide, bordered by small stone markers, 5 m. apart. Outside these markers, on the South side of the road, there is a bicycle and pedestrians path, 60 cm. wide, with a light tar and gravel surface. On the North side, there is a bicycle path 2 m. wide, with a tar and gravel surface, built over the old tramway right-of-way. Immediately next to the bicycle path, there is a drainage ditch 30 cm. wide and 30 cm. deep. On the South side there is a drainage ditch 1½ - 2 m. wide at the top, 1.30 m. deep, with steep, grassy banks. Outside these drainage ditches there is a hedge 1 m. high and 50 cm. wide. The road is generally level with the terrain and deployment to the North is possible. The wide drainage ditch creates an obstacle for deployment to the South. Although the width of the road is reduced to 6-7 m. through the towns, it is two-way throughout. The bridge at (087372), over the SILLARO River, is a masonry structure, 30 m. long. It has a single arch, 12 m. wide and 6-7 m. high. The roadway is asphalted, 6-7 m. wide. The parapet is of masonry, 1 m. high.
The approaches to the bridge are earth-filled, and the bridge is level with the rest of the road.
At (085374) there is a small, single-arch, masonry bridge, of road width, 6-7 m. long, over the CANALE DI MEDICINA.
At (064385) there is a single-arch, masonry bridge, of road width, 12-15 m. long, over the RIO DELLA MAGIONE.
At (054391) there is a single-arch, masonry bridge, called "PONTE DEL DIAVOLO", over the river GAIANA. It is of road width, with a masonry parapets, and is 18-20 m. long, and 5-6 m. above the water level.
A few meters to the North of this bridge there is a small, flat-beam, steel bridge, on masonry abutments, which used to serve the BOLOGNA -IMOLA tram line (NO longer in existence). Tracks are still laid on the bridge, and vehicular traffic cannot use it, as it does NOT have any approaches. P/W believes that this bridge has probably been dismantled, and is NO longer there. P/W saw it last in Dec. 1942.
At (018411) there is a single-arch, masonry bridge, at road width, 27 m. long, and 4 m above the river level, with a masonry parapet. It is of road width, with an asphalted road-way and a 1 m. sidewalk, on the North side only, 10 cm. above road level. The parapet is masonry. This bridge is about 100 m. long and in the center it is 8-10 m. above the river level. Immediately North and South of this bridge there are two gravelled fords. P/W has often seen horse-drawn carts using these fords to avoid the fast traffic on the bridge. These fords are practicable all year round.
From this bridge to BOLOGNA the road is 8 m. wide, asphalted, with 1½ m. verges on both sides, paved with large stone blocks. Drainage ditches are as for the preceding section.
Refueling stations for petrol and oil, along this section of the VIA EMILIA, as late as Dec. 1942, were to be found at: PIRATELLO (144339); TOSCANELLA (116355); CASTEL S. PIETRO (three stations); QUADERNA bridge (018411); IDICE bridge (965441).

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CASTEL S. PIETRO (PROV. BOLOGNA) and DISTRICT (Con't.)

ii) S. NICOLO' (034402) - VARIGNANA (016382)
This is a metalled road, 6 m. wide, with a hard, gravel surface. It has earth verges 50 cm. wide, followed by drainage ditches 40 cm. deep and 30 cm. wide. Outside these ditches there are hedges, 1 m. high and 30-40 cm. thick. For some short distances it is cut into the earth 1 to 1½ m. deep, with gentle sloping banks. This road runs generally level with the adjoining land. Deployment is possible almost throughout. Rain does NOT greatly affect the practicability of this road.

iii) CASTEL S. PIETRO - SASSA LEONE (990220)
This is a metalled road, 7 m. wide, with gravel surface. It has soft, earth verges, 1 m. wide, followed by drainage ditches, 80 cm. wide and 30 cm. deep. Although it has several curves, it is two-way throughout. There are several small bridges along this road, with roadways 6-7 m. wide. P/W has been on this road four times, by motorcycle, and he states that he could keep his machine in high throughout, except on curves. Deployment is possible for most of the length of this road, as it runs generally level with the terrain.

iv) CASTEL S. PIETRO - MEDICINA (124458)
This is a metalled road, asphalted from CASTEL S. PIETRO to the level Rly. crossing at (086382), and gravelled from there on to MEDICINA. It is 7 m. wide, with hard verges 1 m. wide, followed by shallow drainage ditches. These are bordered by low hedges of irregular height, never higher than 1½ m. This road passes over several small, masonry culverts, 1 to 3 m. wide. It is generally level with the adjoining land, and is devoid of curves and inclines. Deployment is possible along its whole length. The Rly. crossing at (086382) is protected by swinging bars. This road is two-way throughout.

v) There are several country roads in the area known to the P/W. These are generally roughly metalled, with an earth and gravel surface. These country roads are seldom less than 5 m. wide, and are generally bordered by shallow drainage ditches. These roads are in a fair state of maintenance, and could easily support light M.T.

vi) All the gravelled roads described above have gravel piles prepared along the verges to be spread in the Wintertime. P/W insists that all roads are practicable throughout the year, except during heavy snowfalls. An average snowfall of 50 cm. is to be expected from Dec. to Feb., and this might close all roads but the VIA EMILIA for a period up to 48 hours.
All snow-plowing and heavy, road-maintenance equipment comes from [illegible]. The commune of CASTEL S. PIETRO has several

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iii) CASTEL S. PIETRO - SASSA LEONE (990220)
This is a metalled road, 7 m. wide, with gravel surface. It has soft, earth verges, 1 m. wide, followed by drainage ditches, 80 cm. wide and 30 cm. deep. Although it has several curves, it is two-way throughout. There are several small bridges along this road, with roadways 6-7 m. wide. P/W has been on this road four times, by motorcycle, and he states that he could keep his machine in high throughout, except on curves. Deployment is possible for most of the length of this road, as it runs generally level with the terrain.

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All snow-plowing and heavy, road-maintenance equipment comes from BOLOGNA and IMOLA. The commune of CASTEL S. PIETRO has several "CANTONIERI", (road workers) at its service. These live with their families near the section of road assigned to their care. The average length of road assigned to any such worker in this area is about 4 km. The equipment of these CANTONIERI consists of picks, shovels, wheelbarrows, tar boilers and tar spreaders and hand moving machines. P/W states that due to the number of these workers the roads are in good condition.
Snow-plowing in the Winter on all roads but the VIA EMILIA is done by the neighbouring farmers, in collaboration with the CANTONIERI. The State Highway Agency keeps the VIA EMILIA free of obstructions at all times.

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b) RAILWAYS

i) BOLOGNA - IMOLA

This is a double-track, standard-gauge Rly, on wooden sleepers. It is electrified, with overhanging wires supported by steel poles. The Rly's right-of-way, some 12 m. wide, is bordered by thick hedges, 1 m. high.
All road crossings are level, and protected by swinging bars or gates.
From BOLOGNA to CASTEL S. PIETRO the Rly. runs only a few cm. above the terrain, on its rubble bed. For a cross-section of the Rly. from CASTEL S. PIETRO to TOSCANELLA (123360) see Appendix D.
The Rly. then continues level with the terrain to IMOLA.
The CASTEL S. PIETRO Rly. Station is a single-storey building, with an attached, two-storey restaurant.
There are five tracks. One small, steam, switching engine is stationed here.
The Rly. bridge over the SILLARO, at (094378), is a girder-type, steel bridge, 60-70 m. long. It has two supports, each consisting of two, brick columns, and brick abutments. It is double-tracked, with a steel railing.
The Rly. bridge over the IDICE, at (988452) is a girder-type, steel bridge, 120-130 m. long. It has three brick supports, each consisting of two columns, and brick abutments. It is double-tracked, with a steel railing.
The Rly. bridges over the GAIANA, at (052402) and over the QUADERNA, at (019422) are girder-type, steel bridges, 30-40 m. long, with one center, masonry support consisting of two columns, and masonry abutments. They are double-tracked, with steel railing.
All other Rly. bridges between IMOLA and BOLOGNA, over small rivers and canals, are of the same pattern. They are steel structures of the girder type, single span, with masonry abutments. The length is from 15 to 25 m. They are all double-tracked and have steel railings.

c) BUS SERVICE

P/W is familiar with the Bus line connecting BOLOGNA with IMOLA. This is an hourly service. It uses large buses, operating on charcoal, with an average capacity of 50 passengers.
The BOLOGNA terminal is in PIAZZA ALDROVANDI and the IMOLA terminal is in PIAZZA S. MARCO. This bus service is State-owned.

E. TOPOGRAPHY

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The Rly. bridge over the SILLARO, at (094378), is a girder-type, steel bridge, 60-70 m. long. It has two supports, each consisting of two, brick columns, and brick abutments. It is double-tracked, with a steel railing.
The Rly. bridge over the IDICE, at (988452) is a girder-type, steel bridge, 120-130 m. long. It has three brick supports, each consisting of two columns, and brick abutments. It is double-tracked, with a steel railing.
The Rly. bridges over the GAIANA, at (052402) and over the QUADERNA, at (019422) are girder-type, steel bridges, 30-40 m. long, with one center, masonry support consisting of two columns, and masonry abutments. They are double-tracked, with steel railing.
All other Rly. bridges between IMOLA and BOLOGNA, over small rivers and canals, are of the same pattern. They are steel structures of the girder type, single span, with masonry abutments. The length is from 15 to 25 m. They are all double-tracked and have steel railings.

c) BUS SERVICE

P/W is familiar with the Bus line connecting BOLOGNA with IMOLA. This is an hourly service. It uses large buses, operating on charcoal, with an average capacity of 50 passengers.
The BOLOGNA terminal is in PIAZZA ALDROVANDI and the IMOLA terminal is in PIAZZA S. MARCO. This bus service is State-owned.

E TOPOGRAPHY

The area known to the P/W is roughly a strip. 6 km. wide and 15 km. long, on both sides of the VIA EMILIA, with its centre at CASTEL S. PIETRO.
This area is quite flat, with light undulations. The terrain is fairly firm, but becomes quite muddy after rains, and does NOT dry up quickly.
Fields are generally divided by low hedges or shallow drainage ditches.
To the SW of the area mentioned above, where the first, hilly ribs of the Appennines begin to rise, the fields are NOT terraced, due to the gentle slopes.
The main agricultural crops are wheat, maize, beets, hemp. Grapes are grown on rows 3 m. high, alternated with narrow lines of fruit trees. The latter are plentiful, especially apples and pears. Small woods are found 2 or 3 km. West of the VIA EMILIA.
Generally, tall, thick vegetation is scarce, and possibilities of concealment are poor, due also to the lack of relief. 1252
Building materials, such as rubble and gravel, for improvised road repairs, are plentiful.

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CASTEL S. PIETRO (PROV. BOLOGNA) and DISTRICT (Con't.)

F MILITARY

The military hospital mentioned in B,a,x, (under SCHOOLS), had about 250 wounded German soldiers in Dec. 1942. The medical staff was always Italian.

G PERSONALITIES

Mayor of CASTEL S. PIETRO: CESARE MASI.
Pol. Sec'y of CASTEL S. PIETRO: OTELLO BOLLINI.

A.R.P.

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Italian.

G PERSONALITIES

Mayor of CASTEL S. PIETRO: CESARE MASI.
Pol. Sec'y of CASTEL S. PIETRO: OTELLO BOLLINI.

A.R.P.

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OZZANO DELL'EMILIA (PROV.BOLOGNA)
(Maps used ITALY 1:100,000, Sheet 8E, IMOLA, 87, BOLOGNA)

A SOURCE

P/W Pte. GHINI, CESARE, a 33-year old farmer , was last home in Sept. 1942. He is quite cooperative, but his memory of detail is NOT very good. He appears to be reliable.

B TOWN

a) OZZANO DELL'EMILIA

i) POPULATION
About 600, mainly farmers. The town is NOT concentrated, as it is spread over an area of 2-3 square km.

ii) WATER SUPPLY
It is drawn mainly from wells 3 to 5 m. deep. It is pure and plentiful all year round.

iii) ELECTRICITY
Only a few houses have electricity laid on. The majority of the population uses oil and acetylene lanterns.

iv) GAS
None. Wood and charcoal are used.

v) SEWERAGE
Cesspools are used, with the contents emptied periodically, and used as fertilizer.

vi) POSTAL FACILITIES
The P.O. is located in the same building as the CC.RR. Station. It is a two-storey house, on the VIA EMILIA. Telephone and telegraph service is available. Mail is distributed daily.

vii) GAOL
The CC.RR. Station is located in the same building as the P.O. It has one small, holding cell. Peacetime strength was 1 Sgt. and 3 C.R.'s.

viii) HOSPITAL
None. There is one doctor and one pharmacy. Health conditions are good.

ix) HOTELS

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B TOWN

a) OZZANO DELL'EMILIA

i) POPULATION
About 600, mainly farmers. The town is NOT concentrated, as it is spread over an area of 2-3 square km.

ii) WATER SUPPLY
It is drawn mainly from wells 3 to 5 m. deep. It is pure and plentiful all year round.

iii) ELECTRICITY
Only a few houses have electricity laid on. The majority of the population uses oil and acetylene lanterns.

iv) GAS
None. Wood and charcoal are used.

v) SEWERAGE
Cesspools are used, with the contents emptied periodically, and used as fertilizer.

vi) POSTAL FACILITIES
The P.O. is located in the same building as the CC.RR. Station. It is a two-storey house, on the VIA EMILIA. Telephone and telegraph service is available. Mail is distributed daily.

vii) GAOL
The CC.RR. Station is located in the same building as the P.O. It has one small, holding cell. Peacetime strength was 1 Sgt. and 3 O.R.'s.

viii) HOSPITAL
None. There is one doctor and one pharmacy. Health conditions are good.

ix) HOTELS
None.

x) SCHOOL
This is a three-storey, new building, with about 18 large rooms.

xi) INDUSTRIES
None

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xii) OTHER BUILDINGS
The City Hall is a two-storey, large house, accommodating all public offices, the doctor and the veterinarian. Most of the employees live on the second floor, with their families.
The Fascist Party Hq. is an unfinished 2-storey building near the school.

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OZZANO DELL ' EMILIA (PROV. BOLOGNA) (Con't.)

C WATERCOURSES

i) RIO CENTONARA (in the neighborhood of OZZANO)
This is an intermittent stream. The river bed is 3-5 m. wide, quite muddy, with gently sloping, grassy banks 1-3 m. high. From the VIA EMILIA at (994425) to the Rly. at (000434), it is bordered by gently sloping earth levees, 4 m. wide at the top, and 1½ m. higher than the terrain. These levees are thickly wooded with large trees. From (000434) Northward, the river runs in a shallow, muddy bed 4 or 5 m. wide. After heavy rainfall it often floods the adjoining land, North of the Rly., for a width of 3-400 m.

ii) DRAINAGE CANAL, from (991427) to (996436).
This is a drainage canal, 5 m. wide at the top, and 1 m. wide at the bottom. It is 5 m. deep, and is bordered by gently sloping earth levees 1½ m. high and 1-2 m. wide at the top. The banks are very steep and grassy. This canal is generally almost dry, but after sustained rains the water depth can become 2 m.

iii) IDICE River, from (963427) to (963465)
This is a perennial stream. The maximum Winter water width is 50 m., with a depth of 1 m. In the Summer the river has only a few cm. of water. The bed is gravelly, and the banks are NOT well defined, sloping gently up to the terrain. This river is fordable everywhere at all times, and the P.W. has often crossed it with a horse-cart.

iv) SAVENA River
This is a perennial stream. The water flow is 3 m. wide and 1 m. deep. The banks are 2-3 m. high, very gentle and gravelly. The river bed is 10-20 m. wide, of sand and gravel, strewn with large boulders. These make fording by vehicles difficult, unless some of the obstructions are removed.
At (934459), North of the bridge described in D, a, i, the SAVENA runs in a ravine 15 m. deep, with abrupt banks for about 200 m. The banks then gradually level off.

v) There are several drainage ditches criss-crossing the area. They are seldom wider than 1 m., with an average depth of 50 cm.-1 m. These ditches are to be found at an average interval of 30-40 m., All through this area.

D COMMUNICATIONS

a) ROADS

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higher than the terrain. These levees are thickly wooded with large trees. From (000434) Northward, the river runs in a shallow, muddy bed 4 or 5 m. wide. After heavy rainfall it often floods the adjoining land, North of the Rly., for a width of 3-400 m.

ii) DRAINAGE CANAL, from (991427) to (996436).
This is a drainage canal, 5 m. wide at the top, and 1 m. wide at the bottom. It is 5 m. deep, and is bordered by gently sloping earth levees 1½ m. high and 1-2 m. wide at the top. The banks are very steep and grassy. This canal is generally almost dry, but after sustained rains the water depth can become 2 m.

iii) IDICE River, from (963427) to (963465)
This is a perennial stream. The maximum Winter water width is 50 m., with a depth of 1 m. In the Summer the river has only a few cm. of water. The bed is gravelly, and the banks are NOT well defined, sloping gently up to the terrain. This river is fordable everywhere at all times, and the P.W. has often crossed it with a horse-cart.

iv) SAVENA River
This is a perennial stream. The water flow is 3 m. wide and 1 m. deep. The banks are 2-3 m. high, very gentle and gravelly. The river bed is 10-20 m. wide, of sand and gravel, strewn with large boulders. These make fording by vehicles difficult, unless some of the obstructions are removed.
At (934459), North of the bridge described in D, a, i, the SAVENA runs in a ravine 15 m. deep, with abrupt banks for about 200 m. The banks then gradually level off.

v) There are several drainage ditches criss-crossing the area. They are seldom wider than 1 m., with an average depth of 50 cm.-1 m. These ditches are to be found at an average interval of 30-40 m., all through this area.

D COMMUNICATIONS

a) ROADS

i) The VIA EMILIA: information contained in the CASTEL S. PIETRO and DISTRICT report, D, a, i, is confirmed.
Additional information is as follows:
At (994425) there is a small, single-arch, masonry bridge over the RIO CENTONARA. It is 5 m. long, of road width. This bridge is arched, and its approaches are slightly raised. This has caused several accidents, as vehicles coming from opposite directions cannot see each other.
There is a single-arch, masonry bridge, 5 m. long, of road width, at (979434).
There is a two-arch, masonry bridge at (934459), over the SAVENA. It is 10-15 m. long, of road width, with a single, center column. It has an iron railing.

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OZZANO DELL ' EMILIA (PROV. BOLOGNA) (Con't.)

ii) CR (973437)- Level crossing (976448)-RJ (977459)-RJ (993485)-RJ (018487)
This is a metalled road, 5 m. wide,with a gravel surface. It is bordered by hard earth verges 1½ m. wide. Drainage ditches 70 cm. wide and 50 cm. deep follow the road on both sides. This road runs level with the adjoining land, and deployment is possible throughout. There are NO sharp curves or inclines, and the road is always two-way. Rainy weather does NOT hamper the practicability of this road.

iii) RJ (977459)-IL PONTE (019448) - SAN LORENZO (062422)
This is a metalled road, gravelled, 5 m. wide, with hard verges 2 m. wide. It is bordered by shallow drainage ditches, 60-70 cm. wide and 50 cm. deep. It crosses the RIO CENTONARA at (009453), by way of a masonry bridge, single-arch, 5 m. long. The roadway is 3½ m. wide, and animal-drawn vehicles often need help in negotiating this bridge, as it is steeply arched. At (019448) there is a single-arch, masonry bridge, 5-6 m. long, over the QUADERNA. The roadway is 3½ m. wide, slightly arched.
At (059424), over the RIO ROSSO, and at (062422), over the GAIANA, there are small, masonry, single-arch bridges, with roadways 3-4 m. wide.

iv) CASTENASO - MEDICINA
This is a metalled road, 5 m. wide, with a good tar surface, bordered by hard earth verges 1½ m. wide. It generally runs level with the terrain, or 40-50 cm. above it. Drainage ditches paralleling this road are 1 m. wide and 50-60 cm. deep. This road is devoid of curves, and is two-way throughout.

v) P.W. has been familiar with several of the secondary roads in this area, in his youth. Although he does NOT remember details of any in particular, he states that all gravelled roads are at least 5 m. wide, with wide earth verges, and that they generally run level with the terrain, bordered by shallow drainage ditches.

b) RAILWAYS

a) BOLOGNA - IMOLA

Information contained in the CASTEL S. PIETRO and DISTRICT report, D, b, 1 is confirmed.
Additional information is as follows:

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practicability of this road.

iii) RJ (977459)-IL PONTE (019448) - SAN LORENZO (062422)
This is a metalled road, gravelled, 5 m. wide, with hard verges 2 m. wide. It is bordered by shallow drainage ditches, 60-70 cm. wide and 50 cm. deep. It crosses the RIO CENTONARA at (009453), by way of a masonry bridge, single-arch, 5 m. long. The roadway is 3½ m. wide, and animal-drawn vehicles often need help in negotiating this bridge, as it is steeply arched.
At (019448) there is a single-arch, masonry bridge, 5-6 m. long, over the QUADERNA. The roadway is 3½ m. wide, slightly arched.
At (059424), over the RIO ROSSO, and at (062422), over the GALANA, there are small, masonry, single-arch bridges, with roadways 3-4 m. wide.

iv) CASTENASO - MEDICINA
This is a metalled road, 5 m. wide, with a good tar surface, bordered by hard earth verges 1½ m. wide. It generally runs level with the terrain, or 40-50 cm. above it. Drainage ditches paralleling this road are 1 m. wide and 50-60 cm. deep. This road is devoid of curves, and is two-way throughout.

v) P.W. has been familiar with several of the secondary roads in this area, in his youth. Although he does NOT remember details of any in particular, he states that all gravelled roads are at least 5 m. wide, with wide earth verges, and that they generally run level with the terrain, bordered by shallow drainage ditches.

b) RAILWAYS

a) BOLOGNA - IMOLA

Information contained in the CASTEL S. PIETRO and DISTRICT report, D. b, i is confirmed.
Additional information is as follows:
Between (983443) and (029416) the Rly. runs on an embankment gradually rising to a height of 3 m. and then decreasing again. At the two locations pinpointed above, the Rly. is level with the terrain. The embankment is of earth, with grassy slopes at 45°. The Rly. goes over the RIO CENTONARA at (000434) by means of a culvert, with three large concrete pipes.
The MIRANDOLA - OZZANO Rly. Station is a small, two-storey building. There are two main tracks and two sidings here.

E TOPOGRAPHY

Information contained in the CASTEL S. PIETRO and DISTRICT report, E, is confirmed.

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OZZANO DELL'EMILIA (PROV. BOLOGNA) (Con't.)

F MILITARY

There isan M.T. depot, (AUTOCENTRO), at (0104.23). There are several sheds, with M.T., and repair shops. P.W. has never seen Germans there. Until 4 years ago, a large hangar for airships was located here, but it has been dismantled.

G PERSONALITIES

Mayor of OZZANO: PIGNATTA GIOVANNI.
Pol. Sec'y. of OZZANO: ZAPPI IGNAZIO.

A.R.F.

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R.F.

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G PERSONALITIES

Mayor of OZZANO: PICHATTA GIOVANNI.
Pol. Sec'y. of OZZANO: ZAPPI IGNAZIO.

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BUDRIO (045525), and DISTRICT (PROV. BOLOGNA)
(Maps used ITALY 1:100,000, Sheet 87 BOLOGNA, 88 IMOLA)

A SOURCE

P/W Pte. MENGOLI, ELIO, a 27-year-old apprentice mason. He is rather dull and NOT very observant. His information is fairly reliable. P/W was last home in Dec. 1942, on furlough.

B TOWN

a) BUDRIO (PROV. BOLOGNA)

i) POPULATION
About 3,000, farmers and industrial workers, employed locally or commuting daily to BOLOGNA.

ii) WATER SUPPLY
Potable water is laid on in most houses. It is brought to the city by an aqueduct, of unknown source. It is pure and plentiful all year round.

iii) ELECTRICITY
It is laid on in most houses and streets. It comes from BOLOGNA by way of overhead wires, strung on concrete poles.

iv) GAS
There is an underground pipeline bringing gas from BOLOGNA to some of the well-to-do houses. The majority of the population uses wood, charcoal, and some electric stoves.

v) SEWERAGE
There is an underground system of masonry canals, serving the whole town. It discharges in a large, concrete reservoir, located North of the town; the contents of this reservoir are emptied seasonally, and are used as fertilizer.

vi) POSTAL FACILITIES
The P.O. is located in the three-storey City Hall, on the ground floor. Telephone and Telegraph service is available, and mail is distributed twice daily.
Several private homes have telephones installed.

vii) CACL
The CC.RR. barracks is located in the Market Place. It is a two-storey building, with two large holding cells. The peacetime complement was 1 W.O. and 14 C.R's.

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a) BUDRIO (PROV. BOLOGNA)

i) POPULATION
About 3,000, farmers and industrial workers, employed locally or commuting daily to BOLOGNA.

ii) WATER SUPPLY
Potable water is laid on in most houses. It is brought to the city by an aqueduct, of unknown source. It is pure and plentiful all year round.

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It is laid on in most houses and streets. It comes from BOLOGNA by way of overhead wires, strung on concrete poles.

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There is an underground pipeline bringing gas from BOLOGNA to some of the well-to-do houses. The majority of the population uses wood, charcoal, and some electric stoves.

v) SEWERAGE
There is an underground system of masonry canals, serving the whole town. It discharges in a large, concrete reservoir, located North of the town; the contents of this reservoir are emptied seasonally, and are used as fertilizer.

vi) POSTAL FACILITIES
The P.O. is located in the three-storey City Hall, on the ground floor. Telephone and Telegraph service is available, and mail is distributed twice daily.
Several private homes have telephones installed.

vii) GAOL
The CC.RR. barracks is located in the Market Place. It is a two-storey building, with two large holding cells. The peacetime complement was 1 P.O. and 14 O.R's.

viii) HOSPITALS
There is a four-storey, new hospital, with a capacity of 2500.
A smaller, three-storey hospital, with a capacity of 1200, was being used as a military hospital in Dec. 1942.
There are two private doctors in the town, and one pharmacy.
Health conditions are good, and there are NO prevalent diseases.

ix) HOTELS
The CACCIATORI is a two-storey building, with 6 or 7 rooms, and a large restaurant.
The COMMERCIO is smaller, with 5 rooms.

x) SCHOOLS
There is a new, two-storey, elementary school building. 1256
It has 6 large classrooms, and offices. Most of the students of this town commute daily to BOLOGNA.

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BUDRIO (045525), and DISTRICT (PROV. BOLOGNA) (Cont.)

xi) INDUSTRIES
There is a large brick and tile factory, located about 1 km. NW of the town. It consists of several, single-storey buildings, spread over a wide area, and it employs about 300.
About 1 km. SW of the town there is a new hemp refinery and mill. It is located in a modern, single-storey building, and it employs about 200. Its products are sacks, rope, hemp cloth and bales of refined hemp.

xii) OTHER STRUCTURES
The City Hall, located in PIAZZA GARIBALDI, is a large, three-storey building, housing all public offices, and the P.O.
The Fascist Party Hq. is a three-storey, modern building, with some 40 rooms, and two large halls.
The local "AMMASSO" (or crop collecting point), is located immediately East of the Rly. Station. It consists of a four-storey, concrete, wheat silo, and of several single-storey sheds. A standard-gauge siding connects the AMMASSO with the Rly. Station.
There is an isolated Cinema, located near the Hemp Refinery, about 1 km. SW of the town. It has a capacity of 1000.

xiii) PERSONALITIES
Mayor of BUDRIO - GIOVANNI D'ORMEA, very popular, "an honest man".
Pol. Sec'y. of BUDRIO - SOVRANI MARIO, a prominent, outspoken Fascist.

C WATERCOURSES

i) IDICE River, in the neighborhood of BUDRIO
This is a perennial stream, although its Summer water flow is negligible. Its maximum water depth, in the Winter flood period of Jan - Mar., can be of 2 - 3 m., with a width of 60-70 m.
The current is never too swift.
For a cross section of the IDICE, see Appendix E.

ii) FIUMICELLO CANAL from (015548) to (030575)
This is a drainage canal, 5 m. wide and 3-4 m. deep, with steep, grassy banks dropping sheerly down from the adjoining land. It has about 50 cm. of water all year round, but during, and shortly after, heavy rains the water reaches a level of 2 m.

iii) There are several canals in this area, employed in draining the fields of excess water. They are found through the fields at intervals of 40-50 m., and have an average width of 30-40 cm., with a depth of 20-30 cm. About every 500 m. there is a main collecting canal, about 1-1½ m. wide and 1 m. deep, with steep

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The City Hall, located in PIAZZA FILIPALDI, is a large, three-storey building, housing all public offices, and the P.O.
The Fascist Party Hq. is a three-storey, modern building, with some 40 rooms, and two large halls.
The local "AMMASSO" (or crop collecting point), is located immediately East of the Rly. Station. It consists of a four-storey, concrete, wheat silo, and of several single-storey sheds. A standard-gauge siding connects the AMMASSO with the Rly. Station.
There is an isolated Cinema, located near the Hemp Refinery, about 1 km. SW of the town. It has a capacity of 1000.

xiii) PERSONALITIES
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C WATERCOURSES

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The current is never too swift.
For a cross section of the IDICE, see Appendix E.

ii) FIUMICELLO CANAL from (015548) to (030575)
This is a drainage canal, 5 m. wide and 3-4 m. deep, with steep, grassy banks dropping sheerly down from the adjoining land. It has about 50 cm. of water all year round, but during, and shortly after, heavy rains the water reaches a level of 2 m.

iii) There are several canals in this area, employed in draining the fields of excess water. They are found through the fields at intervals of 40-50 m., and have an average width of 30-40 cm., with a depth of 20-30 cm. About every 500 m. there is a main collecting canal, about 1-1½ m. wide and 1 m. deep, with steep banks. The water depth in these canals is normally negligible.

D COMMUNICATIONS

a) ROADS

i) BUDRIO - BRIDGE at (031537)
This is a metalled road, 5-6 m. wide, with a hard, tar surface. It is bordered by hard earth verges 1 m. wide, followed by shallow drainage ditches. A number of buildings face this road at irregular intervals for its whole length. The road is level with the adjoining terrain, and several country roads branch off to the North and South of it, leading to scattered farm-houses. Deployment is possible.

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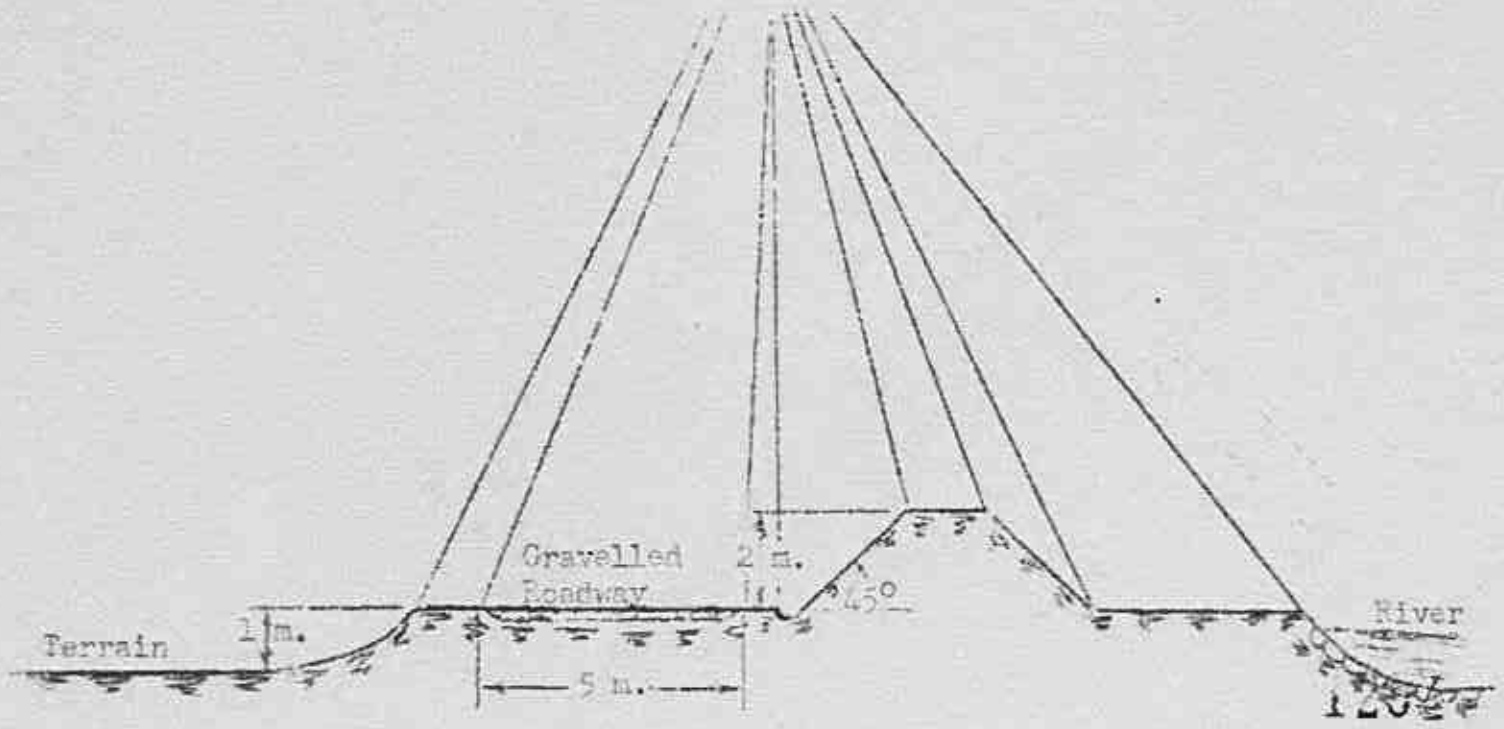
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BUDRIO (045525), and DISTRICT (PROV. BOLOGNA) (Cont.)

The bridge at (031537), over the IDICE, is a reinforced concrete structure, with four arches. It is about 100 m. long and 4-5 m. above the water level. The roadway is of concrete, 3½ m. wide, and is slightly arched. There are 2 sidewalks, 1 m. wide, raised 20 cm. above the roadway level. The parapet is of reinforced concrete. Due to the bridge's approaches being raised, to overpass the levees, and due to the arching of the structure, opposite traffic cannot be seen.

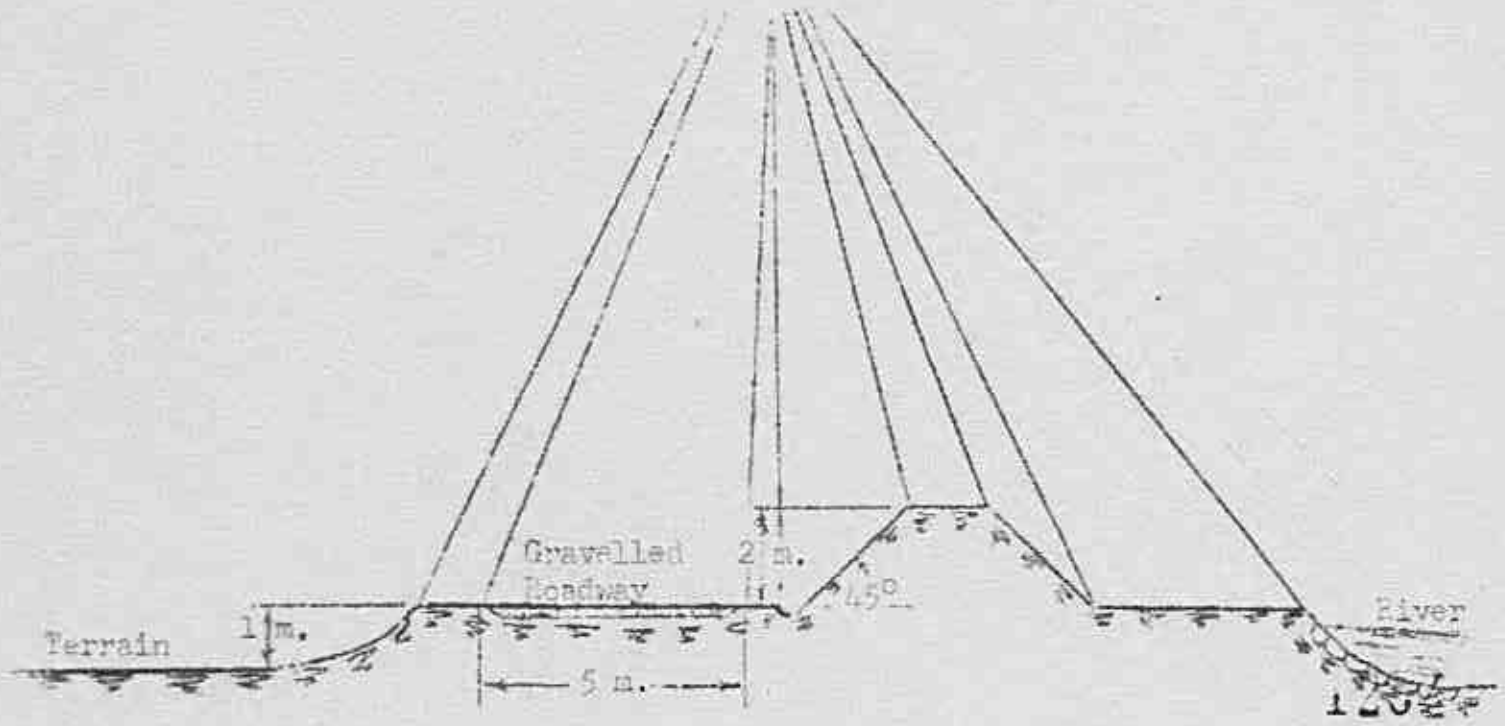
ii) RJ(035534)- BRIDGE at (037547) - RJ (041556) - CAZZANO (010574)
This is a metalled road, 5-6 m. wide, with a gravelled surface. It is bordered by hard earth verges, generally grassy, 1 m. wide, followed by shallow drainage ditches. From the bridge at (037547) to RJ (041556) the road runs along the West levee of the IDICE, as in the cross-sectional sketch shown below.



From RJ (041556) to (025564) the road is bordered on the South side by a drainage canal 3 m. wide and 1½ m. deep, with grassy, steep banks, running parallel, and immediately next to the road. Deployment to the North is possible. From (023567) to CAZZANO the road runs level with the terrain, bordered by shallow dreinage ditches, followed by hedges 1 m. high. Deployment is [illegible] both sides.

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ii) RJ(035534)- BRIDGE at (037547) - RJ (041556) - CAZZANO (C10574)
This is a metalled road, 5-6 m. wide, with a gravelled surface. It is bordered by hard earth verges, generally grassy, 1 m. wide, followed by shallow drainage ditches. From the bridge at (037547) to RJ (041556) the road runs along the West levee of the IDICE, as in the cross-sectional sketch shown below.



From RJ (041556) to (025564) the road is bordered on the South side by a drainage canal 3 m. wide and 1½ m. deep, with grassy, steep banks, running parallel, and immediately next to the road. Deployment to the North is possible. From (023567) to CAZZANO the road runs level with the terrain, bordered by shallow drainage ditches, followed by hedges 1 m. high. Deployment is possible here on both sides.
The bridge at (037547) is a steel structure, of the flat-beam type, with two spans. It is 100 m. long, supported 4-5 m. above the river by concrete abutments and a central concrete pillar. The roadway is level, 3½ m. wide, covered with gravel. Two metal-floored sidewalks, 1 m. wide, run along the roadway and about 10 cm. above it. These sidewalks are seperated from the roadway by a continuous iron railing, 1.20 m. high, similar to the outer railing of the bridge. Due to the bridge's approaches being raised to negotiate the river's levees, opposite traffic cannot be seen, until on the bridge itself.
The bridge over the FIUMICELLO Canal, at (025564), is a single-arch, masonry structure, 6 m. long. It is level with the terrain, and of road width.
With the exception of the bridge at (037547), this road is two-way throughout.

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BUDRIO (045525), and DISTRICT (PROV. BOLOGNA) (Cont.)

iii) BRIDGE at(031537)- BAGNAROLA (012550) - RJ (982563)
This is a metalled road, 6 m. wide, with a gravelled surface. It has hard verges 1 m. wide, bordered by drainage ditches 1 m. wide and 60-70 cm. deep, followed by continuous low hedges, never higher than 1.20 m. This road runs generally level with the terrain, and its curves have lately been widened. It is two-way throughout. For a tract 200 m. long through BAGNAROLA the road is 6 m. wide, with a cobbled surface, enclosed by buildings.

iv) BUDRIO - RJ (018437) - CASTENASO - BOLOGNA
This is a metalled road, 5 m. wide, with a hard tar surface. It is flanked by grassy earth verges 1½-2m. wide, followed by drainage ditches 1 m. wide and 60-70 m. deep. This road runs generally level with the terrain, or raised some 40-50 m. above it. It is often paralleled by low, thick hedges, 1 m. high. P/W does NOT recall exact details of the bridge over the IDICE at CASTENASO, but he insists it is two-way.
The remainder of the road is two-way throughout.

v) CASTENASO (990495) - MEDICINA (124456)
This is a metalled road, 5 m. wide, with a hard tar surface. It is bordered by earth verges, 1½ m. wide, followed by drainage ditches 1 m. wide and 60-70 cm. deep. This road generally runs slightly raised above the terrain, some 40-50 cm., and it is bordered by low hedges, planted outside the ditches.
This road is two-way throughout.

vi) BUDRIO - PONTE S. MARTINO (092571)
This is a metalled road, 5-6 m. wide, with a gravelled surface. It is bordered by hard verges 1 m. wide, followed by drainage ditches 1 m. wide and 60-70 cm. deep. Low hedges are generally planted outside these ditches. This road is a continuous series of wide curves; it is lightly undulating, but visibility is always clear. The road is two-way throughout.

b) RAILWAYS

i) BOLOGNA - BUDRIO
This is a single track, standard-gauge, steam Rly. It is laid on wooden sleepers, and it runs generally on a low earth embankment 1-1½ m. high. This embankment is followed by low hedges, as shown in the sketch below:

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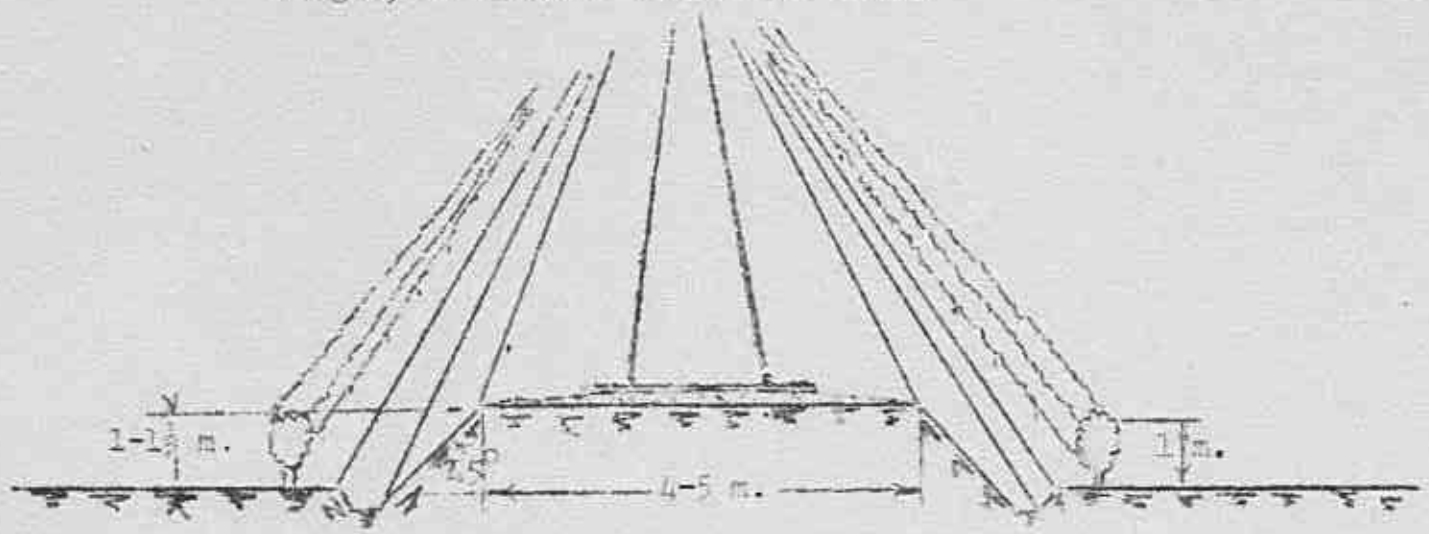
iv) BUDRIO - RJ (018487) - CASTENASO - BOLOGNA
This is a metalled road, 5 m. wide, with a hard tar surface. It is flanked by grassy earth verges 1½-2m. wide, followed by drainage ditches 1 m. wide and 60-70 m. deep. This road runs generally level with the terrain, or raised some 40-50 m. above it. It is often paralleled by low, thick hedges, 1 m. high. P/W does NOT recall exact details of the bridge over the IDICE at CASTENASO, but he insists it is two-way. The remainder of the road is two-way throughout.

v) CASTENASO (990495) - MEDICINA (124496)
This is a metalled road, 5 m. wide, with a hard tar surface. It is bordered by earth verges, 1½ m. wide, followed by drainage ditches 1 m. wide and 60-70 cm. deep. This road generally runs slightly raised above the terrain, some 40-50 cm., and it is bordered by low hedges, planted outside the ditches. This road is two-way throughout.

vi) BUDRIO - PONTE S. MARTINO (092571)
This is a metalled road, 5-6 m. wide, with a gravelled surface. It is bordered by hard verges 1 m. wide, followed by drainage ditches 1 m. wide and 60-70 cm. deep. Low hedges are generally planted outside these ditches. This road is a continuous series of wide curves; it is lightly undulating, but visibility is always clear. The road is two-way throughout.

b) RAILWAYS

i) BOLOGNA - BUDRIO
This is a single track, standard-gauge, steam Rly. It is laid on wooden sleepers, and it runs generally on a low earth embankment 1-1½ m. high. This embankment is followed by low hedges, as shown in the sketch below:



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BUDRIO (045525), and DISTRICT (PROV. BOLOGNA) (Cont.)

At BUDRIO this Rly. branches off in two, going to the North to MEZZOLARA and to the East to MEDICINA. Both of these branches are similar to the BOLOGNA - BUDRIO section described above. There are NO overpasses along those lines, as all road crossings are level, protected by swinging bars or gates.
The BUDRIO Rly. Station is a single-storey building. There is one main track and one siding here. A spur track leads from the Rly. Station to the local AMBASSO, 200 m. to the East of it.

E TOPOGRAPHY

The area known to the P/W is enclosed in a rough circle, centered in BUDRIO, with a diameter of 10 km. It is a flat plain, with light undulations. The fields are divided by shallow ditches and low hedges; often by sparse rows of fruit trees. The terrain is quite rich, rather soggy. In rainy weather it is NOT practicable at all. From Dec. to Feb. an average snowfall of 50 cm. is to be expected. This may block traffic for a period up to 48 hours on the secondary roads. The BUDRIO-CASTENASO-BOLOGNA road, and the CASTENASO - MEDICINA road are kept open at all times.
The main agricultural crops of this areaare wheat, corn, hemp and beets. Fruit trees are plentiful, especially apple trees. Thick vegetation is scarce, and possibilities of concealment are poor, although the hemp fields in Aug. have an average height of 2 m.
The area is rich in cattle, horses, and pigs, and it was very well-off in peacetime.
Stones and gravel for road repairs are fairly abundant throughout the area.

F MILITARY

There is a large barracks, three-storey, 100 m. long and 60-70 m. wide, located at (035515). It is flanked by several large, single-storey garages and repair shops, capable of sheltering some 200 motor trucks. This establishment was in its final stages of construction in Dec. 1942, and the P/W believes that Air Force (R. AERONAUTICA) personnel was supposed to occupy it. He has never seen any military personnel there other than supervisors of the civilian building crew.

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E TOPOGRAPHY

The area known to the P/W is enclosed in a rough circle, centered in BUDRIO, with a diameter of 10 km. It is a flat plain, with light undulations. The fields are divided by shallow ditches and low hedges; often by sparse rows of fruit trees. The terrain is quite rich, rather soggy. In rainy weather it is NOT practicable at all. From Dec. to Feb. an average snowfall of 50 cm. is to be expected. This may block traffic for a period up to 48 hours on the secondary roads. The BUDRIO-CASTENASO-BOLOGNA road, and the CASTENASO - MEDICINA road are kept open at all times.
The main agricultural crops of this area are wheat, corn, hemp and beets. Fruit trees are plentiful, especially apple trees. Thick vegetation is scarce, and possibilities of concealment are poor, although the hemp fields in Aug. have an average height of 2 m.
The area is rich in cattle, horses, and pigs, and it was very well-off in peacetime.
Stones and gravel for road repairs are fairly abundant throughout the area.

F MILITARY

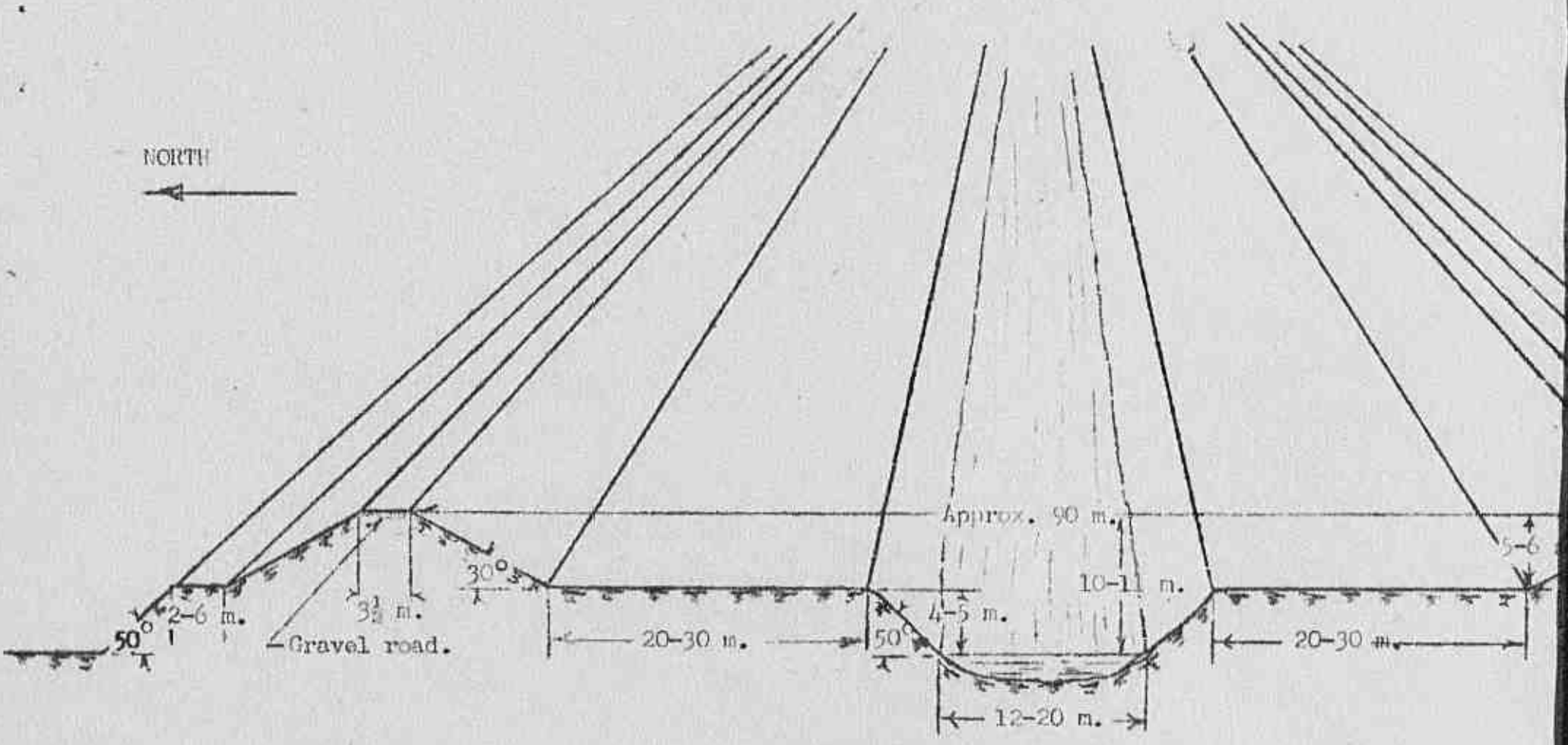
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A.R.P.

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Dimensions Approximate

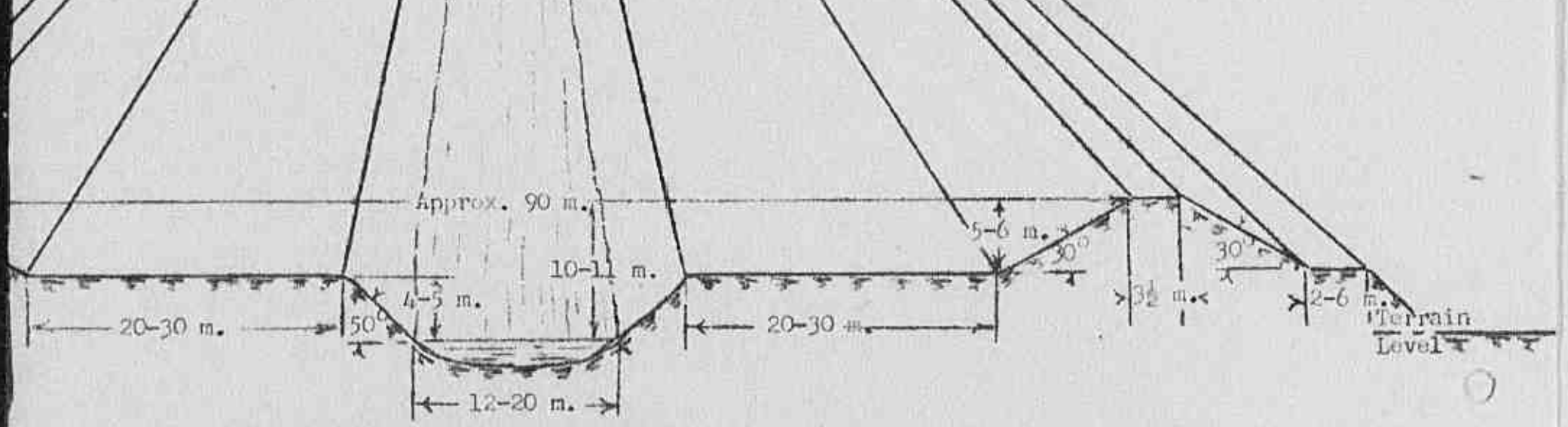


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From ALBERTINO to PASSO DEL MARGONE

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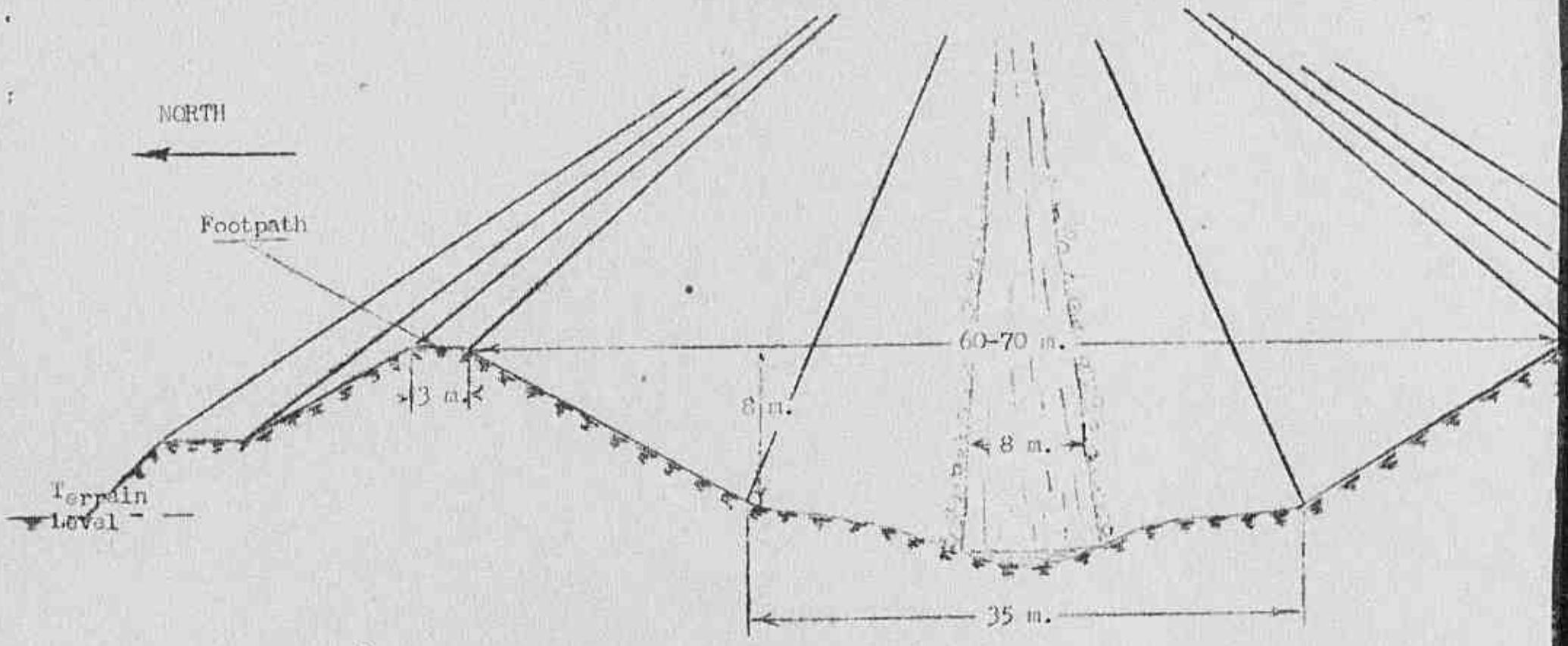
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MEAN CROSS-SECTION of the RENO RIVER
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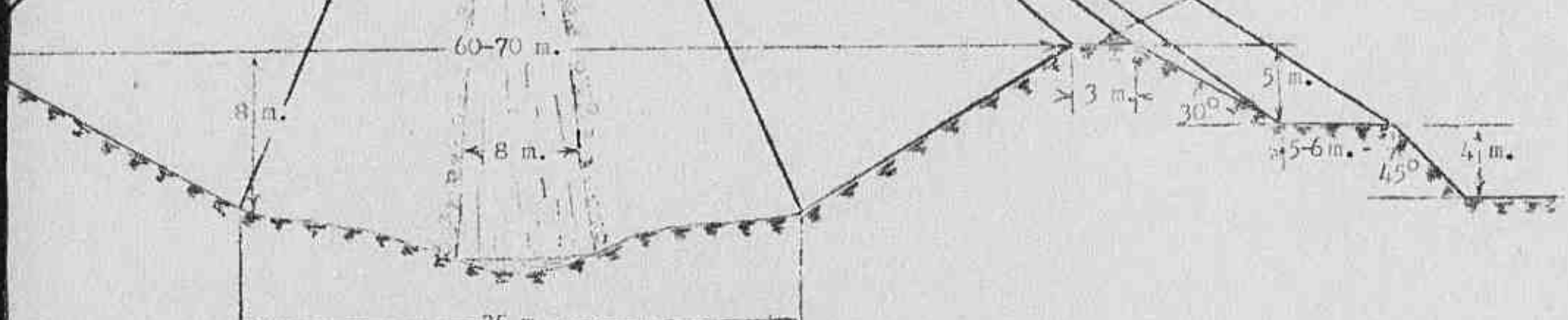
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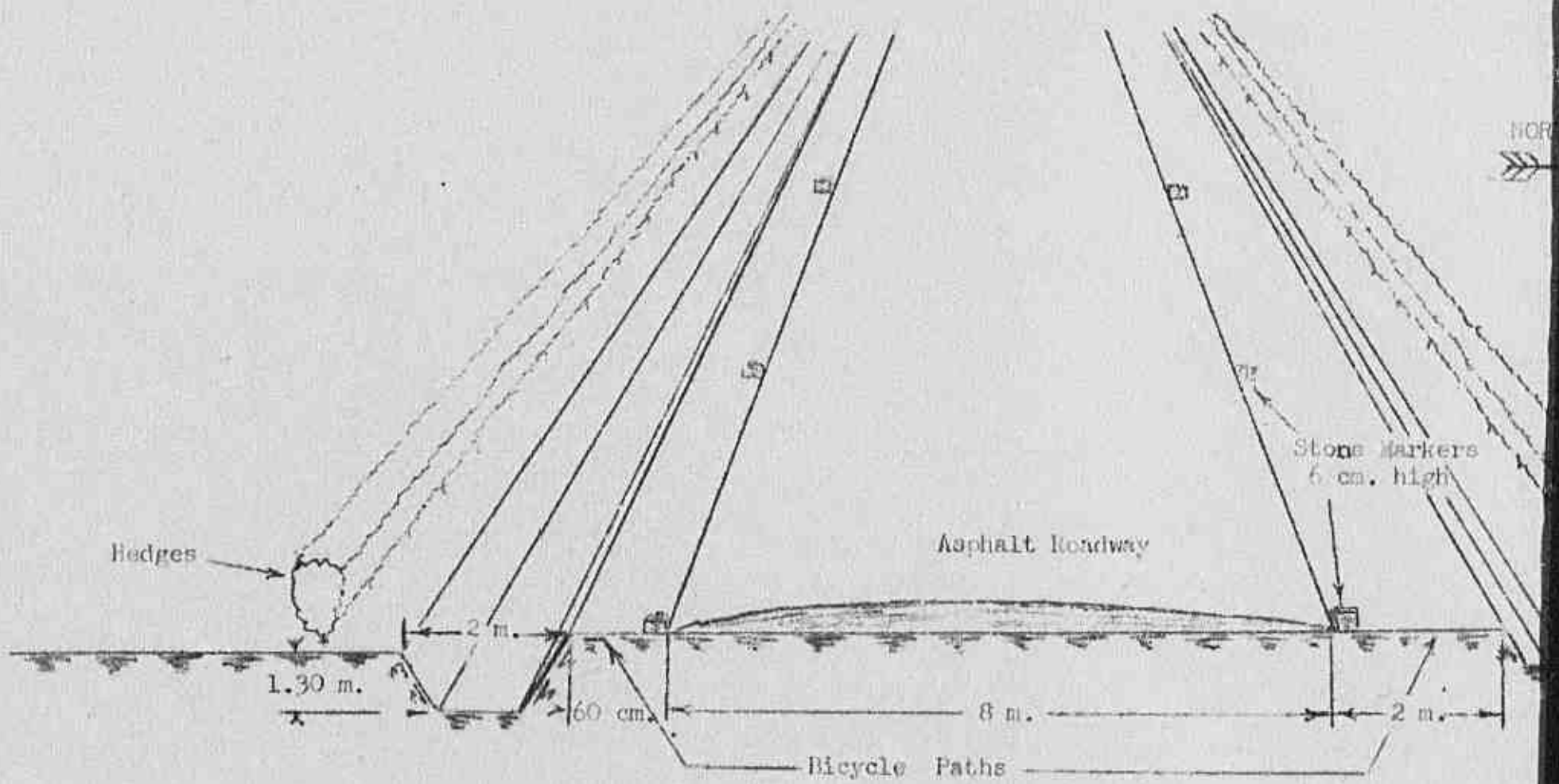
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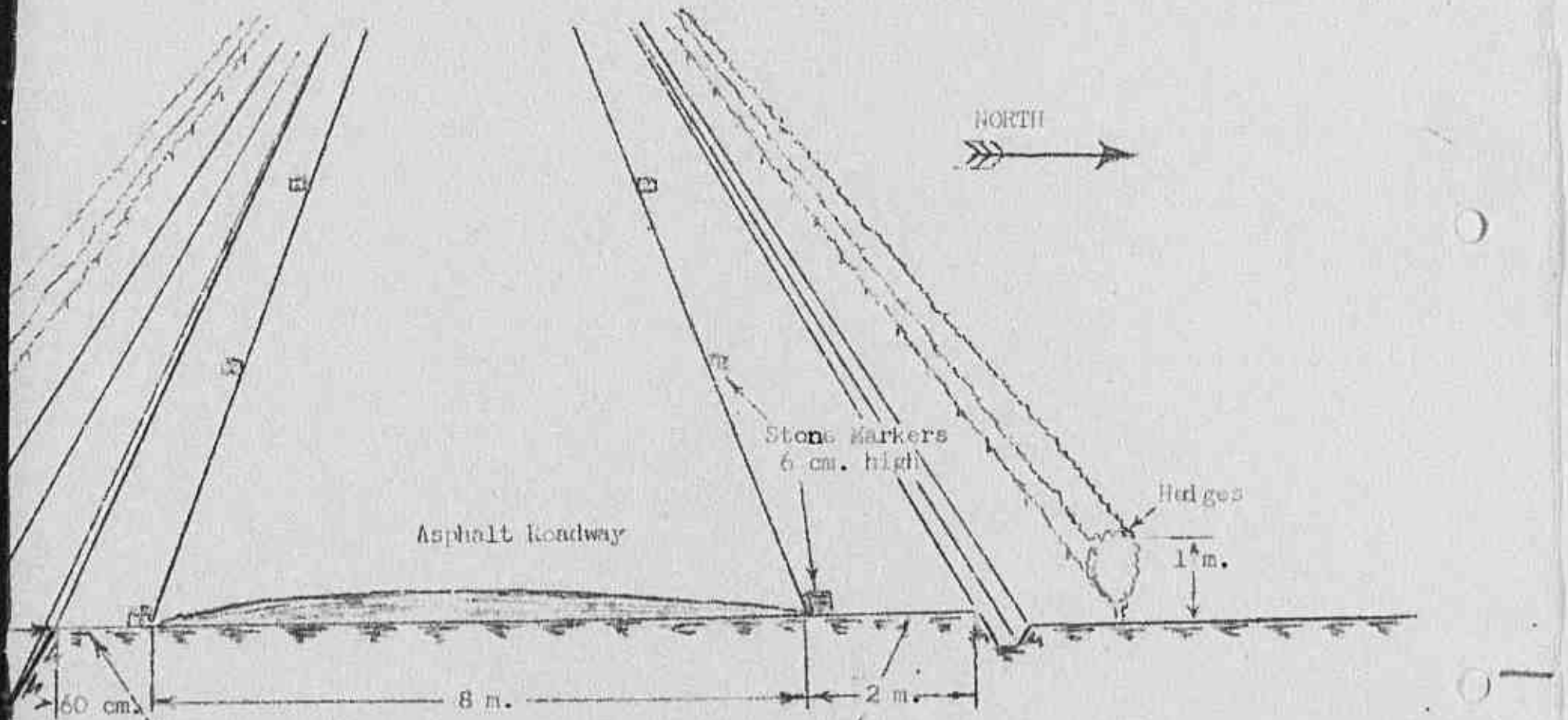
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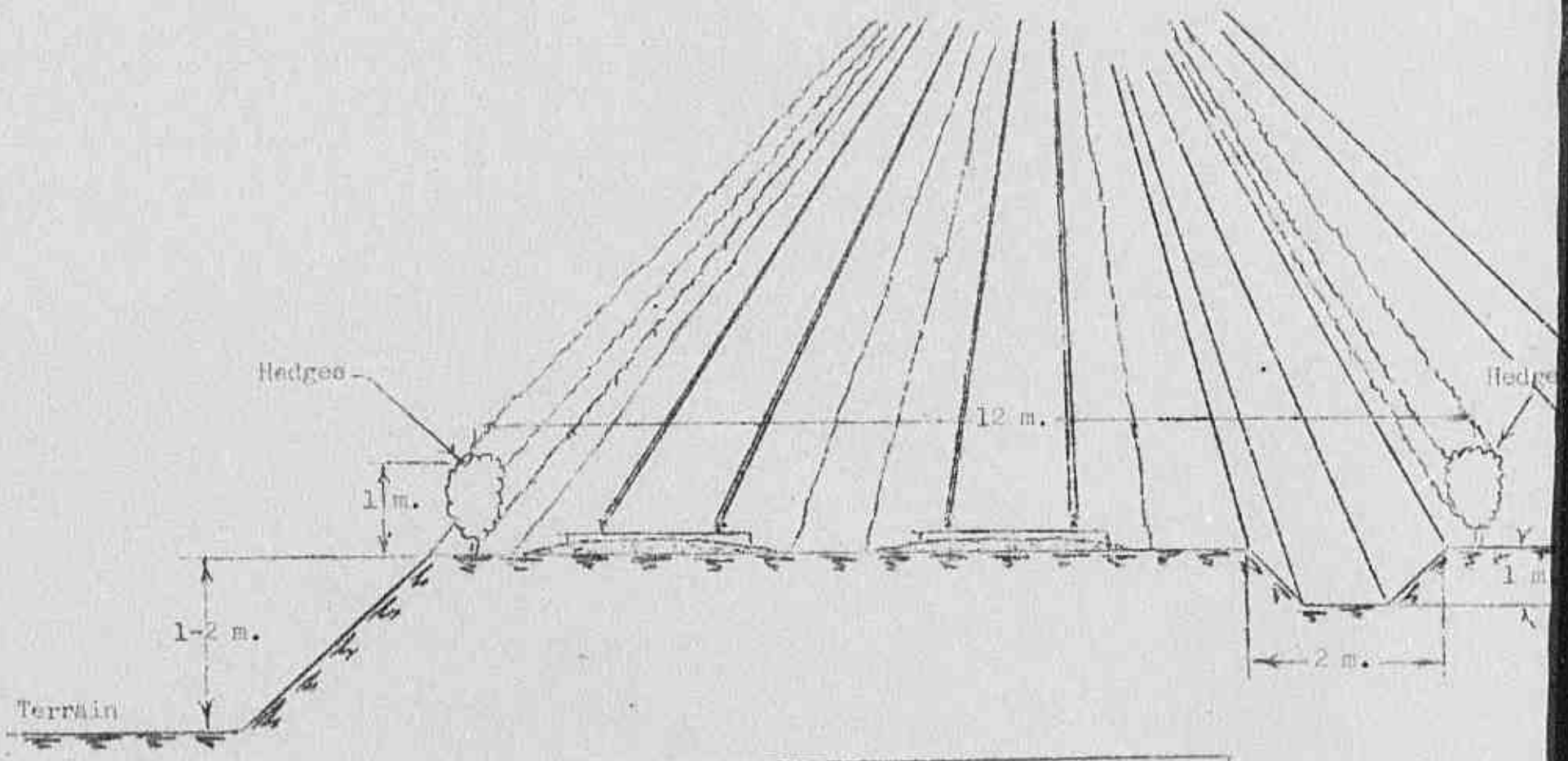
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MEAN CROSS-SECTION of the VIA EMILIA
Between CASTEL S. PIETRO and BOLOGNA

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Dimensions Approximate

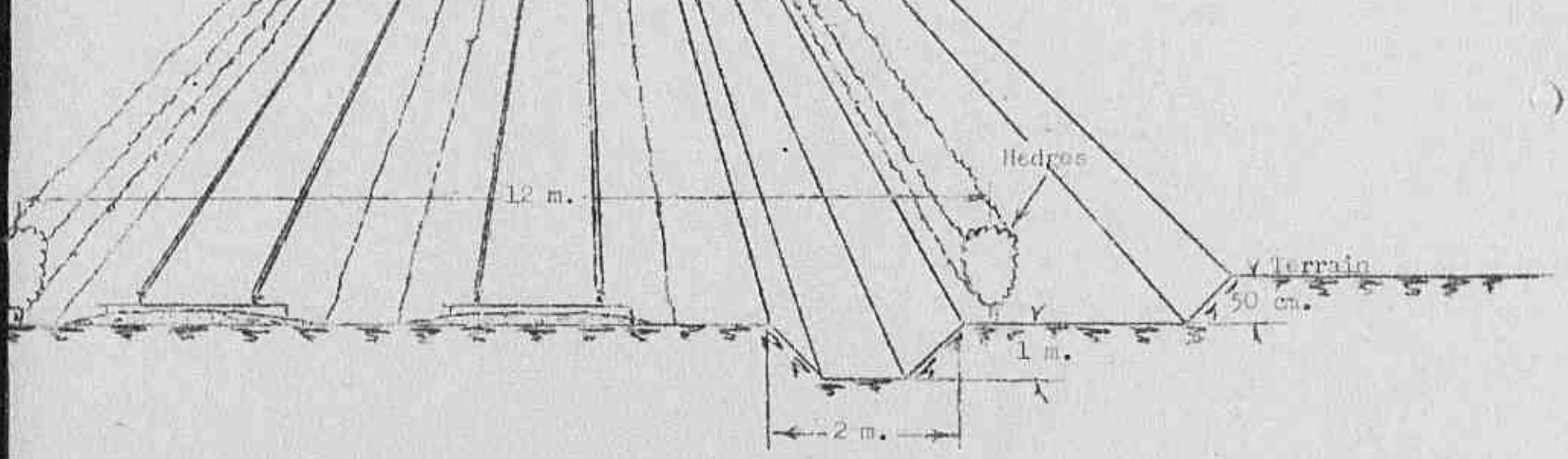


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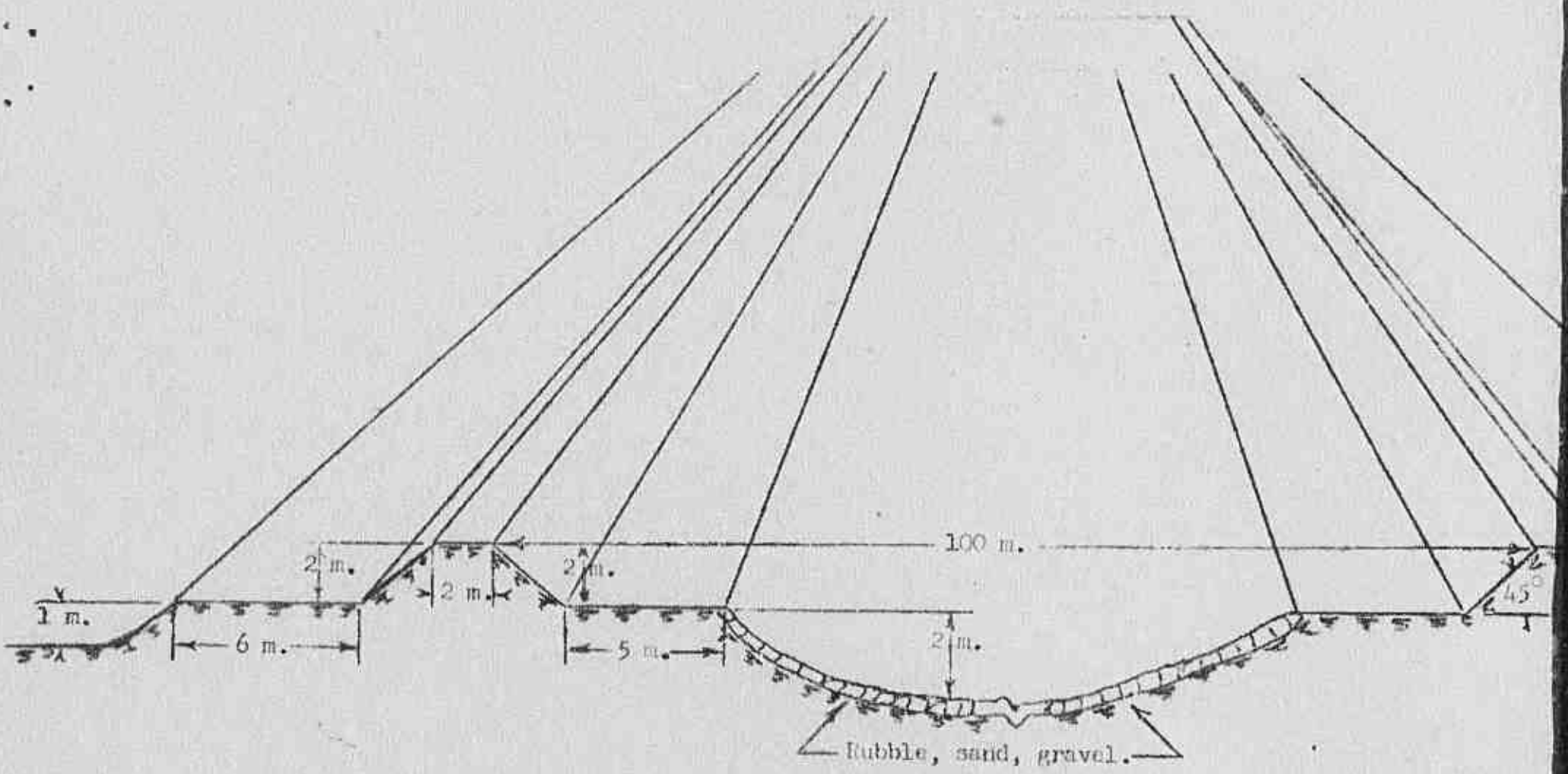
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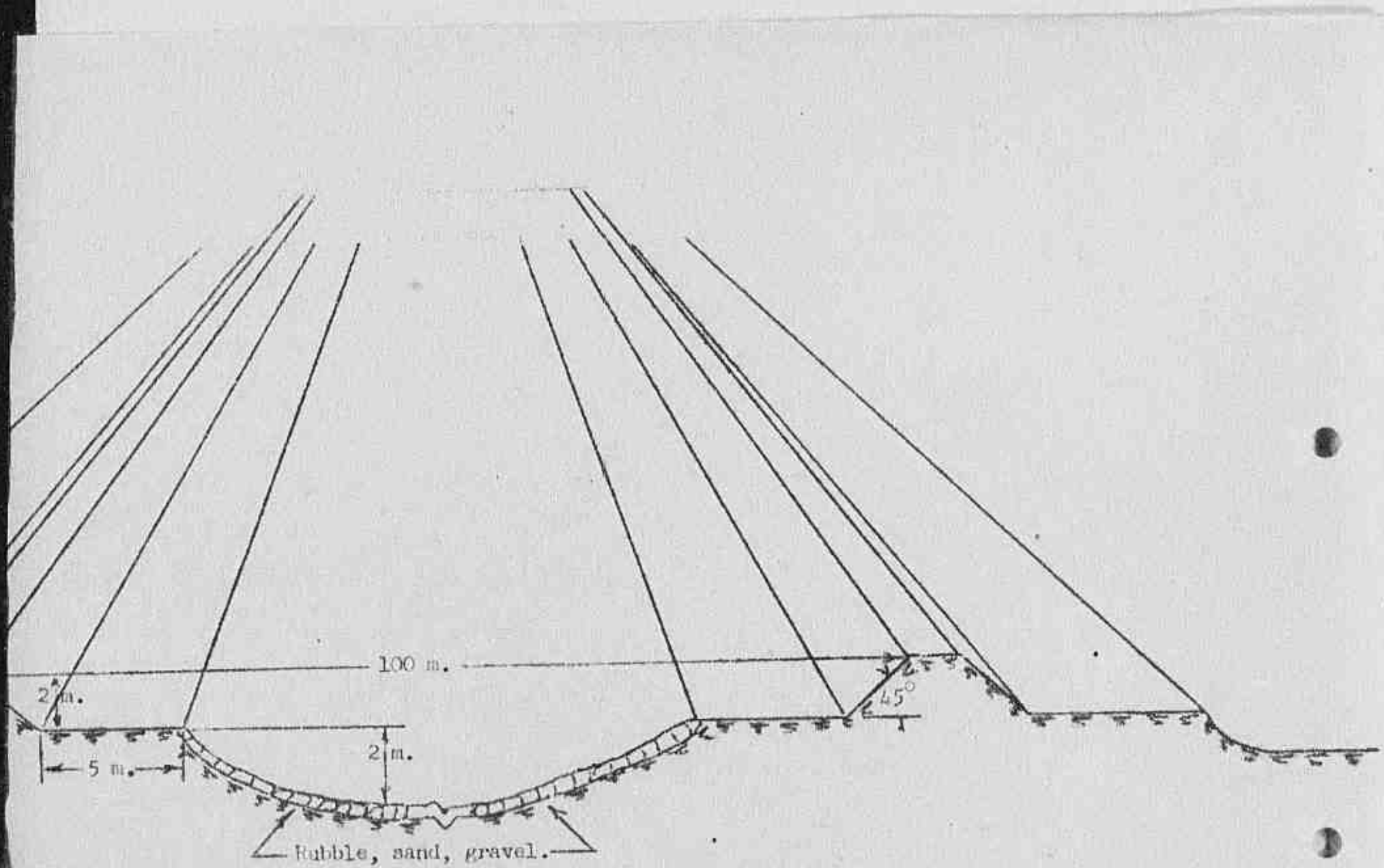
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In the neighbourhood of BUDRIO

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I.V. GIANNINI, Capt., A.U.S.
For the Cmdg. Officers
C.S.D.I.C., AFHQ

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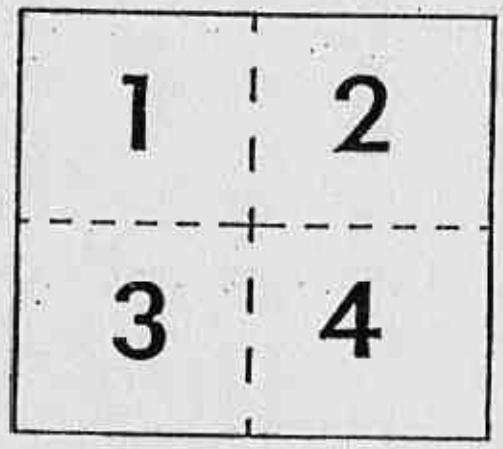
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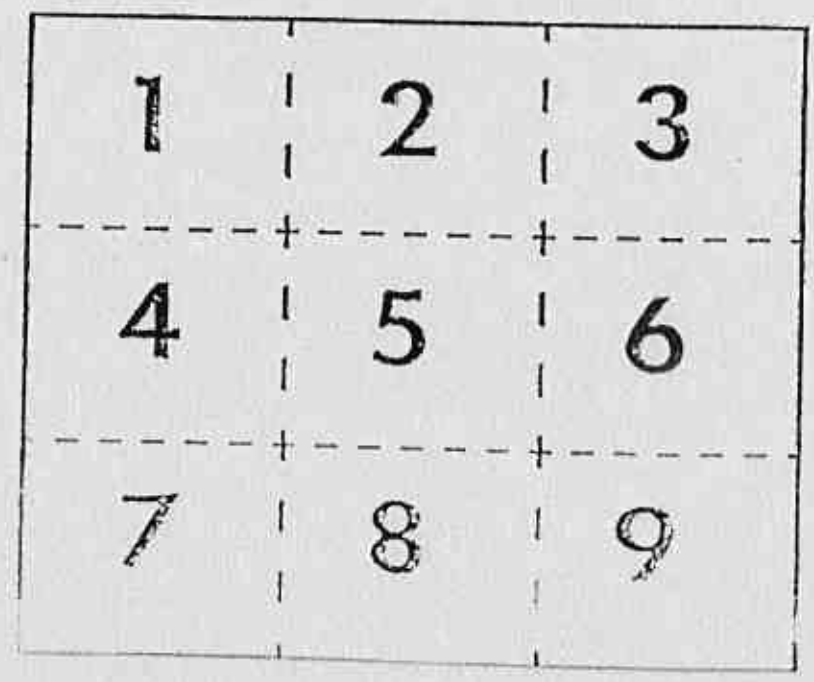
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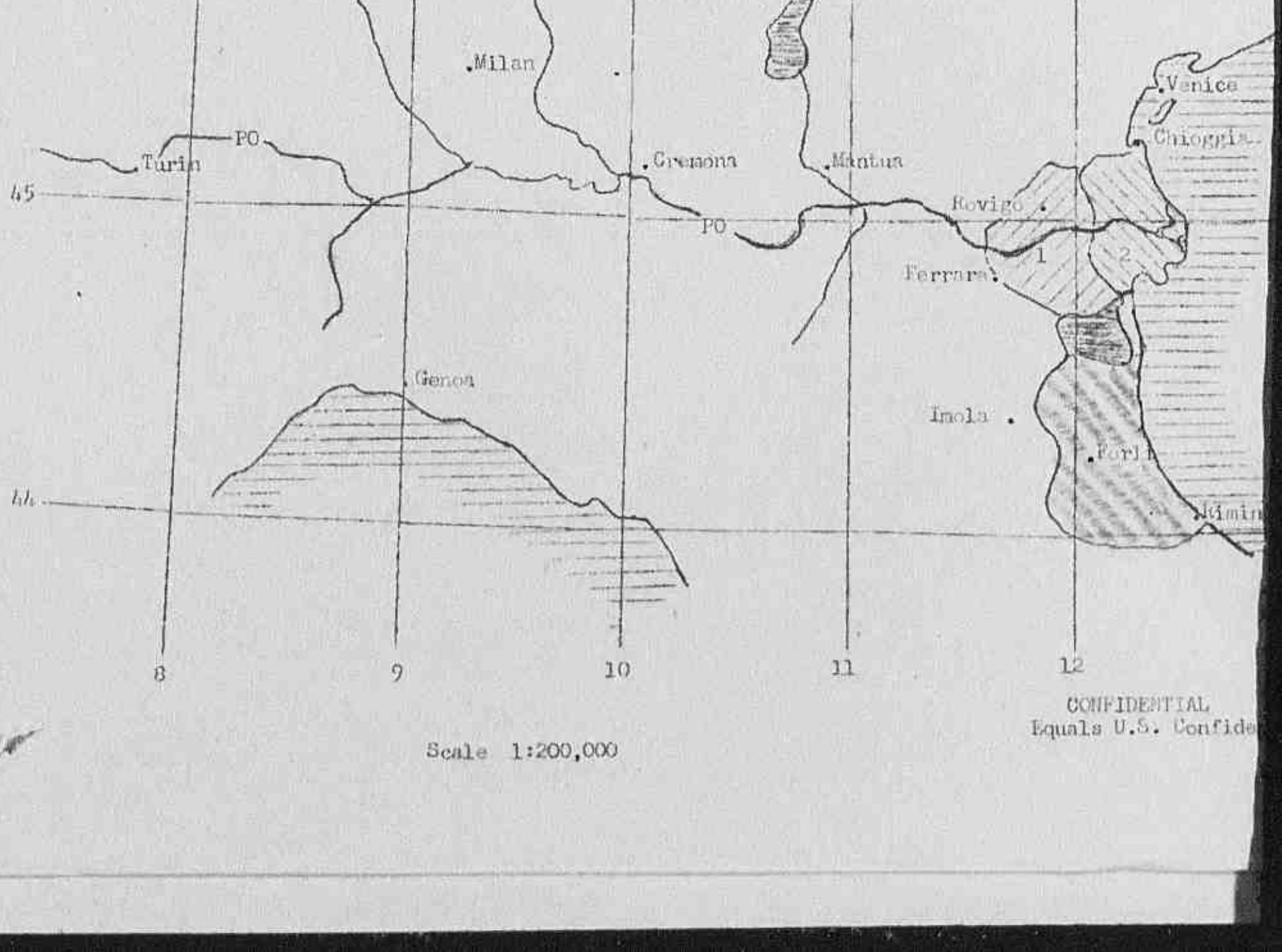
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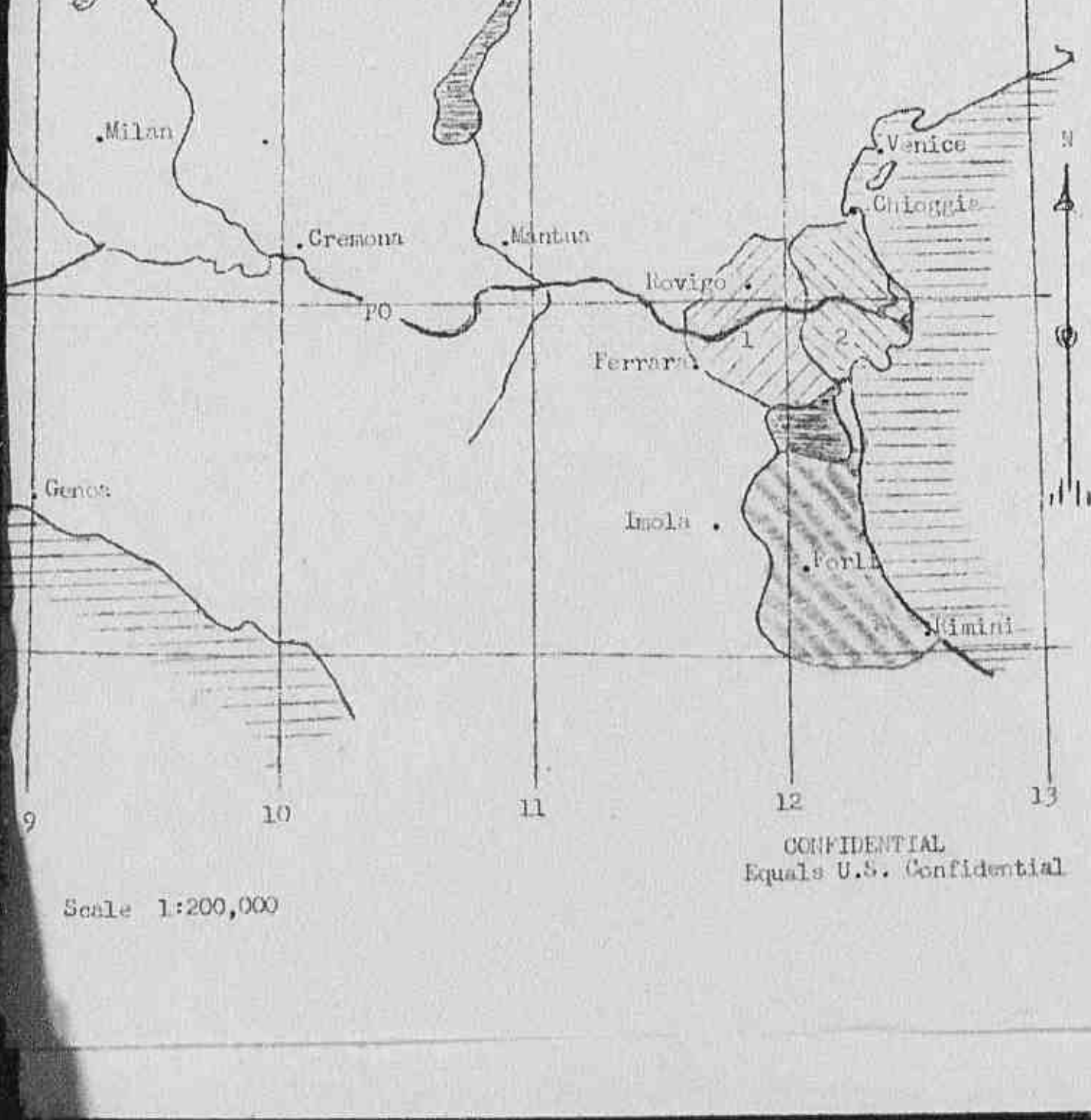
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Area covered by this report is shaded in red.

Numbers within areas refer to report No.

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PIEVE QUINTA (520190) and Area (PROV. FORLI)
(Map used ITALY 1:100,000, Sheet 100 FORLI)

A SOURCE

P/W Pte. SINTONI, Viero, a 35-year old farmer, was home last when called up at the end of Mar., '43. He seems fairly reliable.

B TOWN

PIEVE QUINTA has less than 1,000 inhabitants, practically all of whom earn their living by farming. A 5-room schoolhouse is located in the town. A dispensary is located at CARPINELLO (500183). The electric power sub-station serving the town is located at CARPINELLO.

C COMMUNICATIONS

a) ROADS

i) RJ (453182)-CERVIA (480200)
This is an asphalt, wide, 2-way road which is NOT very well maintained. From (453182) to PIEVE QUINTA the ½ m.-wide, earth verges are lined with poplars about 6 m. high and 6 m. apart. From PIEVE QUINTA to CERVIA the verges have trees 2-4 m. high and 5-6 m. apart. There are drainage ditches for most of the length of the road; they average 1 m. in depth and 1½ m. in width.
At BAGNOLO (490188) the road crosses the RONCO River over a double-arch, stone bridge 35-40 m. long. One stone pillar is in the center of the stream. Source knows of NO fords. There are 4-5 m.- long stone bridges at (552188) and at (554187).

ii) CESENA (574077)-OR (575190)
This is an asphalted road which can bear heavy 2-way traffic.

iii) Secondary roads in this area are usually metalled, gravel-topped, and wide enough for 1-way, heavy traffic.

D ECONOMIC

a) MILLS
Two flour mills are located at CARPINELLO.

b) PRODUCTS
Wheat and sugar-beets are the main crops.

E TOPOGRAPHY

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PIEVE QUINTA has less than 1,000 inhabitants, practically all of whom earn their living by farming. A 5-room schoolhouse is located in the town. A dispensary is located at CARPINELLO (500183). The electric power sub-station serving the town is located at CARPINELLO.

C COMMUNICATIONS

a) ROADS

i) RJ (453182)-CERVIA (680200)
This is an asphalt, wide, 2-way road which is NOT very well maintained. From (453182) to PIEVE QUINTA the 2 m.-wide, earth verges are lined with poplars about 6 m. high and 6 m. apart. From PIEVE QUINTA to CERVIA the verges have trees 2-4 m. high and 5-6 m. apart. There are drainage ditches for most of the length of the road; they average 1 m. in depth and 1½ m. in width.
At BAGNOLO (480188) the road crosses the RONCO River over a double-arch, stone bridge 35-40 m. long. One stone pillar is in the center of the stream. Source knows of NO fords. There are 4-5 m.- long stone bridges at (552188) and at (554187).

ii) CESENA (574077)-CR (575190)
This is an asphalted road which can bear heavy 2-way traffic.

iii) Secondary roads in this area are usually metalled, gravel-topped, and wide enough for 1-way, heavy traffic.

D ECONOMIC

a) MILLS
Two flour mills are located at CARPINELLO.

b) PRODUCTS
Wheat and sugar-beets are the main crops.

E TOPOGRAPHY

The countryside consists of flat, level terrain. Drainage ditches ½-1 m. deep and 1-2 m. wide and streams 4-5 m. wide are quite common.

J.D.

1243

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SAN GIORGIO DI CESENA (630130) and Area (PROV. FORLI)
(Map used ITALY 1:100,000, Sheet 100 FORLI)

A SOURCE

P/W Pte. URBINI, Dino, a 23-year old farmer. last home in Oct. '42 when called up. He seemed reliable, but was NOT observant.

B TOWN

S. GIORGIO is a town of less than 1,000, most of whom are farmers. Water is obtained from wells. There is a small dispensary there. A 5-room schoolhouse is located at TORRE DI SAN GIORGIO(620130).

C WATERCOURSES

a) GRANAROLO Stream.
This stream is 4-5 m. wide and has steep banks and a sandy bottom. Source knows of NO fords.
b) Most streams in the area are 4-3 m. wide, have sandy bottoms, and have ½-1 m. of water, except after heevy rains.

D COMMUNICATIONS

a) ROADS

i) CESENA (590070)-(638181)
This is a metalled, gravel-surfaced, wide, 2-way road with NO verges. It runs generally level with the terrain, but at some points it is about 50 cm. high. There are drainage ditches for most of the distance, averaging 50 cm. in width and depth. Deployment is possible on either side for most of the way. At (602077) there is a level Rly. crossing.

ii) (639117)-(638148)-(668189)
This is a metalled, gravel-topped, wide, 1-way road. Drainage ditches are about 30 cm. deep and 50 cm. wide. At (638135) there is a 7-8 m.-long, brick bridge called PONTE CUCCO. Most secondary roads in this area are similar to this road.

E TOPOGRAPHY

a) WEATHER
Snowfalls average 20-40 cm. in depth, although sometimes as much as 1 m. of snow falls. The rainy season extends from Oct. to Mar.

b) PRODUCTS
The principal products are wheat, sugar-beets, sugar cane, and maize. Fruit Trees 2-4 m. high, are usually to be found in peach, pear and

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[redacted] from wells. There is a small dispens[redacted]
schoolhouse is located at TORRE DI SAN GIORGIO(620130).

C WATERCOURSES

a) GRANAROLO Stream.
This stream is 4-5 m. wide and has steep banks and a sandy bottom. Source knows of NO fords.
b) Most streams in the area are 4-8 m. wide, have sandy bottoms, and have ½-1 m. of water, except after heavy rains.

D COMMUNICATIONS

a) ROADS

i) CESENA (590070)-(688181)
This is a metalled, gravel-surfaced, wide, 2-way road with NO verges. It runs generally level with the terrain, but at some points it is about 50 cm. high. There are drainage ditches for most of the distance, averaging 50 cm. in width and depth. Deployment is possible on either side for most of the way. At (602077) there is a level Rly. crossing.

ii) (639117)-(638148)-(668189)
This is a metalled, gravel-topped, wide, 1-way road. Drainage ditches are about 30 cm. deep and 50 cm. wide. At (638135) there is a 7-8 m.-long, brick bridge called PONTE CUCCO. Most secondary roads in this area are similar to this road.

E TOPOGRAPHY

a) WEATHER
Snowfalls average 20-40 cm. in depth, although sometimes as much as 1 m. of snow falls. The rainy season extends from Oct. to Mar.

b) PRODUCTS
The principal products are wheat, sugar-beets, sugar cane, and maize. Fruit Trees 2-4 m. high, are usually to be found in peach, pear and apple orchards.
There is a flour mill at S. GIORGIO.

c) FIELDS
Farms are usually separated by drainage ditches about 50 cm. wide and 60 cm. deep.

J.D.

1242

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GLORIE-MEZZANO (470440), BAGNACAVALLO (380380),
FUSIGNANO (380440), CONSELICE (270490), And Area (Prov. RAVENNA)
(Maps used ITALY 1:100,000 Sheets 89, RAVENNA, 88, IMOLA, 100, FORLI

A SOURCES

P/W Cpl. TOFFANELLO, Marino, a 25-year old, Rly. wireless Telegraph operator, was home last for one month in Dec. '42. He seemed reliable.
P/W Pte. GAMBI, Primo, a 23-year old student, who seemed reliable, was home last for 4 days in Feb. '43.
P/W Pte. FABBRI, Lindo, a 33-year old mason, was home last when called up in Mar. '43. His reliability is doubtful.
P/W Pte. GORINI, Giulio, a 34-year old farmer, was called up in Sept. '42, and has NOT been home since. He seemed fairly reliable.
P/W Pte. GASPARRI, Bartolomeo, a 29-year old farmer, was home last for 15 days in Dec. '42. He seemed fairly reliable, though a poor judge of distances.

B TOWNS

a) GLORIE-MEZZANO

i) POPULATION
The 5-6,000 inhabitants of these Adjoining, twin towns earn their living mainly through farming.

ii) WATER SUPPLY
Wells, some of which are artesian, supply sufficient water but the quality is poor.

iii) ELECTRICITY
Laid on in homes and streets. Current is direct and supplied by the SOCIETA ELETTRICA ROMAGNOLA. A small transformer station is located on the town's outskirts.

iv) GAS
None; wood and charcoal are used.

v) SEWERAGE
WC's empty into cesspools.

vi) POSTAL FACILITIES
The single-room P.O has telephone and telegraph facilities. Mail is delivered in the mornings.

vii) GAOL
The CC.RR barracks has 3 storeys.

viii) HOSPITAL

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in Mar. '43. His reliability is doubtful.
P/W Pte. GORINI, Giulio, a 34-year old farmer, was called up in Sept. '42, and has NOT been home since. He seemed fairly reliable.
P/W Pte. GASPARRI, Bartolomeo, a 29-year old farmer, was home last for 15 days in Dec. '42. He seemed fairly reliable, though a poor judge of distances.

B TOWNS

a) GLORIE-MEZZANO

i) POPULATION
The 5-6,000 inhabitants of these adjoining, twin towns earn their living mainly through farming.

ii) WATER SUPPLY
Wells, some of which are artesian, supply sufficient water but the quality is poor.

iii) ELECTRICITY
Laid on in homes and streets. Current is direct and supplied by the SOCIETA ELETTRICA ROMAGNOLA. A small transformer station is located on the town's outskirts.

iv) GAS
None; wood and charcoal are used.

v) SEWERAGE
WC's empty into cesspools.

vi) POSTAL FACILITIES
The single-room P.O has telephone and telegraph facilities.
Mail is delivered in the mornings.

vii) GAOL
The CC.RR barracks has 3 storeys.

viii) HOSPITAL
The town has one dispensary, 2 doctors, and one pharmacy.

ix) HOTEL
An inn, "TRATTORIA ALLA VILLA" is a 3-storey building with a small restaurant and 7-8 rooms.

x) SCHOOL
One 6-room elementary school.

xi) INDUSTRY
None.

xii) OTHER BUILDINGS

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GLORIE-MEZZANO (470440), BAGNACAVALLO (380380), FUSIGNANO (380440), CONSELICE (270490), and Area (PROV. RAVENNA) (Con't.)

1) A 2-storey town hall.
2) A 1-storey CASA DEL FASCIO.
3) A 2-storey DOPOLAVORO.
4) TEATRO ITALIA has 1,000 removable seats.

b) BAGNOCAVALLO

i) POPULATION
About 4,000, the majority of whom are farmers.

ii) WATER SUPPLY
Wells supply sufficient and potable water.

iii) ELECTRICITY
Laid on in most homes and streets. Direct current is used.

iv) GAS
None; wood and charcoal are used for fuel.

v) SEWERAGE
Wells empty into cesspools.

vi) POSTAL FACILITIES
The 2-room P.O. has telephone and telegraph. Mail is delivered.

vii) GAOL
A 2-storey CC.RR barracks.

viii) HOSPITAL
A small, 2-storey hospital. There are NO prevalent diseases in the neighborhood.

ix) HOTELS
Three inns, with 3 rooms each.

x) SCHOOLS
A 5-room elementary school and a 10-room agricultural school.

xi) INDUSTRY
None.

xii) OTHER BUILDINGS
1) A 2-storey DOPOLAVORO - CASA DEL FASCIO.
2) An 800 - seat theatre, "POLITEAMA VERDI".
3) A 1,000 seat publicly-owned theatre, the "CARLO GOLDONI".

c) FUSIGNANO

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i) POPULATION
About 4,000, the majority of whom are farmers.

ii) WATER SUPPLY
Wells supply sufficient and potable water.

iii) ELECTRICITY
Laid on in most homes and streets. Direct current is used.

iv) GAS
None; wood and charcoal are used for fuel.

v) SEWERAGE
Wells empty into cesspools.

vi) POSTAL FACILITIES
The 2-room P.O. has telephone and telegraph. Mail is delivered.

vii) GAOL
A 2-storey CC.RR barracks.

viii) HOSPITAL
A small, 2-storey hospital. There are NO prevalent diseases in the neighborhood.

ix) HOTELS
Three inns, with 3 rooms each.

x) SCHOOLS
A 5-room elementary school and a 10-room agricultural school.

xi) INDUSTRY
None.

xii) OTHER BUILDINGS
1) A 2-storey DOPOLAVORO - CASA DEL FASCIO.
2) An 800 - seat theatre, "POLITEAMA VERDI".
3) A 1,000 seat publicly-owned theatre, the "CARLO GOLDONI".

c) FUSIGNANO

i) HOSPITAL
A small, 1-storey hospital.

ii) INDUSTRY
A brick factory.

d) CONSELICE

i) POPULATION
About 2,000, practically all farmers.

ii) WATER SUPPLY
Laid on in most homes and in 4-5 street fountains. It is potable and sufficient. The source is deep wells located nearby.

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GLORIE-MEZZANO (470440), BAGNACAVALLO (280380), FUSIGNANO (380440), CONSELICE (270490), And Area (PROV. RAVENNA) (Con't.)

iii) GAS
None. Charcoal and wood are used for fuel.

iv) ELECTRICITY
Laid on in homes and streets. A small transformer station, 3 x 5 m., is located in the town.

v) SEWERAGE
NO information.

vi) POSTAL FACILITIES
NO information.

vii) GAOL
None. A CC.RR. barracks is 2-storeys high.

viii) HOSPITALS
A small, 2-storey hospital; one pharmacy. There is very little malaria and NO prevalent diseases.

ix) HOTELS
3 small inns with about 4-rooms each.

x) SCHOOLS
A single-storey, 5-room elementary school.

xi) INDUSTRY
A 1-storey, tomato-canning factory in the town employs 100 men and women.

xii) OTHER BUILDINGS
1) The CASA DEL FASCIO is a 2-storey building with 2 large halls.
2) The town hall is a 2-storey structure.
3) There are one small theatre and one small cinema each with a capacity of about 450.

C WATERCOURSES

a) SANTERNO River from (315436) to (319498)

Below is a cross-section of the SANTERNO River and the adjoining terrain:

← West

Path

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NO information.

vi) POSTAL FACILITIES
NO information.

vii) GAOL
None. A CC.RR. barracks is 2-storeys high.

viii) HOSPITALS
A small, 2-storey hospital; one pharmacy. There is very little malaria and NO prevalent diseases.

ix) HOTELS
3 small inns with about 4-rooms each.

x) SCHOOLS
A single-storey, 5-room elementary school.

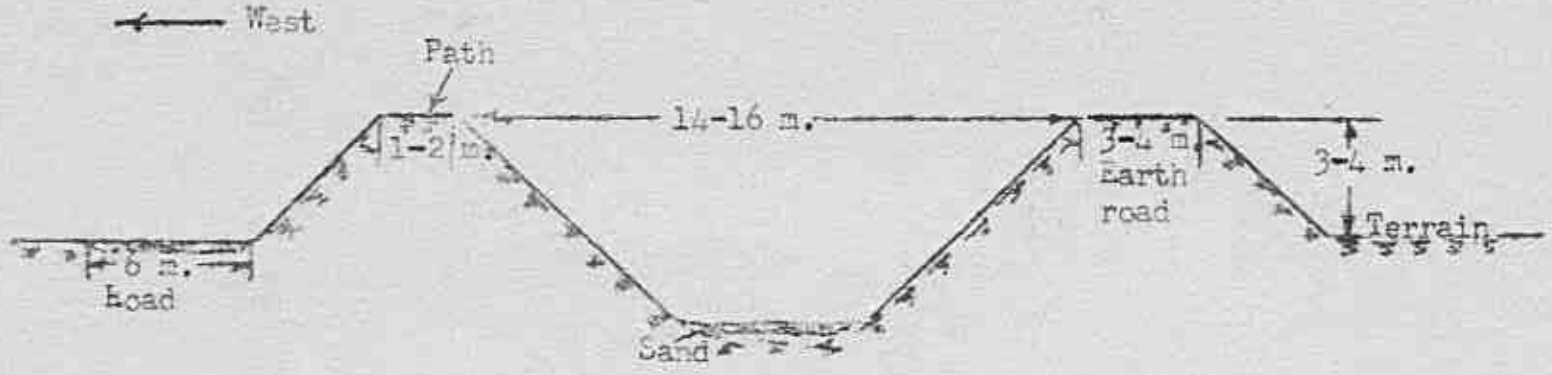
xi) INDUSTRY
A 1-storey, tomato-canning factory in the town employs 100 men and women.

xii) OTHER BUILDINGS
1) The CASA DEL FASCIO is a 2-storey building with 2 large halls.
2) The town hall is a 2-storey structure.
3) There are one small theatre and one small cinema each with a capacity of about 450.

C WATERCOURSES

a) SANTERNO River from (315436) to (319498)

Below is a cross-section of the SANTERNO River and the adjoining terrain:



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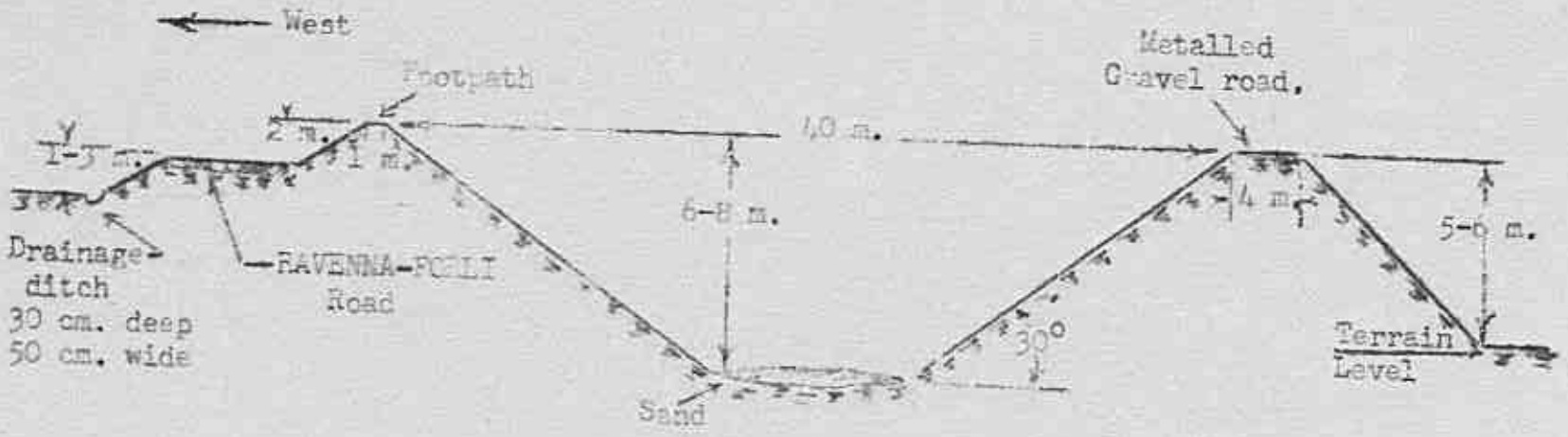
GLORIE-MEZZANO (470440), PIGNACAVALLO (280380), FUSIGNANO (380440), CONSELICE (270490), And Area (PROV. RAVENNA) (Con't.)

This river, 14-16 m. wide, with a sandy bottom, is almost dry in Summer but in Winter almost reaches the top of the levees. The bridge which crosses it at (319496) is similar in dimensions and construction to the bridge at (315436) (See D xii, below).

b) SCOLO CORRECCHIO from (225447) to (258478)
This drainage canal is 4-5 m. wide with earth levees 1-2 m. high, topped by footpaths.

c) Drainage Canal from (294475) to (310515)
This is 7-8 m. wide, with earth levees 2 m. high. On the West levee there is a 1-way, earth road; on the East levee, there is a footpath.

d) RONCO River from (563357) to (483205)
This river averages 40 m. in width, and has a sandy bottom. In winter the entire bed is covered with water varying in depth from 1 to 5 m., the average being 2-3m. In Summer the water is very shallow and runs in a channel 5-8 m. wide.
Below is a cross-section of the RONCO River and the adjoining terrain:



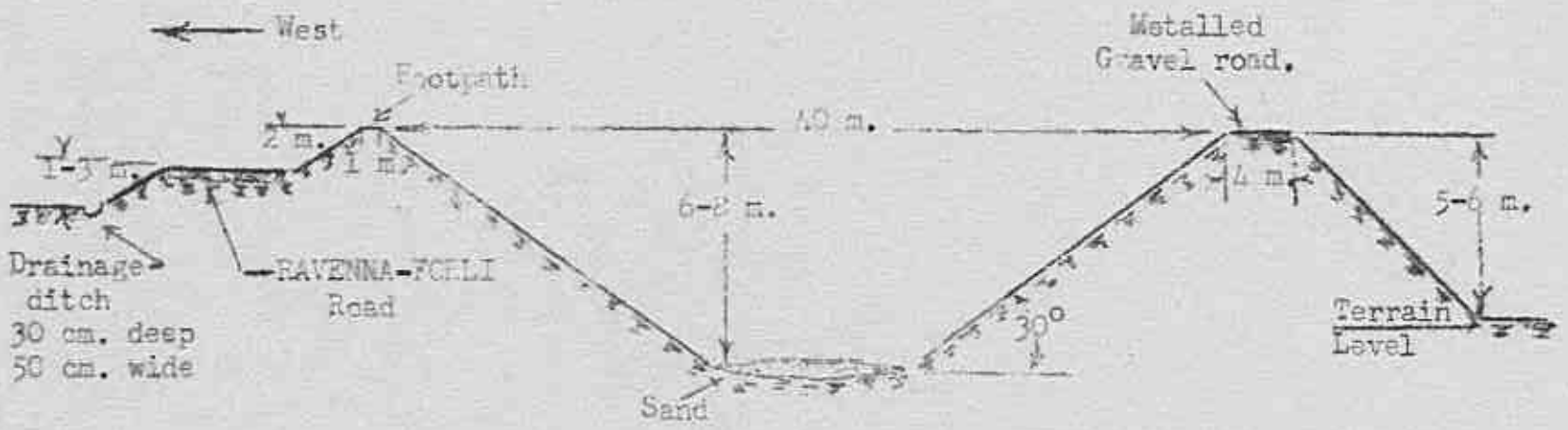
e) CANDIANO CANAL from RAVENNA NE to MARINA DI RAVENNA
This is a navigable canal 15-20 m. wide (See Photo, STRATEGIC ENGINEERING STUDY No. 60 ITALY Vol. 2 East Coast, Part 2, P.508).

f) LAMONE RIVER from (477445) to (389331)
This river varies in width from 25-50 m. Its bottom is sandy. In Summer it carries a negligible amount of water; from Dec. to Mar. it has 2-2 m. of water, and from Mar. to Apr. the thaws increase its depth 2-3 m. There is a ford near the bridge at (414372). It is flanked by earth levees 2-3 m. high which

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c) Drainage Canal from (294475) to (310515)
This is 7-8 m. wide, with earth levees 2 m. high. On the West levee there is a 1-way, earth road; on the East levee, there is a footpath.

d) RONCO River from (563357) to (483205)
This river averages 40 m. in width, and has a sandy bottom. In winter the entire bed is covered with water varying in depth from 1 to 5 m., the average being 2-3m. In Summer the water is very shallow and runs in a channel 5-8 m. wide.
Below is a cross-section of the RONCO River and the adjoining terrain:



e) CANDIANO CANAL from RAVENNA NE to MARINA DI RAVENNA
This is a navigable canal 15-20 m. wide (See Photo, STRATEGIC ENGINEERING STUDY No. 60 ITALY Vol. 2 East Coast, Part 2, P.508).

f) LAMONE RIVER from (477445) to (389381)
This river varies in width from 25-30 m. Its bottom is sandy. In Summer it carries a negligible amount of water; from Dec. to Mar. it has 1-2 m. of water, and from Mar. to Apr. the thaws increase its depth 2-3 m. There is a ford near the bridge at (414352). It is flanked by earth levees 2½-3 m. high which are topped by footpaths.

g) MONTONE River from (450300) to (563357)
This river is 40-50 m. wide. It is about 1 m. in depth during the Winter months. Its bottom is sand. The levees are earth.

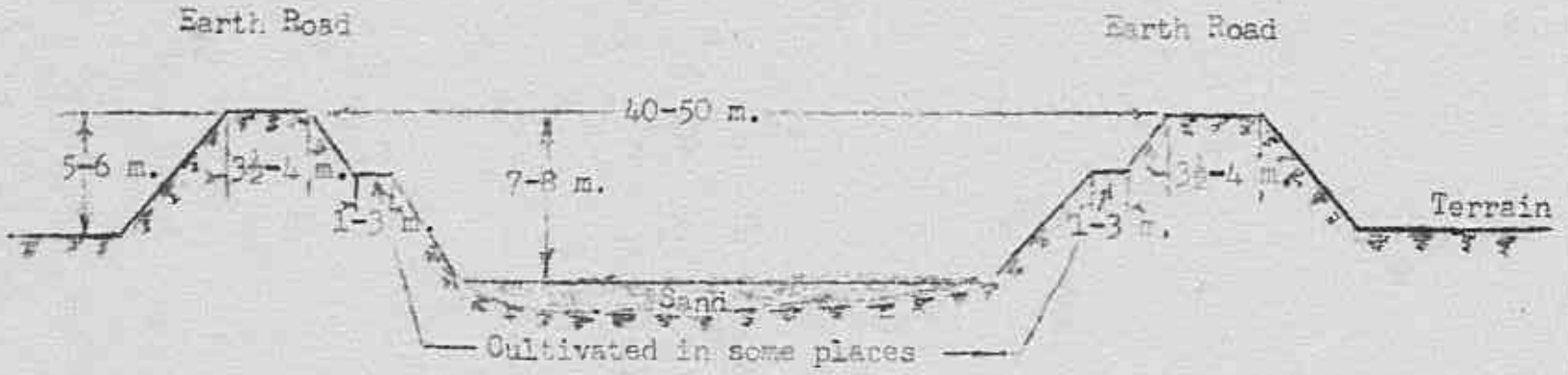
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GLORIE-MEZZANO (470440), BAGNACAVALLO (280380), FUSIGNANO (380440), CONSELICE (270490), and Area (PROV. RAVENNA) (Con't.)

Below is a cross-sectional sketch of the river and the adjacent land:



At (474314) the river is crossed by a triple-arch, 50 m.- long bridge of stone and masonry construction. The bridge has sidewalks 1 m. wide, permits 1-way heavy traffic, and is 7-8 m. above the river bed.

h) SENIO River from (383437) to (448479)
This river is 10-20 m. wide, has a sandy bottom, is practically dry in Summer and has about 1 m. of water in Winter. The 2-3 m.- high, earth levees have footpaths on their summits. At FUSIGNANO (383437) the river is crossed by a quadruple-arch, 40 m.-long, reinforced concrete, 1-way bridge with 1 m.-high cement parapets.

D COMMUNICATIONS

a) ROADS

1) RIMINI - RAVENNA - (453471)
This main, asphalted highway is 6-8 m. wide with earth verges 1 m. wide for most of the way, and shallow, narrow drainage ditches. It runs on an embankment of an average height of ½ m., through flat level country. Ten cm.-high, whitewashed, stone markers line the verges at 10 m. intervals. Deployment into adjoining fields is possible, but the ground is likely to be soft and muddy after heavy Winter rains. At (474440) there is a 20 m.-long, all-wood bridge over the LAMONE River. It is wide enough for 2-way heavy traffic, but it is old and in somewhat weakened condition. The bend in the road between (463460) and (453471) has been eliminated, obviating the level Rly. crossings at (464461) and (461467).

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At (474314) the river is crossed by a triple-arch, 50 m.- long bridge of stone and masonry construction. The bridge has sidewalks 1 m. wide, permits 1-way heavy traffic, and is 7-8 m. above the river bed.

h) SENIO River from (383437) to (448479)
This river is 10-20 m. wide, has a sandy bottom, is practically dry in Summer and has about 1 m. of water in Winter. The 2-3 m.- high, earth levees have footpaths on their summits. At FUSIGNANO (383437) the river is crossed by a quadruple-arch, 40 m.-long, reinforced concrete, 1-way bridge with 1 m.-high cement parapets.

D COMMUNICATIONS

a) ROADS

i) RIMINI - RAVENNA - (453471)
This main, asphalted highway is 6-8 m. wide with earth verges 1 m. wide for most of the way, and shallow, narrow drainage ditches. It runs on an embankment of an average height of ½ m., through flat level country. Ten cm.-high, whitewashed, stone markers line the verges at 10 m. intervals. Deployment into adjoining fields is possible, but the ground is likely to be soft and muddy after heavy Winter rains. At (474440) there is a 20 m.-long, all-wood bridge over the LAMONE River. It is wide enough for 2-way heavy traffic, but it is old and in somewhat weakened condition. The bend in the road between (463460) and (453471) has been eliminated, obviating the level Rly. crossings at (464461) and (461467).

ii) RAVENNA - MARINA DI RAVENNA (630460).
MARINA DI RAVENNA was formely called PORTO ORSINI, and is so marked on map ITALY 1:100,000 Sheet 89 RAVENNA).
This is a 6-8 m.-wide, asphalted, autobus route which follows along the East bank of the CANDIANO Canal.

iii) RAVENNA - FORLI
This is a 6-7 m.-wide, asphalted, autobus route which runs along the West bank of the RONCO River to (483205) (See Sketch, C,d). At (563357) the bridge over the MONTONE River, called PONTE ASSI, is 70 m. long, of masonry construction, with 7-8 piers. It is slightly narrower than the road, but is wide enough for 2-way heavy traffic, and has 1 m.-high cement parapets.

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GLORIE-MEZZANO (470440), BAGNACAVALLO (280380), FUSIGNANO (380440), CONSELICE (270490), and Area (PROV. RAVENNA) (Con't.)

At (562345) the road crosses over an all-wood, 50 m.-long bridge called PONTE CELLA. This bridge has wooden parapets 1 m. high, and permits 1-way heavy traffic. It is supported by 15-16 wooden piers. Similar wooden bridges are located at (493249) and at GHIBULLO (516299). The latter, however, is weaker than the other wooden bridges, so much so that heavy trucks are prohibited from crossing it. At (533317) there is a steel bridge, 50 m. long, with reinforced concrete pillars. It is about 1½ m. wide.

iv) S.PIETRO IN TRENTO - COCCOLIA - (523230)
This is a metalled, gravel-surfaced road wide enough for 2-way heavy traffic. It crosses the RONCO at (493249) over a 50 m.-long wooden bridge (See D; 4di, above).

v) (563357)-(43205)
This is an unmetalled, earthroad, 4 m. wide, which runs along the levee on the east bank of the RONCO River (See Sketch C,d,above). It becomes muddy in Winter from rain and melting snow.

vi) MEZZANO - (438402)-BAGNACAVALLO
This is a metalled, gravel-surfaced road which permits narrow, 2-way traffic. It is in poor condition and has many ruts which cause pools of water to form after rains.

vii) BAGNACAVALLO - (446353)
This is a 6-7 m.- wide, asphalt road. At (446346) it crosses a 50 m.-long, reinforced concrete bridge over the LAMONE River.

viii) (370346) - (413313)
This is a metalled, gravel-topped road 4½-5 m. wide which crosses the LAMONE River at (380363) over a 50 m.-long, reinforced concrete bridge which is 5-6 m. above the bed of the river. The bridge roadway can handle 1-way heavy traffic.

ix) Secondary Roads in RAVENNA - MEZZANO- BAGNACAVALLO - RUSSI Area.
Practically all these roads are metalled, gravel-surfaced, and 4-5 m. wide.

x) (315543)-CONSELICE - IMOLA (170320).
This road is generally asphalted, although it is gravel-surfaced in places. It is a narrow 2-way road, slightly higher than the adjoining terrain, and has drainage ditches 20-30 cm. deep and 50-60 cm. wide. Deployment is generally possible, except when the fields become muddy after heavy rains.

xi) (299410)-(313563)
This is an asphalted, 6 m.-wide road, which runs through at

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iv) S.PIETRO IN TRENTO - COCCOLIA - (523230)
This is a metalled, gravel-surfaced road wide enough for 2-way heavy traffic. It crosses the RONCO at (493249) over a 50 m.-long wooden bridge (See D; iii, above).

v) (563357)-(483205)
This is an unmetalled, earth road, 4 m. wide which runs along the levee on the East bank of the RONCO River (See Sketch C,d,above). It becomes muddy in Winter from rain and melting snow.

vi) MEZZANO - (438402)-BAGNACAVALLO
This is a metalled, gravel-surfaced road which permits narrow 2-way traffic. It is in poor condition and has many ruts which cause pools of water to form after rains.

vii) BAGNACAVALLO - (446353)
This is a 6-7 m.- wide, asphalt road. At (446346) it crosses a 50 m.-long, reinforced concrete bridge over the LAMONE River.

viii) (370346) - (413313)
This is a metalled, gravel-topped road 4-5 m. wide which crosses the LAMONE River at (393333) over a 65 m.-long, reinforced concrete bridge which is 5-6 m. above the bed of the river. The bridge roadway can handle 1-way heavy traffic.

ix) Secondary Roads in RAVENNA - MEZZANO- BAGNACAVALLO - RUSSI Area.
Practically all these roads are metalled, gravel-surfaced, and 4-5 m. wide.

x) (315543)-CONSELICE - IMOLA (170320).
This road is generally asphalted, although it is gravel-surfaced in places. It is a narrow 2-way road, slightly higher than the adjoining terrain, and has drainage ditches 20-30 cm. deep and 50-60 cm. wide. Parking is generally possible, except when the fields become muddy after heavy rains.

xi) (299410)-(313563)
This is an asphalted, 6 m.-wide road, which adjoins the West bank of the SANTERNO River. (See Sketch, C, d, above).

xii) (289447)-(324398)
This is a metalled, gravel-surfaced road which is wide enough for 1-way heavy traffic. The bridge across the SANTERNO at (315436) has an over-all length of 25-30 m. It is of steel construction with concrete pillars, 2 of which are in the water. It permits narrow 2-way traffic.

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GLORIE-MEZZANO (470440), BAGNACAVALLO (280380), FUSIGNANO (380440), CONSELICE (270490), and Area (PROV. RAVENNA) (Con't.)

b) RAILWAYS

i) RIMINI - RAVENNA - FERRARA
This is a single-track, standard gauge, steam Rly. It runs on an earth embankment varying in height from 1 to 3 m. At (540403) it crossed a canal over a 7-8 m.-long steel bridge. At (477445) it crosses the LAMONE River over a 25 m.-long steel bridge. The level crossings at (464461) and (461467) are no longer important since the bend in the main highway has been straightened. At (450480) there is a 10 m.-long, steel bridge over the SENIO River. The RAVENNA station has about 15 sidings and a few small warehouses.

ii) RAVENNA - RUSSI - FAENZA
This is a single-track, standard gauge, steam Rly. It runs on a 1½ m. embankment for 7 km. SW of RAVENNA. At (389331) it crosses the LAMONE River over 40 m.-long steel bridge.

iii) RAVENNA-RUSSI-LUGO-CASTEL BOLOGNESE.
At RUSSI this line branches off from the RAVENNA - FAENZA line. It is single-track, standard gauge, and steam-powered. At (414352) it crosses the LAMONE River over a 50 m.-long steel bridge with one stone pillar in mid-stream. The bridge is 6-7 m., above the stream bed. There are 6 sidings at the CASTEL BOLOGNESE station.

iv) There is NO tramway RAVENNA - FORLI - MENDOLA, as indicated in STRATEGIC ENGINEERING STUDY No. 60, ITALY Vol.2, East Coast, Part 2, P.505. It was discontinued in 1929. There are NO trams in RAVENNA, nor do any trams lead out of the town.

v) (317540)-MASSA LOMBARDA (270420)-IMOLA
This is a single-track, standard gauge, steam Rly. which runs on an embankment 1-1½ m. high, from (317540) to MASSA LOMBARDA. At (290509) it crosses a drainage canal over a 30-35 m.-long, steel bridge which crosses the canal diagonally.

E. TOPOGRAPHY

The land in this area is flat and is cultivated with wheat, maize, sugar-beets, potatoes, broad-beans, oats, barley, chickpeas, grape vines and peach and apple orchards. The trees are 2-5 m. high. Fields are divided by small drainage ditches averaging 30-40 cm. in depth and width. Other drainage ditches, 1½ m. deep and 2 m. wide, especially along the sides of secondary roads, are encountered fairly frequently.
Snow is 20-60 cm. deep between Dec. and Feb., sometimes causing the roads to become iced. The terrain becomes quite muddy after rains.

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has been straightened. At (450480) there is a 10 m.-long, steel bridge over the SENIO River. The RAVENNA station has about 15 sidings and a few small warehouses.

ii) RAVENNA - RUSSI - FAENZA
This is a single-track, standard gauge, steam Rly. It runs on a 1½ m. embankment for 7 km. SW of RAVENNA. At (389331) it crosses the LAMONE River over 40 m.-long steel bridge.

iii) RAVENNA-RUSSI-LUGO-CASTEL BOLOGNESE.
At RUSSI this line branches off from the RAVENNA - FAENZA line. It is single-track, standard gauge, and steam-powered. At (414352) it crosses the LAMONE River over a 50 m.-long steel bridge with one stone pillar in mid-stream. The bridge is 6-7 m., above the stream bed. There are 6 sidings at the CASTEL BOLOGNESE station.

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E. TOPOGRAPHY

The land in this area is flat and is cultivated with wheat, maize, sugar-beets, potatoes, broad-beans, oats, barley, chickpeas, grape vines and peach and apple orchards. The trees are 2-5 m. high. Fields are divided by small drainage ditches averaging 30-40 cm. in depth and width. Other drainage ditches, 1½ m. deep and 2 m. wide, especially along the sides of secondary roads, are encountered fairly frequently.
Snow is 20-60 cm. deep between Dec. and Feb., sometimes causing the roads to become iced. The terrain becomes quite muddy after rains.

F. POLITICAL and ECONOMIC

a) POLITICAL

i) LIVIO is a rich landowner in CONSELICE who is fairly well-liked.

ii) The BABBINI brothers are large landowners who reside at RUSSI.

iii) BALDINI was mayor of RUSSI in '42 - '43.

iv) Dr. DRAGONI is a wealthy landowner and resident of S.PANCRAZIO. He is well-liked.

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GLORIE-MEZZANO (470440), BAGNACAVALLO (280380), FUSIGNANO (380440), CONSELICE (270490), And Area (PROV. RAVENNA) (Con't.)

b) ECONOMIC

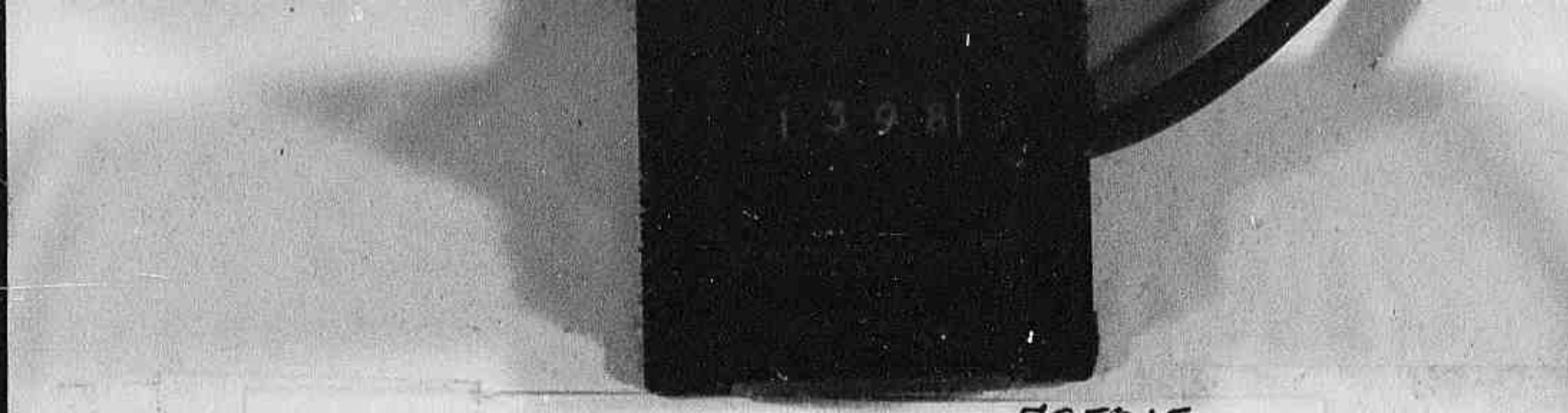
i) An AMMASSO (grain pool) is located 1½ km. South of RUSSI on the main road.

ii) A large AMMASSO is located in CONSELICE.

iii) There are about 15 agricultural tractors in the vicinity of CONSELICE.

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J. D.

CONSELICE.

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SANT' ARCANGELO di ROMAGNA and AREA
(Maps used, ITALY 1:100,000 Sheets 100 FORLI, 101 RIMINI
And 108 MERCATO SARACENO)

A SOURCE

P/W Pte. ZAVOLI, Vincenzo, a 36-year old farmer born in TORRIANA, moved into his new farm on the outskirts of the town during June '39, and worked there till 8 Mar. 1943, when he was called up.
He seems cooperative, but not very reliable.

B TOWN

a) SANT' ARCANGELO di ROMAGNA

i) POPULATION
About 3000, mostly farmers. The older part of the town, CITTA' VECCHIA, is on the slopes of a hill.

ii) WATER SUPPLY
Water comes from TORRE - PEDRERA and is distributed through underground, iron pipes. It is laid on in most houses and also in street fountains of PIAZZA MERCATO, VIA EMILIA, CAMPO della FIERA etc. Water is good and plentiful in the town all year round. On the outskirts water is taken from wells 6 m. deep; NOT perennial, and 12 m. deep; plentiful.

iii) ELECTRICITY
This is laid on in the streets and in most houses. Wires in the town are attached to the buildings on iron brackets. The substation is on the North side of the Old Hospital (See B viii).

iv) GAS
None

v) SEWERAGE
There is NO underground system, cesspools being used. The contents are collected periodically and used as manure.

vi) POSTAL FACILITIES
Telephone and Telegraph are in the PALAZZO DEL COMUNE, a 3-storey building in the Central Square. Mail is delivered once a day.

vii) GAOL
There is no local gaol. The prisoners are held for the night in the local CC. RR. station and later moved to RIMINI. The CC.RR. station is a 2-storey building with about 6 rooms.

viii) HOSPITAL
OSPEDALE VECCHIO - deals with clinical cases. It is a 3-storey building with some underground rooms. It is about 40 m. long and 30 m. wide and is located on the corner of Via EMILIA and VIALE DELLA OSPEDALE NUOVO - deals with

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About 3000, mostly farmers. The older part of the town, CITTA' VECCHIA, is on the slopes of a hill.

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OSPEDALE VECCHIO - deals with clinical cases. It is a 3-storey building with some underground rooms. It is about 40 m. long and 30 m. wide and is located on the corner of Via EMILIA and VIALE DELLA STAZIONE, opposite the main Square. OSPEDALE NUOVO - deals with surgical cases and has very modern accomodations and treatment. It is a one-storey, 60 m. x 15 m. building.

ix). HOTELS
One second class hotel having 6-7 rooms, located at corner VIA MERCATINO MARCOCHIA and main Square.

x) SCHOOLS
An elementary school having a capacity of about 300 students. Location VIA EMILIA - 100 m. from corner of VIALE DELLA STAZIONE.

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SANT' ARCANGELO di ROMAGNA and AREA) (Con't.)

xi) INDUSTRIES
a) A cord and rope factory employing about 60 workers, mostly women, at (768980).
b) A large, TERRA-COTTA, brick factory employing about 100 men. It is located on VIA EMILIA. (760982).
c) There is a tomato - canning factory at (750968).
d) A cement factory- known as MAMSOVELLI (name of the owner) at (735950), with about 100 employees.
e) Small paper factory at BURNACINO (770970).

xii) OTHER STRUCTURES
a) TOWN HALL - 3-storey building facing the main square.
b) FASCIST FEDERATION - MERCATINO MARECCHIA Rd - PIAZZA DEL MERCATO corner. Large 2-storey building with a conference room used as a cinema. (TEATRO LITTORIO 7 x 20 m.).
c) CINEMA EDEN - 8 x 25 m. on VIALE DELLA STAZIONE.
d) A kindergarden, near the school, has a few small rooms.
e) There is an Old Peoples Home near OSPEDALE VECCHIO.

xiii) PERSONALITIES
a) Mayor: ALFONSO GIORGETTI - popular.
b) Secretary of the Comune: FRANCESCO MORONI, very unpopular but has been relieved of his post (Summer '42.). The new secretary (name unknown) seems to be popular.
c) M.O. - Dr. FRANCHINI - the most popular personality in the area, is in charge of the new hospital. He is supposed to be anti-Fascist. The old M.O. - DE FABI- retired sometime ago.

C WATERCOURSES

i) MARECCHIA River from (720880) to the mouth.
This stream has a rambling, changing bed which generally covers an area of about 1 km. in width. It is perennial but NOT navigable. The banks are seldom more than 1 m. in height and the water depth varies from 20 cm. to 1 m. The bed varies from stone and gravel to sand and earth and is quite firm. Fording is possible almost anywhere in Summer and also in Winter 2 or 3 days after rain. At (721892) the stream is canalized between steep banks. (See also D,a,i).

D COMMUNICATIONS

a) ROADS

i) CELLE (835989)- SANTARCANGELO
This is a part of the EMILIA highway. It is an 8 m.- wide, metalled road with a hard, tar surface. There are verges on both sides about 80 cm. wide. There are a few, newly-planted trees in the area around CELLE and SANT'ARCANGELO.

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This is a part of the EMILIA highway. It is an 8 m.- wide, metalled road with a hard, tar surface. There are verges on both sides about 80 cm. wide. There are a few, newly-planted trees in the area around CELLE and SANT'ARCANGELO. They are 3 m. high and the distance between them is 7-8 m. The road is bordered by earth drainage ditches, 50 cm. wide and 50 cm. deep. From (805989) to (820938), on the South side of the road, the ditch is 2 m. deep and 2½ m. wide. It has an earth bed and is muddy throughout the year. At (812989) there is a blind, 90° curve. The road on the deep ditch side is protected by a barrier of concrete posts and railings, about 120 cm. high.

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SANT' ARCANGELO di ROMAGNA and AREA) (Con't.)

The narrowest part of the road is at S. GIUSTINA, where there is a 70° bend with houses obstructing the vision, but the road is still wide enough for 2-way traffic. The land adjoining the road is cultivated. Predominant are wire-trained vineyards.

ii) SANT'ARCANGELO - PIETRACUTA (695865)
This a 6 m.-wide, metalled, gravel-surfaced road with 25 cm.-deep, narrow, drainage ditches on both sides. From SANT'ARCANGELO to PIEVE S. MICHELE (750975) the road is level with the terrain. From the latter town South for a distance of about 1 km., it is on an embankment about 3 m. above terrain level. This embankment has a slope of about 70°, with drainage ditches as above at its base. The terrain to the N.W. of the road consists of cultivated hills, the highest being BERNI (701942) and TREBBIO (715924). From (718905) to (700866) the road runs through hilly country and has many sharp, blind curves. Between the latter two points there are many culverts and small bridges over intermittent streams. The bridges are usually of concrete construction, 3-5 m. long and at road width, without parapets. These streams vary in water depth, during the wet season (Winter), from 1 to 3 m. The banks are 2 to 3 m. high. At (718898) there is a single-arch, 5 m. long, concrete bridge of road width. It is over a stream about 3 m. wide and 10 m. deep with banks having a 75° slope.
PONTE VERUCCHIO, the bridge at (721892), is about 90 m. long including the approaches, and 5½ m. wide. It is of brick construction, has 4 or 5 arches and is 10-12 m. high. There are NO sidewalks and the roadway is gravelled. It has a brick parapet about 1 m. high and 50 cm. wide. The bridge rests on a cliff, at the East end, which has an 80° slope. The West end rests on an earthen bank having a 45° slope.
The bridge at (718869) is similar to the above in construction and dimensions, but is only about 6 m. high. The Rly. crosses the stream also on this bridge and the track is part of the roadway. Traffic is held up while trains pass over the bridge.
All the bridges on this road have at least a capacity of 30 tons.
There are level crossings at (726885) and at (704866).

iii) There are several country roads in the area. They are generally 3-4 m. wide, unmetalled, but with hard earth surface and they run level with the ground. The roads are practicable even in rainy weather and have drainage ditches about 20 cm. deep.

iv) About 1914 foundations were laid for a small - gauge railway running more or less parallel to and on the West of the SANT'ARCANGELO - PIETRACUTA Road and 20 to 100 m. from it. There are many single-arch bridges, corresponding to the main road bridges, which could be used as a diversion.

b) RAILWAYS

i) (726860) (702866)

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b) RAILWAYS

i) (725890)-(703864)
This is a single - track, narrow-gauge, steam Rly. There are bridges at (710866) and (703866). Both are about 90 m. long 30 m. high, running between two hills, and have concrete sidewalks on both sides. The bridges are of brick and stone construction.

ii) SANT'ARCANGELO Railway Station.
The station consists of one building and stores. The stores are 10 x 5 m. and one - storey high. There are 2 sidings, each about 200 m. long.

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SANT' ARCANGELO di ROMAGNA and AREA) (Con't)

E. TOPOGRAPHY

The main crops are wheat and vegetables cultivated between wire-trained vineyards. The crops are mostly not irrigated.
In the TORRIANA area the country is hilly and the ground rather poor. Only wheat can be cultivated here. There are patches of thick woods scattered through, especially in the hilly areas. There is no artifical division of the fields. The slopes of the hills are NOT steep, the steepest being TORRIANA, 20°.
A small area between POGGIO BERNI and MARECCHIA is sometimes flooded in Winter by the river nearby. Heavy rains fall from Nov. to Feb., but there is very little snow.

F. HEALTH

Health in general is very good. There are sporadic cases of typhoid, malaria, and some venereal disease.

R.M.B.

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MERCATO SARACENO (552870), MONTECASTELLO (541855)
(PROV. FORLI).
(Maps used ITALY 1:100,000, Sheets 100, FORLI: 108 MERCATO SARACENO)

A SOURCE

P/W Pte. SANTUCCI, Antonio, a 20-year old mechanic, who was called up in Sept. '42, and was last home on 8 days leave in March '43. He seems intelligent and fairly reliable.

B TOWN

a) MERCATO SARACENO (PROV. FORLI)

i) POPULATION
About 2,000 mostly farmers and workers with a contractor of public works. P/W used to live in MONTECASTELLO, a suburb of MERCATO SARACENO, 2,000 inhabitants of same occupation.

ii) WATER SUPPLY
This is brought to MERCATO SARACENO through an aqueduct, whose source is unknown. Water is laid on in most houses and a few street fountains; it is good and plentiful all year round. In MONTECASTELLO water is drawn from wells. It is good and plentiful all year round.

iii) Electricity in MERCATO SARACENO and MONTECASTELLO is laid on in most houses and in the streets (lamps are attached to the houses and wires strung on brackets).
Power comes from the hydroelectric plant (466798) of LAGO di QUARTO. The lake (462798) to (430800), is about 3 km. long and 200-300 m. wide. The dam (462798) is located 100-250 m. N.E. of the point where the river L. PARO. flows into the SAVIO. The dam is about 50 m. long. The plant (466798), was built 4-5 years ago by the SAVIO Company. There are high tension wires all along the road from QUARTO to MONTECASTELLO, and from MONTECASTELLO to MONTE SASSO (542876). From MONTE SASSO, the high tension lines take a N.W. direction. (P/W believes that PREDAPPIO and many more towns in ROMAGNA are supplied with electricity from the QUARTO station). A transformer station is located at MONTECASTELLO.

iv) GAS
Wood and charcoal are used as fuel.

v) SEWERAGE
Waste materials are emptied into cesspools.

vi) POSTAL FACILITIES
The P.O. is located in a large room on the ground floor of the Town Hall, at MERCATO SARACENO. Telegraph and Telephone facilities are available there. Mail is delivered twice daily. At MONTECASTELLO there is a private phone in the sub-station.

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vii) GAOL
None. The station of the CC.RR., is a building 2 or 3 storeys high, with 7-8 rooms. A W.O. is in charge.

viii) HOSPITALS
a) The GARIBALDI hospital is a 2-storey high building. There are a few cases of malaria among people who work in the PONTINE marshes.
b) Old Peoples Home, ARNALDO MUSSOLINI, 2-storeys high.
Two doctors: ROSSI, Giuseppe, in charge of the GARIBALDI Hospital, and Dr. BRIGANTI. One pharmacy.

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MERCATO SARACENO (552870), MONTECASTELLO (541855) (Con't.)

ix) HOTELS
One hotel is located in a building, 2-storeys high, on the village Square. In the same building is the local branch of the bank "CASSA di RISPARMIO.

x) SCHOOLS
a) Elementary and secondary school at MERCATO is a 2-storey-high building.
b) Elementary school at MONTECASTELLO is a 2-storey building, 6 rooms.

xi) INDUSTRIES
A sulphur refinery at (553850), employs 20-25 workers.
A sulphur mine at MINIERA di SOLFO (574805). The raw material was once brought from the mine to the refinery by a cable-way, that is still existing, but apparently out of order. P/W has heard from home that since Mar. '43, some oil-wells near SELVAPIANA (433784) were being exploited and drilling was proceeding.

xii) OTHER BUILDINGS
1) Cinema, capacity 400 seats.
2) CASA del BALILLA, a hall 20 m. long, 4 m. wide, with 2 adjoining rooms and underground bath and showers, is located at SAN DAMIANO (553880).
3) Kindergarden, capacity unknown.
4) Beautiful villa at PADERNO (563883), owned by the mayor BONDANINI, former summer residence of ARNALDO MUSSOLINI.

C WATERCOURSES

i) SAVIO River. From BAGNO di ROMAGNA (3607735) to CESENA.
The river is perennial and has an average width of 50 m. from BAGNO to MERCATO. Then the width of the river progressively increases and reaches about 100 m. at CESENA. (For LAGO di QUARTO and DAM see B iii). The river is fordable for pedestrians at several places all along its course; however the fording is difficult and dangerous in Winter, owing to the swift flowing of the water. P/W believes that the river is NOT fordable to vehicles from BAGNO to MERCATO. In its lower course, from MERCATO to CESENA, the river affords more possibilities of fording for vehicles. P/W definitely believes the river to be fordable at (548963), but NOT in Winter.
At MERCATO, where P/W used to bathe in the river, the water has a depth between 50 cm. and 1 m. He used to fish in the river and to measure the depth with rods and ropes.
From BAGNO to MERCATO the banks generally slope at an angle of 20-25° for 100-150 m. on both sides of the river and are cultivated. From MERCATO to CESENA the slope of the banks

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1) Cinema, capacity 400 seats.
2) CASA del BALILLA, a hall 20 m. long, 4 m. wide, with 2 adjoining rooms and underground bath and showers, is located at SAN DAMIANO (553880).
3) Kindergarden, capacity unknown.
4) Beautiful villa at PADERNO (563883), owned by the mayor BONDANINI, former summer residence of ANALDO MUSSOLINI.

C WATERCOURSES

i) SAVIO River. From BAGNO di ROMAGNA (3607735) to CESENA. The river is perennial and has an average width of 50 m. from BAGNO to MERCATO. Then the width of the river progressively increases and reaches about 100 m. at CESENA. (For LAGO di QUARTO and DAM see B iii). The river is fordable for pedestrians at several places all along its course; however the fording is difficult and dangerous in winter, owing to the swift flowing of the water. P/W believes that the river is NOT fordable to vehicles from BAGNO to MERCATO. In its lower course, from MERCATO to CESENA, the river affords more possibilities of fording for vehicles. P/W definitely believes the river to be fordable at (548968), but NOT in Winter.
At MERCATO, where P/W used to bathe in the river, the water has a depth between 50 cm. and 1 m. He used to fish in the river and to measure the depth with rods and ropes.
From BAGNO to MERCATO the banks generally slope at an angle of 20-25° for 100-150 m. on both sides of the river and are cultivated. From MERCATO to CESENA the slope of the banks becomes more and more gentle, and in the proximity of CESENA the river is only 1-2 m. below the level of the surrounding country. The bed is mostly sand and gravel.

D COMMUNICATIONS

a) ROADS

1229

I) NO.71, State Highway, CESENA - BAGNO di ROMAGNA. (360735). This is a metalled, tar-surfaced road, 7-8 m. wide. The road maintains its width through villages and over bridges (but see below: Bridge at - 505825). The road has earth verges, 60-80 cm. wide, on both sides, and earth drainage ditches 50 cm. deep and 1 m. wide, on both sides.

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MERCATO SARACENO (552870), MONTECASTELLO (541855) (Con't.)

These ditches are dry except during and immediately after heavy rains. There are NO steep gradients. From CESENA to MERCATO, the road is generally at terrain level. There are NO walls; occasionally stones at intervals on the external side of the curves, 50 cm. high, form cart parapets. There are NO sharp curves from CESENA to MERCATO. There is at least one road fountain at BORELLO (543977).
The bridge over the Torrente BORELLO (540974) is of reinforced concrete, about 40 m. long, and has one arch. There is a 20 m.-long fill at each end. The bridge is at road width and has a masonry parapet. The BORELLO is fordable for vehicles at any period of the year.
The bridge on the SAVIO (548968) is of reinforced concrete about 100 m. long and has 4 arches. The approaches are fills; that on the East about 120 m. and that on the West 80 m. The arches have about 5 m. clearance above water-level. The bridge is at road width and has a masonry parapet. P/W believes the river to be fordable for vehicles, except in Winter. The bridge on the SAVIO, called PONTE DI GIORGI, (559929) is about 150 m. long. It is of the same description as the previous bridge. For 1 km. S.W. of MERCATO there are cement road posts, on the river side of the road. The posts are about 80 cm. high and the distance between them 5-6 m. Here the road runs on the bank of the river, which is very steep. From MONTECASTELLO to QUARTO, the road is often cut into the mountains, and a brick wall, 2 m. high, flanks the road on the mountain side. Occasional land slides occur after rains.
PONTE di MONTECASTELLO (544354), is a bridge of reinforced concrete, 170 m. long, at road width. It has one arch, with a clearance of about 6 m. above water. There is an iron railing on both sides of the bridge. There are about 4 pylons at 5 m. interval on each side of the arch.
The bridge on the stream CHIUSA (531884), 150 m. long, is of the same description as the other 4-arch bridges we have met so far. The stream is fordable for vehicles all the year through.
The bridge on the river SAVIO (416794), 140 m. long, is of the same description.
The bridge on the stream SERRAGLIO (505825), is of reinforced concrete, 60 m. long. This is a single-arched bridge, with masonry parapets. It is narrower than the road, being about 5 m. wide. There is a 120-degrees curve North of the bridge.
The SERRAGLIO is fordable for vehicles at any time of the year.
Along the LAGO di QUARTO, the road runs 1-2 m. above the lake level, and from there to BAGNO, the road is generally on terrain level on the mountain side.
The 2 bridges (404790) and (416793) are both 150 m. long and are of the same description as the other 4-arch bridges on the road.

ii) MERCATO - MERCATINO MARECCHIA (626797).

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masonry parapet. The bridge is fordable for vehicles at any period of the year.
The bridge on the SAVIO (548968) is of reinforced concrete about 100 m. long and has 4 arches. The approaches are fills; that on the East about 120 m. and that on the West 80 m. The arches have about 5 m. clearance above water-level. The bridge is at road width and has a masonry parapet. P/W believes the river to be fordable for vehicles, except in Winter. The bridge on the SAVIO, called PONTE DI GIORGI, (559929) is about 150 m. Long. It is of the same description as the previous bridge. For 1 km. S.W. of MERCATO there are cement road posts, on the river side of the road. The posts are about 80 cm. high and the distance between them 5-6 m. Here the road runs on the bank of the river, which is very steep. From MONTECASTELLO to GUARTO, the road is often cut into the mountains, and a brick wall, 2 m. high, flanks the road on the mountain side. Occasional land slides occur after rains.
PONTE di MONTECASTELLO (544854), is a bridge of reinforced concrete, 170 m. long, at road width. It has one arch, with a clearance of about 6 m. above water. There is an iron railing on both sides of the bridge. There are about 4 pylons at 5 m. interval on each side of the arch.
The bridge on the stream CHIUSA (531834), 150 m. long, is of the same description as the other 4-arch bridges we have met so far. The stream is fordable for vehicles all the year through.
The bridge on the river SAVIO (416794), 140 m. long, is of the same description.
The bridge on the stream SERRAGLIO (505825), is of reinforced concrete, 60 m. long. This is a single-arched bridge, with masonry parapets. It is narrower than the road, being about 5 m. wide. There is a 120-degrees curve North of the bridge.
The SERRAGLIO is fordable for vehicles at any time of the year.
Along the LAGO di GUARTO, the road runs 1-2 m. above the lake level, and from there to BAGNO, the road is generally on terrain level on the mountain side.
The 2 bridges (404790) and (416793) are both 150 m. long and are of the same description as the other 4-arch bridges on the road.

ii) MERCATO - MERCATINO MARECCHIA (626797).
This is a metalled, gravel-covered road, 5-6 m. wide, with earth drainage ditches on both sides. These ditches are about 40 cm. deep and 60 cm. wide. The road is generally level with the adjoining land. The road is NOT muddy in Winter and dries quickly after rain. There are gravel piles along the road. The road has a steep incline from MERCATO to BARBOTTO (575849), is negotiable with a bicycle from BARBOTTO to (592813), and has a steep incline again from there to MERCATINO.

1227

iii) L'ERCA (577852) - MONTAGLIANO (581867).
This is a metalled road, 5 m. wide, generally at terrain level. It is NOT muddy in Winter and dries quickly after rains.

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MERC TO SARACENO (552870), MONTECASTELLO (541855) (Con't.)

iv) (534837) - SAVIGNANO (573836).
This is a metalled road, 5 m. wide, generally at terrain level. There are a few sharp curves; it has a steep gradient.

v) BORELLO (531974) - (557929).
(P/W is NOT well acquainted with this road).
This used to be part of the old road from MERCATO to CESENA. It is a metalled road, 5 m. wide, in very poor condition. The road is generally at terrain level, but in a few points the slope towards the river is steep. There are a few sharp curves. The bridge over the stream BORATELLA (550948), is in very poor condition. The BORATELLA is fordable for vehicles.

vi) (553903) - MERCATO
This is a metalled road, 5 m. wide, in very poor condition. It was part of the old road MERCATO - CESENA, and runs 20 to 100 m. West of the present main road. The road is generally level with the adjoining country.
It is NOT shown on Sheet 108 MERCATO SARACENO.

b) RAILWAYS

i) RIMINI - SAN MARINO
This is a narrow-gauge, single-track, electrified railway, built in 1935-36. Point of departure from RIMINI is at the main Rly. station.

E COUNTRYSIDE

Wheat and maize are the principal products grown. A few fruit-trees, and vines on poles, about 1.50 m. high are scattered throughout. At MERCATO the terrain is flat. The banks of the river SAVIO are cultivated. They are sloping at an angle of 20-25 degrees. The fields are generally divided by small drainage ditches, NOT more than 50 cm. wide.

F FISHING

There are a few fish of small size and some eels in the SAVIO and in LAGO di QUARTO.

G POLITICAL

i) The mayor of MERCATO SARACENO, BONDANINI, Vittorio, is a very wealthy land-owner. He is the brother-in-law of ARNALDO MUSSOLINI, and used to be on very good terms with the latter. He is unpopular.

ii) The Segretario del Fascio, Geometra LAMI, Ferruccio, is a land-owner and contractor of public works. He is NOT as

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condition. The BORATELLA is fordable for vehicles.

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This is a metalled road, 5 m. wide, in very poor condition. It was part of the old road MERCATO - CESENA, and runs 20 to 100 m. West of the present main road. The road is generally level with the adjoining country.
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F FISHING

There are a few fish of small size and some eels in the SAVIO and in LAGO di QUARTO.

G POLITICAL

i) The mayor of MERCATO SARACENO, BONDANINI, Vittorio, is a very wealthy land-owner. He is the brother-in-law of ARNALDO MUSSOLINI, and used to be on very good terms with the latter. He is unpopular.

ii) The Segretario del Fascio, Geometra LAMI, Ferruccio, is a land-owner and contractor of public works. He is NOT as unpopular as BONDANINI, but used to work hand in glove with the latter.

R.E.M.

1226

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SAN CASSIANO (160090) and Area (PROV. FORLI)
(Map used ITALY 1:100,000, Sheet 99 FAENZA)

A SOURCE

P/W Pte. MONTEVECCHI, Secondo, a 32-year old unintelligent and unreliable farmer. He was home last in Jan. '43, when he was called up.

B TOWNS

Source has lived in SANTA LUCIA DELLE SPIANATE (320190), SAN. SAVINO (290100) and SAN CASSIANO; the latter 2 towns being mountain hamlets. None of the towns has a population exceeding 6-700.
A 2-storey stone, 5-room elementary school building serving SAN SAVINO is located at (283101).
A small 2-storey hospital at BRISIGHELLA (220170) serves SAN CASSIANO and SAN SAVINO.

C WATERCOURSE

a) SAMOGGIA River from (323160) to (320192).
This river is about 10 m. wide, with a sand and stone bed. Gently-sloping banks rise to about 1½ m. above the bed. In Summer it carries about 10 cm. of water; in Winter the water sometimes reaches the tops of the banks, but NO floods have ever been known to occur.

D COMMUNICATIONS

a) ROADS

i) FAENZA (310240)-MODIGLIANA
This is an asphalted, wide, 2-way road.

ii) FAENZA - BRISIGHELLA (220170)
This is an asphalted, wide, 2-way road.

E TOPOGRAPHY (SANTA LUCIA AREA)

a) The region of the SAMOGGIA River (C, above) is cultivated largely with wheat, sugar-beets and vegetables. There are many orchards, generally of pear trees, 6-8 m. high and 15-20 m. apart, interspersed with olive trees about 2 m. high.
Small drainage ditches 50x50 cm. seperates fields.

1225

b) Weather
The rainy season extends generally from Sept. to Dec. Some 10 cm. of snow which falls in Jan. melts quickly. Summers are very dry, NO rain for 2-3 months.

J.D.

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None of the towns has a population exceeding 6-700.
A 2-storey stone, 5-room elementary school building serving SAN SAVINO is located at (283101).
A small 2-storey hospital at BRISIGHELLA (220170) serves SAN CASSIANO and SAN SAVINO.

C WATERCOURSE

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J.D.

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MELDOLA (440050), FORLI (430160) and Area (PROV. FORLI)
(Maps used ITALY 1:100,000, Sheet 100 FORLI, Sheet 89 RAVENNA; ITALY 1:25,000, Sheet 100 III N.W. PREDAPPIO, Sheet 100 IV S.E. FORLIMPOPOLI)

A SOURCE

P/W Pte. FRATI, Duilio, a 35-year old autobus ticket-taker, was home last when called up on 15 Mar. '43, and was stationed at a depot in FORLI until mid-April. He is intelligent, cooperative and seemed quite reliable, although his judgment of distances was only fair.

B TOWNS

a) MELDOLA

i) POPULATION
About 4,500, largely industrial workers and farmers.

ii) WATER
Practically all homes are equipped with water taps. The source of the water is near BUSECCHIO (430140) where there are artesian wells which supply FORLI and neighboring towns, including MELDOLA.
The pumping station adjoining the wells is located in a building 80 m. long and about 8 m. wide, and contains 3 or 4 motors. An aqueduct consisting of cast-iron pipes carries the water to a filtration plant and reservoir in MELDOLA. The reservoir is round, with a diameter of about 7 m. The water is excellent in quality, it never lacks in quantity.

iii) ELECTRICITY
Laid on in most homes and streets. Direct current is used. There is a small sub-station in the town. The source is believed to be the power plant at LA GUALCHIERA (460075) which probably supplies FORLIMPOPOLI as well. It is hidden by tall poplars. There is a dam across the RONCO River near the plant.

iv) GAS
Most homes have gas, supplied by the gas works located near FORLI at (446158).

v) SEWERAGE
A modern, underground sewage system empties into a canal near the town.

vi) POSTAL FACILITIES
The P.O. is located in PIAZZA VITTORIO EMANUELE, adjoining the CC.RR. barracks. It consists of a single room, with telephone and telegraph facilities. Mail is delivered mornings and afternoons.

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i) POPULATION
About 4,500, largely industrial workers and farmers.

ii) WATER
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The pumping station adjoining the wells is located in a building 80 m. long and about 8 m. wide, and contains 3 or 4 motors. An aqueduct consisting of cast-iron pipes carries the water to a filtration plant and reservoir in MELDOLA. The reservoir is round, with a diameter of about 7 m. The water is excellent in quality, it never lacks in quantity.

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vii) GAOL
None. The lock-up is in the CC.RR. barracks, a 3-storey building. The personnel consists of 2 W.C's and about 15 O.R's.

viii) HOSPITAL
A general hospital, located on VIA CAVOUR, is a 2-storey structure, including a surgery wing. There are 2 pharmacies in the town.

ix) HOTELS
The Hotel VAPORE, on PIAZZA VITTORIO EMANUELE, is a 2-storey building with restaurant facilities for about 75. There are, in addition, 5 small inns with a total of about 20 rooms.

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MELDOLA (440050), FORLI (430160) and Area (PROV. FORLI) (Con't.)

x) SCHOOLS
Near the center of town there is a 3-storey, brick schoolhouse about 50 m. long. Its name is "ROSA MALTONI" (after MUSSOLINI'S mother), and is about 10 years old.

xi) INDUSTRIES
1) A factory wherein silk is extracted from cocoons, and located near the C.C.R.R. barracks, employs about 100, mostly women. Wages range from 7½-10½ lire daily. A similar, but smaller factory is also to be found in the town.
2) An airplane-motor, repair factory, about 300 m. North of the center of town, employs about 200, including women. It is owned by SCIPIONI. Wages for unskilled labor range from 1.80 - 3 lire per hour. Some highly skilled workers from BOLOGNA are also employed in this factory.
3) A brickyard near the distillery, above, employs about 30.

xii) OTHER BUILDINGS
1) The G.I.L. DEL FASCIO and the DOPOLAVORO are combined in a 1-storey building.
2) The town hall is a 3-storey building.
3) A public housing development, opposite the aircraft-motor, repair factory, consists of one, 4-storey and one, 3-storey brick house. The 2 buildings can accomodate a total of about 60 families.
4) A theater, called TEATRO COMUNALE, has one balcony and about 500 removable seats.
5) The ISTITUTO SAN GIUSEPPE, adjoining the elementary school, is 2 storeys high.
6) The ASILO INFANTILE, a nursery, is located near the hospital. It is 2 storeys in height and is in poor condition.
7) The RICOVERO DI MENDICITA is an old-age home near PIAZZA VITTORIO EMANUELE. It is a 2-storey structure.
8) Two small garages in the town, together have a capacity of about 15 small vehicles.

b) FORLI

i) WATER
The source is artesian wells near BUSECCHIO (430140). 1.2% It is brought into FORLI by means of an underground aqueduct.

ii) ELECTRICITY
FORLI has its own power plant, location unknown.

iii) GAS
The gas works is located SE of the town on the main road at

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2) An airplane-motor, repair factory, about 300 m. North of the center of town, employs about 200, including women. It is owned by SCIPIONI. Wages for unskilled labor range from 1,30 - 3 lire per hour. Some highly skilled workers from BOLOGNA are also employed in this factory.
3) A brickyard near the distillery, above, employs about 30.

xii) OTHER BUILDINGS
1) The C.S. DEL FASCIO and the DOPOLAVORO are combined in a 1-storey building.
2) The town hall is a 3-storey building.
3) A public housing development, opposite the aircraft-motor, repair factory, consists of one, 4-storey and one, 3-storey brick house. The 2 buildings can accomodate a total of about 60 families.
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6) The ASILO INFANTILE, a nursery, is located near the hospital. It is 2 storeys in height and is in poor condition.
7) The RICOVERO DI MENDICITA is an old-age home near PIAZZA VITTORIO EMANUELE. It is a 2-storey structure.
8) Two small garages in the town, together have a capacity of about 15 small vehicles.

b) FORLI

i) WATER
The source is artesian wells near BUSECCHIO (430140). 1224 It is brought into FORLI by means of an underground aqueduct.

ii) ELECTRICITY
FORLI has its own power plant, location unknown.

iii) GAS
The gas works is located SE of the town on the main road at (446158).

iv) GAOL
There is a 3-storey-high, old gaol on CORSO DIAZ. There are 2 CC.RR. barracks, the main one being a 3-storey structure on VIA MAZZINI; the other, 4 storeys high, is on CORSO GARIBALDI near PIAZZA DELLA TRINITA.

v) HOSPITALS
1) A large general hospital on CORSO VITTORIO EMANUELE consists of 4-5 buildings, the largest of which is 3 storeys high, and the remainder, 2 storeys.
2) A comparatively new, TB sanatorium, consisting of 2 large, 3-storey buildings, one for men and one for women, is located near VECCHIAZZANO (418138).

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MELDOLA (440050), FORLI (430160) and Area (PROV. FORLI) (Con't.)

vi) HOTELS
1) The MASINI, a 3-storey building on VIA GARIBALDI, has about 30 rooms.
2) The ROMA, a 4-storey building on VIA MAZZINI, has 30 rooms.
3) The PACE, a 3-storey building on VIA MAZZINI, has about 25 rooms.
4) The VAPORE is a 3-storey building of unknown capacity.
5) There are several other smaller hotels and inns, including the ESPERIA and the CAMERIERI.

vii) INDUSTRIES
1) A large beet-sugar refinery, called ZUCCHERIFICIO ERIDANIA and located at (437175) employs about 2,000 workers in season.
2) An artifical silk and textile factory, 2 storeys high and 100 x 40 m., is owned by MANGELLI, who also owns a paper factory located in the same building. 1,000 - 1,500 workers are employed in both factories.

viii) THEATERS AND CINEMAS
1) TEATRO COMUNALE, on PIAZZA DEL TEATRO, has 1,500 seats which are easily removed for dancing, etc.
2) Cinema TEATRO APOLLO, on VIA DELLE TORRI, has about 800 seats.
3) Cinema TEATRO ESPERIA, on CORSO GARIBALDI, has about 1,500 seats.
4) TEATRO SAN LUIGI. Capacity unknown.
5) ARENA FORLIVESE is an open-air cinema.

ix) FIRE-FIGHTING FACILITIES
The only fire station source is familiar with in FORLI is located near the town hall. It contains 2,medium - sized, fire-trucks. Sirens and the telephone are used to communicate fire alarms.

c) RAVENNA

i) HOSPITALS

1) A 2-storey military hospital.
2) A 3-storey general hospital.

1223

C WATERCOURSES

a) RONCO River from MELDOLA to RONCO at (471145)
For this distance the river varies in width from about 10 to 30 m. Near RONCO its bed is largely gravel, but in most other places it

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vii) INDUSTRIES

1) A large beet-sugar refinery, called ZUCCHERIFICIO EMILIANO and located at (437175) employs about 2,000 workers in season.

2) An artifical silk and textile factory, 2 storeys high and 100 x 40 m., is owned by MANCELLI, who also owns a paper factory located in the same building. 1,000 - 1,500 workers are employed in both factories.

viii) THEATERS AND CINEMAS

1) TEATRO COMUNALE, on PIAZZA DEL TEATRO, has 1,500 seats which are easily removed for dancing, etc.

2) Cinema TEATRO APOLLO, on VIA DELLE TORRI, has about 800 seats.

3) Cinema TEATRO ESPERIA, on CORSO GARIBALDI, has about 1,500 seats.

4) TEATRO SAN LUIGI. Capacity unknown.

5) ARENA FORLIVESE is an open-air cinema.

ix) FIRE-FIGHTING FACILITIES

The only fire station source is familiar with in FORLI is located near the town hall. It contains 2, medium - sized, fire-trucks. Sirens and the telephone are used to communicate fire alarms.

c) RAVENNA

1) HOSPITALS

1223

1) A 2-storey military hospital.
2) A 3-storey general hospital.

C WATERCOURSES

a) RONCO River from MELDOLA to RONCO at (471145)
For this distance the river varies in width from about 10 to 30 m. Near RONCO its bed is largely gravel, but in most other places it consists of a mixture of gravel and sand. In Summer the river has 5-10 cm. of water and runs in a channel a few meters wide. In Winter its average depth is 2½ m.
South of MELDOLA the RONCO is called the BIDENTE River.
For crossings, see ROADS, D, a, below.

b) RONCO River, from RONCO to RAVENNA.
Information in CLARK - MEZZANO Report, this volume, page 7,c, d, confirmed. A comparatively new dam at approximately (537918), constructed of reinforced concrete, is used for irrigation purposes. It is about 1 m. wide at the top and serves as a foot-walk across the river.

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MELDOLA (440050), FORLI (430160) and Area (PROV. FORLI) (Con't.)

D COMMUNICATIONS

a) ROADS

1) MELDOLA - RJ (468146)
This is an asphalted road, 5-6 m. wide, and invariably well maintained. It runs at terrain level, is fairly straight, with NO curves to impede traffic, and has NO walls. Earth verges about 1 m. wide are planted with trees 4-5 m. high and about 5 m. apart. Drainage ditches adjoining the verges have approximate dimensions of 1 m. in width and 50-60 cm. in depth. At intervals there are culverts over the drainage ditches to permit farmers to drive carts off the road to the farms. Deployment off the road is possible at most places. Some cover is afforded by fruit orchards in adjoining fields. At (453080) the road crosses over a 7-8 m- long bridge of masonry construction. The bridge crosses the stream diagonally. At (467135), at the NE corner of the FORLI-RONCO airdrome, there is a crossing over a stone, 10 m.-long, double-arch bridge. About 35 m. North of this bridge there is a 7-8 m-long, stone bridge over the RONCO which could function as an alternative crossing, since the road over this bridge joins the main road at its Northwestern and Southeastern termini. There are NO known fords other than that described in Road ii, below.

ii) MELDOLA - FRATTA (430073)
This is a 1-way, metalled, earth-covered road which leads to the mineral springs at FRATTA. There is NO bridge over the RONCO at (458063). A small ferry carries pedestrians and light vehicles across. In Summer the river can be forded at this point; pedestrians habitually walk across at this time of the year.

1222

iii) MELDOLA - TEODORANO (485010)
This is a wide, 1-way, metalled, gravel-topped, rough road with many bends, some of which are very sharp. Near MELDOLA, at (449054), there is an ancient bridge which the road crosses, called PONTE VENEZIANO. Although of stone and masonry construction, it is doubtful whether it can safely take a load of over 5 tons. It has 3 arches, with 2 pillars in the river, 40 m. in length, permits wide 1-way traffic, and has masonry parapets 1 m. high. There are NO sidewalks.

iv) MELDOLA - PREDAPPIO (385045)
This is a metalled, gravel-topped, narrow, 2-way road which leads to ROCCA PELLA CAMINATA (400050) where MUSSOLINI has a villa. From here to PREDAPPIO the road winds with hairpin turns through several hills.

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in depth. At intervals there are culverts over the drainage ditches to permit farmers to drive carts off the road to the farms. Deployment off the road is possible at most places. Some cover is afforded by fruit orchards in adjoining fields. At (453080) the road crosses over a 7-8 m- long bridge of masonry construction. The bridge crosses the stream diagonally. At (467135), at the NE corner of the FORLI-RONCO airdrome, there is a crossing over a stone, 10 m.-long, double-arch bridge. About 35 m. North of this bridge there is a 7-8 m- long, stone bridge over the RONCO which could function as an alternative crossing, since the road over this bridge joins the main road at its Northwestern and Southeastern termini. There are NO known fords other than that described in Road ii, below.

ii) MELDOLA - FRATTA (480073)
This is a 1-way, metalled, earth-covered road which leads to the mineral springs at FRATTA. There is NO bridge over the RONCO at (458063). A small ferry carries pedestrians and light vehicles across. In Summer the river can be forded at this point; pedestrians habitually walk across at this time of the year.

1222

iii) MELDOLA - TEODORANO (485010)
This is a wide, 1-way, metalled, gravel-topped, rough road with many bends, some of which are very sharp. Near MELDOLA, at (449054), there is an ancient bridge which the road crosses, called PONTE VENEZIANO. Although of stone and masonry construction, it is doubtful whether it can safely take a load of over 5 tons. It has 3 arches, with 2 pillars in the river, 40 m. in length, permits wide 1-way traffic, and has masonry parapets 1 m. high. There are NO sidewalks.

iv) MELDOLA - PREDAPPIO (385045)
This is a metalled, gravel-topped, narrow, 2-way road which leads to ROCCA DELLE CAMINATE (400050) where MUSSOLINI has a villa. From here to PREDAPPIO the road winds with hairpin turns through several hills.

v) FORLI - RAVENNA
Information on this road in Report FORLI-MEZZANO, page 9, D, a, iii, including bridges, is confirmed.

vi) PREDAPPIO - FORLI
This is an asphalted, wide, 2-way road with NO verges or walls. From PREDAPPIO to S/N MARTINO (429130) the road has drainage ditches approximately 30 cm. deep and 50 cm. wide. From S/N MARTINO to FORLI there is a canal adjoining the West side of the road for most of the distance. This canal is 2-3 m. deep and about 3 m. wide. Deployment is possible on the East side of the road. There are some curves, but none which would be dangerous or cause bottlenecks.

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MELDOLA (440050), FORLI (430160) and Area (PROV. FORLI) (Con't.)

vii) SAN MARTINO - CARPENA (454124) - RJ (463111).
This is a metalled, gravel-surfaced, narrow, 2-way road.

viii) FORLI - ROCCA SAN CASCIANO (270980)
This is an asphalted road, 6-8 m. wide, with some curves, none of which are sharp. The road is fairly level to CASTROCARO (350111), after which it begins to climb gently to ROCCA SAN CASCIANO. During this latter stretch there are some ravines at which places the road is protected by 1 m.-high, stone and steel-cable guard rails.
Source could NOT furnish reliable information on bridges.

ix) RJ (454080) - FORLIMPOPOLI (502125)
This is an asphalted, wide, 2-way road. (Note: On Map ITALY 1:100,000, Sheet 100 FORLI, this is indicated as a secondary road). At (472088) the road crosses the RONCO River over a triple-arch, 30m.-long, stone bridge. There are fords near this bridge. At (477097) there is a 7-8 m.-long, stone bridge. Both bridges are narrow, 2-way.

x) RJ (464118) - FORLI
This is a metalled, gravel-surfaced, wide, 1-way road.

xi) FAENZA - (310240) - FORLI - CESENA (590070)
This is the VIA EMILIA, the main highway of this region. From FORLI to RONCO (471145) the road is 4-way, and has cement sidewalks about 10 cm. high and 1½ m. wide. From RONCO to CESENA the road is 3-way, and has NO sidewalks. At (472144) the road bridge over the RONCO is brick, about 100 m. long, with 3 stone arches. A possible ford is on the South side of the bridge. The water depth here in winter, when there are NO rains, is about 1½ m. The bed of the river at this point consists of gravel and some stone. In the event of the destruction of this bridge the road over the bridge at BAGNOLO (479187) or the road over the bridge described in ix, above, would offer alternate routes to FORLI. Just West of FORLI, at (424173), the road crosses the MONTONE River over a 35-40 m.- long, brick bridge, 2 pillars of which are in the water. The roadway is about 10 m. above the river bed. The bridge is approximately the same width as the road.

1221

b) RAILWAYS

i) The RIMINI - BOLOGNA Rly is a standard-gauge, double-track, electrified line. NO reliable information is available on the bridge at (472153). At (441171) the Rly. overpasses the FORLI-RAVENNA Road. All crossings between FORLI and CESENA are level

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steel-cable guard rails.
Source could NOT furnish reliable information on bridges.

ix) RJ (454080) - FORLIMPOPOLI (502125)
This is an asphalted, wide, 2-way road. (Note: On Map ITALY 1:100,000, Sheet 100 FORLI, this is indicated as a secondary road). At (472088) the road crosses the RONCO River over a triple-arch, 30m.-long, stone bridge. There are fords near this bridge. At (477097) there is a 7-8 m.-long, stone bridge. Both bridges are narrow, 2-way.

x) RJ (464118) - FORLI
This is a metalled, gravel-surfaced, wide, 1-way road.

xi) FAENZA - (310240) - FORLI - CESENA (590070)
This is the VIA EMILIA, the main highway of this region. From FORLI to RONCO (471145) the road is 4-way, and has cement sidewalks about 10[illegible] cm. high and 1½ m. wide. From RONCO to CESENA the road is 3-way, and has NO sidewalks. At (472144) the road bridge over the RONCO is brick, about 100 m. long, with 3 stone arches. A possible ford is on the South side of the bridge. The water depth here in Winter, when there are NO rains, is about 1½ m. The bed of the river at this point consists of gravel and some stone. In the event of the destruction of this bridge the road over the bridge at BAGNOLO (479167) or the road over the bridge described in ix, above, would offer alternate routes to FORLI. Just West of FORLI, at (424173), the road crosses the MONTONE River over a 35-40 m.- long, brick bridge, 2 pillars of which are in the water. The roadway is about 10 m. above the river bed. The bridge is approximately the same width as the road.

12211

b) RAILWAYS

i) The RIMINI - BOLOGNA Rly is a standard-gauge, double-track, electrified line. NO reliable information is available on the bridge at (472153). At (441171) the Rly. overpasses the FORLI-RAVENNA Road. All crossings between FORLI and CESENA are level.

ii) FORLI Station (433172)
There are 4 sidings, 150-200 m. long, near the station; also, a 1-storey warehouse. There are NO turntables or major facilities at FORLI; practically all repairs being made at BOLOGNA.

E MEDICAL

There are NO prevalent diseases in the RIMINI - FORLI area.
For hospitals, see B, Towns.

F MILITARY

a) BARRACKS

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MELDOLA (440050), FORLI (430160) and Area (PROV. FORLI) (Con't.)

i) CASERMA SAVOI. is located near SANTA TRINITA Church on CORSO GARIBALDI, FORLI. It is a 2-storey building with a capacity of approximately 1,000.
2) A new barracks, about 3 years old, is located on the main highway about 1 km. SE of FORLI.
3) CASERMA GORIZIA, in FORLI, is a 2-storey building.
4) 11th Military District Hqs. is a 2-storey building in FORLI which contains administrative offices.

b) BIVOUAC Areas.

1) At (446154) there is a sports arena. A former horse-racing track nearby is partly under cultivation.
2) Near MELDOLA there is a sports arena.

c) A small-arms, rifle range with about 5 firing points and 50-100 yd. ranges is located at about (448155).

d) A small-arms munitions plant is located on PIAZZA VESCOVADO, FORLI. NO details are available.

e) An aircraft-motor, repair plant, about 2 years old, is located near (450177) opposite the cemetery on the FORLI - RAVENNA Road. NO details are available.

f) GAF personnel from the FORLI - RONCO airdrome were seen by the P/W in FORLI in mid - April, '43.

1220

3 TOPOGRAPHY

a) COUNTRYSIDE
The region around MELDOLA consists largely of gently-sloping hills with occasional trees. From FORLI to CESENA the land is flat. Small streams and drainage canals, 4-5 m. wide, are common. The terrain consists of earth; there are NO rocks. Orchards of peach, apple and cherry trees, grape vines and mulberry trees are to be found occasionally. Fields are usually seperated by drainage ditches 50 x 50 cm., or by wire fences 1 m. high.

b) PRODUCTS
The chief agricultural products are wheat, maize, sugar-beets, potatoes and beans.

c) WEATHER
Snowfalls are usually 40-50 cm. deep, although in some Winters, such as in '42, NO snow falls. During Winter it sometimes rains for 2-3 days at a time, but drainage is good. The fields do NOT become

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1) At (446154) there is a sports arena. A former horse-racing track nearby is partly under cultivation.
2) Near MELDOLA there is a sports arena.

c) A small-arms, rifle range with about 5 firing points and 50-100 yd. ranges is located at about (448155).

d) A small-arms munitions plant is located on PIAZZA VESCOVADA, FORLI. NO details are available.

e) An aircraft-motor,repair plant, about 2 years old, is located near (450177) opposite the cemetery on the FORLI - RAVENNA Road. NO details are available.

f) GAF personnel from the FORLI - MONCO airdrome were seen by the P/W in FORLI in mid - April,'43.

1229

G TOPOGRAPHY

a) COUNTRYSIDE
The region around MELDOLA consists largely of gently-sloping hills with occasional trees. From FORLI to CESENA the land is flat. Small streams and drainage canals, 4-5 m. wide, are common. The terrain consists of earth; there are NO rocks. Orchards of peach, apple and cherry trees, grape vines and mulberry trees are to be found occasionally. Fields are usually seperated by drainage ditches 50 x 50 cm., or by wire fences 1 m. high.

b) PRODUCTS
The chief agricultural products are wheat, maize, sugar-beets, potatoes and beans.

c) WEATHER
Snowfalls are usually 40-50 cm. deep, although in some Winters, such as in '42, NO snow falls. During Winter it sometimes rains for 2-3 days at a time, but drainage is good. The fields do NOT become very muddy, and farm carts negotiate the fields without difficulty.

H ECONOMIC

a) There is an AMMASSO immediately North of MELDOLA on the main road. Wheat brings 180-220 lire per quintal at this AMMASSO.

b) There are 2 flour mills near the CC.RR. barracks in MELDOLA.

I PERSONALITIES (Mar.'43)

a) BACCHI, Giovanni, mayor of MELDOLA, is a wealthy landowner. He is NOT liked by the people.

b) CASADEI, Oscar, political Sec'y of MELDOLA, is cordially disliked.

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MELDOLA (440050), FORLI (430160) and Area (PROV. FORLI) (Con't.)

c) FABERI, Enrico is a well-liked, large landowner of MELDOLA.

d) LEGA, GIUSEPPE, the parish priest, is head of the orphan's home in MELDOLA called "ISTITUTO SAN GIUSEPPE".

J.D.

1219

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RELLARIA (773073), (PROV. FORLI')
(Map used ITALY 1:100,000, Sheet 100 FORLI, 101 RIMINI)

A SOURCE

P/Ws. Pte. MAGNANI, Ulisse, a 24-year old farmer, and fairly reliable. Last home Nov. 1942.

Pte. FORLANZINI, Giovanni, a 33-year old farmer and fisherman, He is NOT intelligent, is unobservant, and the information he has given seems only partially reliable.

B TOWN

a) RELLARIA, (PROV. FORLI')

i) POPULATION
About 6,000, mainly vegetable growers and fishermen.

ii) WATER SUPPLY
Some well-to-do houses have water laid on, but the majority of the population draws water from several public fountains fed by artesian wells, up to 100 m. deep. This water is pure and plentiful all year round. There are also many shallow wells from which water is drawn for irrigation and other similar purposes.

iii) ELECTRICITY
Electricity is laid on in all houses and streets. It comes from RIMINI by way of high lines, strung on wooden poles.

iv) GAS
None. Wood and coal are used for cooking and heating.

v) SEWERAGE
Cesspools are used, with the contents emptied periodically and used as fertilizer.

vi) POSTAL FACILITIES
The local P.O is located in a single storey, three-room bungalow. Telephone and Telegraph service is available. Mail is distributed once daily in the Winter twice daily in the Summer.

vii) GAOL
There is a 2-storey CC.RR. barracks, with some holding cells. Peacetime strength was 1 W.O. and 6 O.R.

viii) HOSPITALS
None. There is one doctor, and a small dispensary. Also a pharmacy. Health conditions are excellent.

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8 TOWN

a) BELLARIA, (PROV. FORLI')

i) POPULATION
About 6,000, mainly vegetable growers and fishermen.

ii) WATER SUPPLY
Some well-to-do houses have water laid on, but the majority of the population draws water from several public fountains fed by artesian wells, up to 100 m. deep. This water is pure and plentiful all year round. There are also many shallow wells from which water is drawn for irrigation and other similar purposes.

iii) ELECTRICITY
Electricity is laid on in all houses and streets. It comes from RIMINI by way of high lines, strung on wooden poles.

iv) GAS
None. Wood and coal are used for cooking and heating.

v) SEWERAGE
Cesspools are used, with the contents emptied periodically and used as fertilizer.

vi) POSTAL FACILITIES
The local P.O is located in a single storey, three-room bungalow. Telephone and Telegraph service is available. Mail is distributed once daily in the Winter twice daily in the Summer.

vii) GAOL
There is a 2-storey C.C.R.R. barracks, with some holding cells. Peacetime strength was 1 W.O. and 6 O.R.

viii) HOSPITALS
None. There is one doctor, and a small dispensary. Also a pharmacy. Health conditions are excellent.

ix) SCHOOLS
There are 2 elementary schools. Both are 2-storey structures, capable of accomodating about 200 pupils, altogether.

x) HOTELS
There are several. These are NOT concentrated in the central part of the town, but are scattered along the waterfront, for a length of 3-4 km.
There are about 15 of these Hotels, with an average of 20 rooms each. They all have water and electricity laid on, and most have adequate restaurant facilities.
In peacetime, these hotels would open on June 1 and close on Sept. 30, remaining closed for the rest of the year.

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BELLARIA (773073), (PROV. FORLI') (Con't.)

The majority of the local people also have one or more rooms always available for rent, as the town's maximum Summer quota of vacationists often reached high numbers.

xi) INDUSTRIES
None.

xii) OTHER BUILDINGS
A cinema, with a capacity of 700. A 3-storey, CUSTOM GUARDS barracks, with 7 or 8, large, rooms.

C HARBOUR

The harbour of BELLARIA consists of two moles extending seaward at the mouth of the USO River (780070). These moles are 100 m. long, 2 m. wide, and 1½ m. above the water level. They are parallel, 35 m. apart, and they are of wooden construction, supported by thick poles, and with a concrete, smooth surface. They do NOT have any parapets or loading facilities. The moles begin 30 m. inshore, at zero level, and extend 70 m. into the sea. At the beach line they are 1.50 m. above the beach level. This harbour has never been completed, and NO dredging has ever been done here, therefore the water depth is never more than 1 m. at any place, both inside or outside the moles. From the moles to the coastal road, 250 m. inland, the ground is fairly hard, and can support M.T.
P/Ws have never seen fishing boats larger than 5 tons moored at this harbour.

D BEACHES

1217

i) From CESENATICO to GATTEO
This beach is level, sandy, and roughly 100 m. wide. The consistency of the sand is fairly soft, with a top layer of fine sand 30-40 cm. thick. P/Ws have seen a JU. 52, three-engine, transport land here for lack of petrol, and easily take off again a few hours later. From the shore line the beach rises gently with slight undulations, and after reaching firm ground the slope continues gently, through low bushes and vegetable orchards, to the Rly. embankment, which is quite steep and 3-4 m. high. There is NO road between the sea-shore and the Rly. embankment.
The water depth along this beach is generally 2 m, 20 m. off-shore, and the sea bottom is devoid of rocks, sloping gently down to greater depths.
The system of false beaches running parallel to this beach is similar for all beaches described in this report. (BELLARIA and district).

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XII) OTHER BUILDINGS
A cinema, with a capacity of 700. A 3-storey, CUSTOM GUARDS barracks, with 7 or 8, large, rooms.

C HARBOUR

The harbour of BELLARIA consists of two moles extending seaward at the mouth of the USO River (780070). These moles are 100 m. long, 2 m. wide, and 1½ m. above the water level. They are parallel, 35 m. apart, and they are of wooden construction, supported by thick poles, and with a concrete, smooth surface. They do NOT have any parapets or loading facilities. The moles begin 30 m. inshore, at zero level, and extend 70 m. into the sea. At the beach line they are 1.50 m. above the beach level. This harbour has never been completed, and NO dredging has ever been done here, therefore the water depth is never more than 1 m. at any place, both inside or outside the moles. From the moles to the coastal road, 250 m. inland, the ground is fairly hard, and can support M.T.
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The water depth along this beach is generally 2 m, 20 m. off-shore, and the sea bottom is devoid of rocks, sloping gently down to greater depths.
The system of false beaches running parallel to this beach is similar for all beaches described in this report. (BELLARIA and district).
The first false beach runs about 70 m. offshore; it is 15 m. wide, with a water depth over it of 1 to 1.50 m. The second false beach runs about 150 m. offshore; it is 20-25 m. wide, with a water depth over it of 1.50 to 2.50 m. The third false beach lies at a variable distance from shore, from 300 to 600 m. Its width is up to 60 m., and the water depth over it is of 4-5 m, although for some short tracks it can be as low as 2 m. Although storms and strong currents might change slightly the dimensions of these false beaches, they are nevertheless of a permanent character.

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ii) From CATTEO to BELLARIA
This beach is level, sandy, and roughly 30 m. wide. The consistency of the sand is fairly soft, and could be negotiated by M.T. with difficulty. From the shore line the beach rises gently and gives way to hard earth, covered with bushes and vegetable orchards. This earth contunues almost level and devoid of obstructions to the coastal road, (See F, a, i), 300 m. behind the beach line. The coastal road can be reached from the beach at almost any point, as the road runs level with the terrain.
The water depth is 2 m., some 30 m. offshore, and the sea is devoid of rocks.
For false beaches, see (i).

iii) From BELLARIA to VISERBA.
This beach is level, sandy, and roughly 30 m. wide. It is quite soft, with a layer of 30-40 m. of fine sand. From the shore line the beach rises gently to the coastal road (See F,a,i), which runs generally 40 to 50 m. from the shore. The road is easily accessible from the beach at any point along this section. The water depth is 2 m. some 30-40 m. offshore, and the sea is devoid of rocks. For false beaches, see(i).

E WATERCOURSES

i) USO River, at BELLARIA
This river is 20-30 m. wide, quite muddy, with a very soft bed. Its banks are 2-3 m. high, gentle, thus making the river fordable by pedestrians all year round. Vehicular fords must be paved with rubble or stone, due to the softness of the bottom. The water depth is seldom greater than 1 m. at any time. For harbour at river's mouth see C. In the Summer months the river has a water flow 2 m. wide and 20 cm. deep.

1216

ii) There are several drainage and irrigation canals flowing into the sea through this area. Most of them are quite shallow, seldom with more than a few centimeters of water.

F COMMUNICATIONS

a) ROADS

i) CATTEO - RIMINI
This is a coastal road, running from 40 to 300 m. behind the shore line. It is metalled, asphalted and 6 m. wide. It

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the water depth is 2 m., some 30 m. offshore, and the sea is devoid of rocks.
For false beaches, see (i).

iii) From BELLARIA to VISERBA.
This beach is level, sandy, and roughly 30 m. wide. It is quite soft, with a layer of 30-40 m. of fine sand. From the shore line the beach rises gently to the coastal road (See F,a,i), which runs generally 40 to 50 m. from the shore. The road is easily accessible from the beach at any point along this section. The water depth is 2 m. some 30-40 m. offshore, and the sea is devoid of rocks. For false beaches, see(i).

E WATERCOURSES

i) USO River, at BELLARIA
This river is 20-30 m. wide, quite muddy, with a very soft bed. Its banks are 2-3 m. high, gentle, thus making the river fordable by pedestrians all year round. Vehicular fords must be paved with rubble or stone, due to the softness of the bottom. The water depth is seldom greater than 1 m. at any time. For harbour at river's mouth see C. In the Summer months the river has a water flow 2 m. wide and 20 cm. deep.

1215

ii) There are several drainage and irrigation canals flowing into the sea through this area. Most of them are quite shallow, seldom with more than a few centimeters of water.

F COMMUNICATIONS

a) ROADS

i) CATTEO - RIMINI
This is a coastal road, running from 40 to 300 m. behind the shore line. It is metalled, asphalted and 6 m. wide. It runs level with the adjoining land, and does NOT have any drainage ditches or hedges. It is generally accessible directly from the surrounding land. The bridge at BELLARIA (777071) is a steel structure, 30 m. long, of the box-girder type. It has a 4 m. wide, asphalt roadway, and a 1.20 m.-wide sidewalk on the sea side only, raised 15 cm. above the roadway level. The vertical clearance on this bridge is 4 m., and the height from the water to the bridge is 3 m. This was previously the Rly. bridge at (774071). When the new Rly. bridge was built, the old structure was shifted to the road, replacing an even older wooden bridge. The RIMINI bridge over the MARECCHIA at (849995) is a reinforced concrete structure, 120 m. long, with 5 or 6 arches. It has a roadway 6 m. wide, with sidewalks 1.20 m. wide and 10 cm. higher than the road level. This bridge has a concrete parapet, and is 10 m. above the water level.

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BELLARIA (773073), (PROV. FORLI') (Con't.)

Throughout its length this road passes over several small canals by means of low, masonry culverts, of road width.

ii) CESENATICO - RIMINI
This is a State Highway, running roughly parallel to the shoreline, 1 to 2 km. inland.
It is metalled, asphalted, 8 m. wide. It is bordered by drainage ditches 1 m. wide and 1 m. deep. Immediately outside these ditches young pine trees are planted 5 m. apart. These trees have an average height of 3 m. This road runs generally level with the adjoining land. It is bordered by small milestones, at 100 m. intervals. The RIMINI bridge over the MARECCHIA at (844985) is a reinforced concrete structure, 160 m. long, with 5 or 6 arches. The roadway is 8 m. wide, and the 1 m. sidewalks are 20 cm. above road level. This bridge is 12 m. above water level, and it can support all loads. The RIMINI bridge at (843981) is a reinforced concrete structure with 4 arches, 80 m. long, and with a roadway 8 m. wide. The sidewalks are 2 m. wide, and are 20 cm. above the road surface. This bridge is 6 m. above water level.

b) RAILWAYS

i) RIMINI - CERVIA
This is a single-track, standard-gauge, steam Rly, on wooden sleepers, generally running on an embankment up to 8 m. high. The bridge at BELLARIA (774071), is a reinforced concrete and steel structure, 35 m. long with three spans, about 10 m. above the water level. The BELLARIA Rly. Station is a two-storey building. There are three sidings here.

G TOPOGRAPHY

The area known to the P/Ws is a narrow strip of coastline, roughly 2 km. wide, from RIMINI to CESENATICO. Outside the beaches the earth surface is fairly level, with only light undulations. The main agricultural crop is vegetables, grown in small orchards. Tall vegetation is scarce, with the exception of an area 300 m. square near the South bank of the USO River, at about(779069)where there is a large pine grove, with the trees planted about 2 m. apart, and having an average height of 15 m. Fruit trees are scattered through the area, but the products are NOT sufficient for the local needs. The terrain is quite firm, and never becomes too muddy.
Along the beach from BELLARI to RIMINI there are five large establishments for the Summer vacationing of children.
These are generally 3-storey, large, modern buildings, capable of holding about 1000 children each. These establishments have water and electricity laid on, and complete cooking facilities.

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100 m. intervals. The RIMINI bridge over the MARECCHIA at (844985) is a reinforced concrete structure, 160 m. long, with 5 or 6 arches. The roadway is 8 m. wide, and the 1 m. sidewalks are 20 cm. above road level. This bridge is 12 m. above water level, and it can support all loads. The RIMINI bridge at (843981) is a reinforced concrete structure with 4 arches, 80 m. long, and with a roadway 8 m. wide. The sidewalks are 2 m. wide, and are 20 cm. above the road surface. This bridge is 6 m. above water level.

b) RAILWAYS

i) RIMINI - CERVIA
This is a single-track, standard-gauge, steam Rly, on wooden sleepers, generally running on an embankment up to 8 m. high. The bridge at BELLARIA (774071), is a reinforced concrete and steel structure, 35 m. long with three spans, about 10 m. above the water level. The BELLARIA Rly. Station is a two-storey building. There are three siddings here.

G TOPOGRAPHY

The area known to the P/Ws is a narrow strip of coastline, roughly 2 km. wide, from RIMINI to CESENATICO. Outside the beaches the earth surface is fairly level, with only light undulations. The main agricultural crop is vegetables, grown in small orchards. Tall vegetation is scarce, with the exception of an area 300 m. square near the South bank of the USO River, at about(779069)where there is a large pine grove, with the trees planted about 2 m. apart, and having an average height of 15 m. Fruit trees are scattered through the area, but the products are NOT sufficient for the local needs. The terrain is quite firm, and never becomes too muddy.
Along the beach from BELLARIA to RIMINI there are five large establishments for the Summer vacationing of children.
These are generally 3-storey, large, modern buildings, capable of holding about 1000 children each. These establishments have water and electricity laid on, and complete cooking facilities.

H MILITARY

At the root of the Northern mole of the harbour at BELLARIA (779071) there are two M.M.G.,trained towards the sea,emplaced in two small, brick-hut-camouflaged nests, surrounded by barbed wire 1 m. high.

I POLITICAL

Pol. Sec'y of BELLARIA until Oct. 1942: ALDO SAVINI.
Present Pol. Sec'y of BELLARIA: IVO VASINI.
Both of these are well-known and prominent Fascists.

A.R.P.

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I N D E X

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ADIGE RIVER, cross section, " " D

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L.D. Giannini

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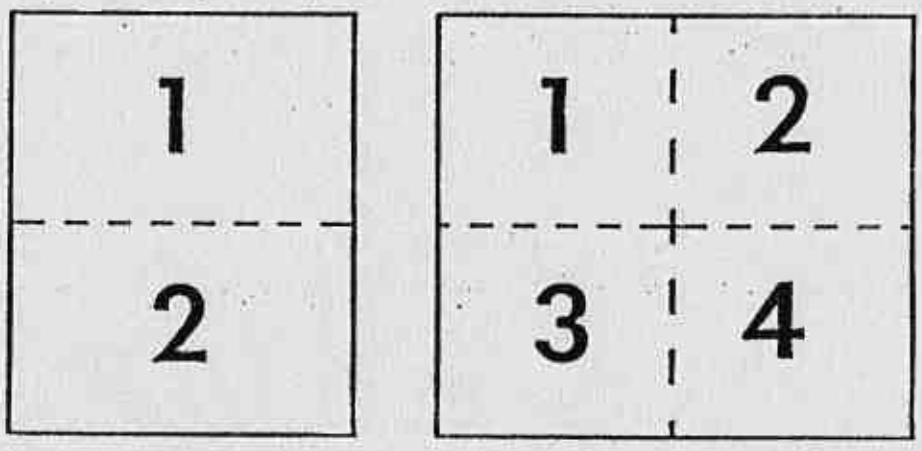
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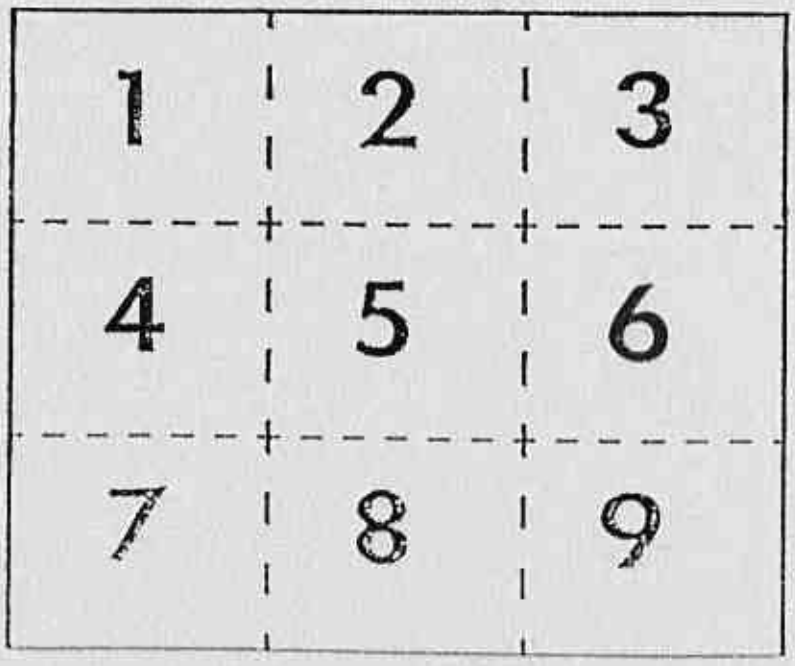
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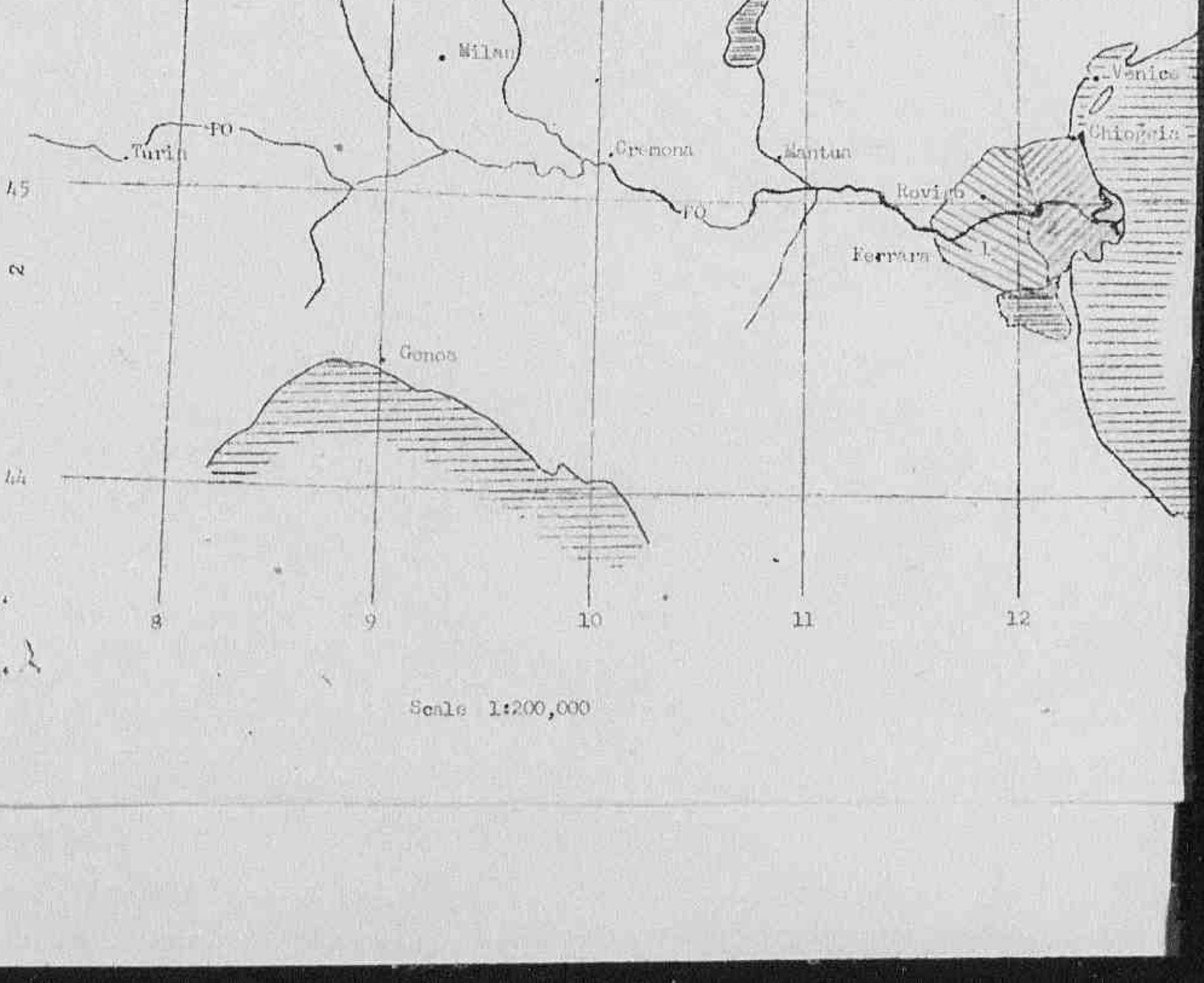
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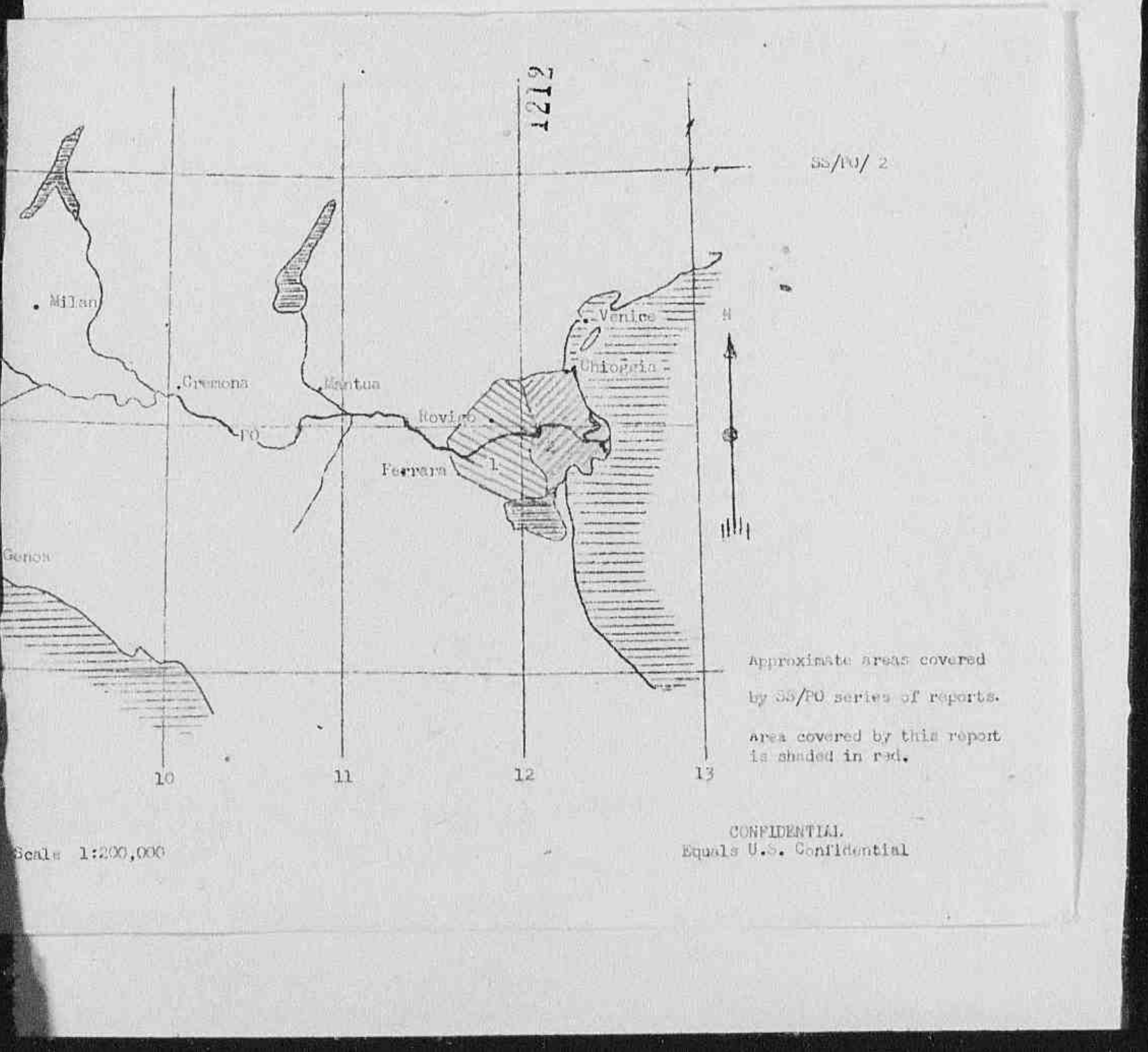


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ROSOLINA, LOREO, ADRIA (PROV. ROVIGO)
And
CHIOGGIA (PROV. VENEZIA)
(Map used ITALY 1:100,000, Sheet 65 ADRIA)

A SOURCE

P/W Pte. PINOTTI, Marino, is a 34-year old carpenter who was home last when called up in Sept. '42. He had a keen eye for detail, his judgement of distances was good, and in general he seemed quite reliable.

B TOWNS

a) ROSOLINA (PROV. ROVIGO)

i) POPULATION
About 1,400, mainly farmers, artisans and shopkeepers.

ii) WATER SUPPLY
Wells 3 - 4 m. underground furnish water of very good quality and adequate quantity.

iii) ELECTRICITY
Laid on in homes in the town. A considerable number of homes on the outskirts do not have electricity. A small transformer station is located in the town. Concrete poles, 6 - 7 m. high, carry 3 high tension lines from ADRIA through the town. The source of electricity for ROSOLINA is a power station located in ADRIA.

iv) GAS
Wood and charcoal are the main fuels used. Some homes use gas which comes in steel cylinders.

v) SEWERAGE
NO sewerage system; waste materials empty into cesspools.

vi) POSTAL FACILITIES
The P.O. is a one room affair with telephone and telegraph facilities. Mail is delivered twice daily.

vii) GAOL
There are a few cells in the CC.RR. barracks which has a complement of one sergeant and 4 OR's. It is a 2-storey building located on the main road about 300 m. South of the town.

viii) HOSPITAL
A small dispensery adjoins the P.O. The town has one doctor and one pharmacy. Hospital cases are brought to ADRIA, CAVARZERE, or CHIOGGIA.

1211

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i) POPULATION
About 1,400, mainly farmers, artisans and shopkeepers.

ii) WATER SUPPLY
Wells 3 - 4 m. underground furnish water of very good quality and adequate quantity.

iii) ELECTRICITY
Laid on in homes in the town. A considerable number of homes on the outskirts do not have electricity. A small transformer station is located in the town. Concrete poles, 6 - 7 m. high, carry 3 high tension lines from ADRIA through the town. The source of electricity for ROSOLINA is a power station located in ADRIA.

iv) GAS
Wood and charcoal are the main fuels used. Some homes use gas which comes in steel cylinders.

v) SEWERAGE
NO sewerage system; waste materials empty into cesspools.

vi) POSTAL FACILITIES
The P.O. is a one room affair with telephone and telegraph facilities. Mail is delivered twice daily.

1211

vii) GAOL
There are a few cells in the CC.RR. barracks which has a complement of one sergeant and 4 OR's. It is a 2-storey building located on the main road about 300 m. South of the town.

viii) HOSPITAL
A small dispensary adjoins the P.O. The town has one doctor and one pharmacy. Hospital cases are brought to ADRIA, CAVARZERE, or CHIOGGIA.

ix) HOTEL
There are 2 rooming houses with a total of 6 rooms.

x) SCHOOLS
A single, 5-room schoolhouse.

xi) INDUSTRIES
A producer gas factory, called "DITTA ANGELO TAGLIAPIETRA", located 1 km. North of town on the East side of the main road, employs 150. A smaller producer gas works, employing about 50 and located at (610102) is called "DITTA INGEGNIERE LEONE". In May '43 a large producer gas works was under construction in square (620100).

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ROSOLINA, LOREO, ADRIA (PROV. ROVIGO) and CHIOGGIA (PROV. VENEZIA) (Con't.)

xii) OTHER BUILDINGS
1) The "DOPOLAVORO" is a single-storey recreation centre with 4 rooms and a basement.
2) The "CASA DEL FASCIO" occupies the second storey of the town hall.
3) The "TEATRO SOCIALE" has a seating capacity of 800.

b) LOREO (PROV. ROVIGO)

i) POPULATION
3,500 - 4,000 (town proper); farmers, mechanics, carpenters, electricians, shopkeepers.

ii) WATER SUPPLY
Water is laid on in practically all homes. It is brought into the town by an aqueduct from the CANALE di LOREO. The quality is NOT very good; the quantity is sufficient.

iii) ELECTRICITY
All homes have electricity. The source is a power station at ADRIA.

iv) GAS
Charcoal and wood are the main fuels. Some homes use gas which is supplied in steel cylinders.

v) SEWERAGE
WC's empty into cesspools.

vi) POSTAL FACILITIES
The 3-room P.O. in the center of town has telephone and telegraph facilities. Mail is delivered mornings and afternoons.

vii) GAOL
A 2-storey gaol is located in the centre of town. There is also a C.C.R.I. barracks, a 3-storey building.

viii) HOSPITAL
None. There is a 2-room dispensary and a large pharmacy.

1219

ix) HOTELS
The Hotel CAVALLI is a 2-storey building with about 10 rooms and a restaurant with a capacity of 50.
The Hotel LUNA is slightly smaller, and has a restaurant of similar size.

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i) POPULATION
3,500 - 4,000 (town proper); farmers, mechanics, carpenters, electricians, shopkeepers.

ii) WATER SUPPLY
Water is laid on in practically all homes. It is brought into the town by an aqueduct from the CANALE di LORZO. The quality is NOT very good; the quantity is sufficient.

iii) ELECTRICITY
All homes have electricity. The source is a power station at ADRIA.

iv) GAS
Charcoal and wood are the main fuels. Some homes use gas which is supplied in steel cylinders.

v) SEWERAGE
WC's empty into cesspools.

vi) POSTAL FACILITIES
The 3-room P.O. in the center of town has telephone and telegraph facilities. Mail is delivered mornings and afternoons.

vii) GAOL
A 2-storey gaol is located in the centre of town. There is also a CC.RR barracks, a 3-storey building.

viii) HOSPITAL
None. There is a 2-room dispensary and a large pharmacy.

1219

ix) HOTELS
The Hotel CAVALLI is a 2-storey building with about 10 rooms and a restaurant with a capacity of 50.
The Hotel LUNA is slightly smaller, and has a restaurant of similar size.

x) SCHOOLS
a 5-room elementary school.

xi) INDUSTRIES
1) A soft-drink plant owned by one POMERIGHETTI and located in the town. It employs 50-60.
2) A factory in the town in which sugar is extracted from locally-grown, sugar beets. In the busy season, from mid-July to the end of Sept., about 1,000 workers are employed at an average wage of 3½ lire an hour.

xii) OTHER BUILDINGS
1) The town hall is a 2-storey building.
2) The cinema has 1,000 seats which are easily removed to permit dancing.
3) The "CASA DEL FASCIO" is a 2-storey building.

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ROSOLINA, LOREO, ADRIA (PROV. ROVIGO) and CHIOGGIA (PROV. VENEZIA) (Con't)

c) ADRIA (PROV. ROVIGO)

i) POPULATION
(living in the town limits) 10,000, most of whom are farmers, mechanics, artisans and shopkeepers.

ii) WATER SUPPLY
Water is laid on in most homes.

iii) GAS
About 40% of the homes use liquefied gas contained in steel cylinders. The other principal fuels are wood and charcoal.

iv) ELECTRICITY
Most homes derive their electricity from the power station located near the Rly station. It serves several towns. Direct current is used.

v) SEWERAGE
An underground system empties into the CANALE BIANCO. Some homes are served by cesspools.

vi) POSTAL FACILITIES
The P.O. consists of 2 rooms and 3 offices. Mail is delivered. Telephone and telegraph facilities are available.

vii) HOSPITAL
A general hospital located within the town boundaries is 2 storeys high and about 250 m. long. Additions have been constructed almost yearly, so that part of it is old and part new. It contains a babies pavilion, old age home, a dispensary, a surgery wing, and a TB sanatorium, among other sections.

viii) HOTELS
There are 2 hotels, both in the centre of town: the LEONE BIANCO and the STELLA D'ITALIA; the latter has 2 storeys and a restaurant. There are 2-3 other small hotels.
Total number of rooms is about 75.

ix) SCHOOLS
The junior and senior secondary schools are each large, 2-storey buildings. There are also 2 elementary schools.

x) INDUSTRIES
1) A foundry which manufactures farm machinery and does general repair work, is owned by CORDELLI and employs 100-120. Wages average 5-6 lire an hour.
2) A macaroni products plant employs 40-60 workers.

1209

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iv) ELECTRICITY
Most homes derive their electricity from the power station located near the Rly station. It serves several towns. Direct current is used.

v) SEWERAGE
An underground system empties into the CANALE BIANCO. Some homes are served by cesspools.

vi) POSTAL FACILITIES
The P.O. consists of 2 rooms and 3 offices. Mail is delivered. Telephone and telegraph facilities are available.

vii) HOSPITAL
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viii) HOTELS
There are 2 hotels, both in the centre of town: the LEONE BIANCO and the STELLA D'ITALIA; the latter has 2 storeys and a restaurant. There are 2-3 other small hotels.
Total number of rooms is about 75.

ix) SCHOOLS
The junior and senior secondary schools are each large, 2-storey buildings. There are also 2 elementary schools.

x) INDUSTRIES
1) A foundry which manufactures farm machinery and does general repair work, is owned by CORDELLA and employs 100-120. Wages average 5-6 lire an hour.
2) A macaroni products plant employs 40-60 workers.
3) A soft drinks plant employs about 50.
4) A carpentry shop has about 25 workers.

1209

xi) OTHER BUILDINGS
1) A 2-storey "CASA del FASCIO".
2) A 2-storey "DOPOLAVORO".
3) "TEATRO LITTORIO" has 4 balconies and a seating capacity of 3,000. It is used for opera, concerts, and various public entertainments. This is considerably larger than the indication given in NOTES ON ACCOMMODATION (Northern Italy) M.I.3.6/Appx./6983/43. It was constructed in '36 - '37.
4) Cinema NUOVO POLITEAMA, capacity 600.
5) Cinema PERRINI.
6) SALON MARCHI, a cinema.
7) Cinema CENTRALE.

xii) GAOL There is a 2-storey gaol and a 2-storey CC.RR barracks.

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ROSOLINA, LOREO, ADRIA (PROV. ROVIGO) and CHIOGGIA (PROV. VENEZIA) (Con't.)

d) CHIOGGIA (PROV. VENEZIA)

i) WATER SUPPLY
about half the homes have water laid on; the remaining half are supplied by street fountains. The water is always abundant, and its quality is excellent. This contradicts information STRATEGIC ENGINEERING STUDY No. 60, ITALY, Vol. 2, EAST COAST, P.155, 5, 2. Water is brought into the town from the North bank of the ADIGE River near (631152) by a reinforced concrete aqueduct built less than 10 years ago. The old aqueduct in square (650230) is NO longer in use.

ii) HOSPITAL
The general hospital is a 2-storey structure about half the size of the hospital in ADRIA (B,c,vii).

iii) HOTELS

a. CHIOGGIA
The GRAND'ITALIA, a first class hotel, has 22 rooms. There are also five, second-class hotels with a total of 33 rooms.

b. SOTTOMARINA (Just East of CHIOGGIA)
The VILLA MALTESI and the VILLA MARINA are first class hotels having 28 and 29 rooms respectively. There are five, second and third class hotels with a total of 28 rooms.

iv) CINEMAS
1) The MASSIMO has 800 seats.
2) The ITALIA has about 1,000 seats.
3) The capacity of the VERDI is unknown.

v) OTHER BUILDINGS
1) The town hall is a 2- storey building 50x30 m.
2) The CASA del FASCIO is a 2-storey building.
3) The DOPOLAVORO is a 2-storey building.

vi) INDUSTRIES
1) A shipyard which employs about 400 and builds only fishing boats.
2) There are several fish canning factories, one of which employs 120.

C COMMUNICATIONS

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bank of the ADIGE River near (631152) by a reinforced concrete aqueduct built less than 10 years ago. The old aqueduct in square (650230) is NO longer in use.

ii) HOSPITAL
The general hospital is a 2-storey structure about half the size of the hospital in ADRIA (B,c,vii).

iii) HOTELS

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The GRAND'ITALIA, a first class hotel, has 22 rooms. There are also five, second-class hotels with a total of 33 rooms.

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The VILLA MALTESTA and the VILLA MARINA are first class hotels having 28 and 29 rooms respectively. There are five, second and third class hotels with a total of 28 rooms.

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3) The capacity of the VERDI is unknown.

v) OTHER BUILDINGS
1) The town hall is a 2- storey building 50x30 m.
2) The CASA del FASCIO is a 2-storey building.
3) The DOPOLAVORO is a 2-storey building.

vi) INDUSTRIES
1) A shipyard which employs about 400 and builds only fishing boats.
2) There are several fish canning factories, one of which employs 120.

C COMMUNICATIONS

a) ROADS

1208

i) ADRIA (460090)-LOREO (570100)-CHIOGGIA.
1) ADRIA - (525087)
This is an asphalted road, varying in width from 5 to 7 m., with earth verges 2 m. wide and 10 m. long at intervals on the North side of the road. The terrain to the North is cultivated with wheat, maize, beets and sweet potatoes. For this distance the road runs on a levee 2.8 - 3 m. above the level of the terrain, on the North side of the CANALE BLANCO.
2) (525087)-LORIO- BRENTA RIVER at (645224)
This stretch of road is metalled, gravel-topped, and varies in width from 5 to 7 m. Verges are similar to those described in(1) above. From (525087) to the bridge at (597097) the road continues along a levee, and then an embankment 2.8-3 m. high.

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ROSOLINA, LOREO, ADRIA (PROV. ROVIGO) and CHIOGGIA (PROV. VENEZIA) (Con't.)

At (541071) it crosses over a single -arch, reinforced concrete bridge, 18-20 m. long, with a roadway 6 m. wide. The height above water level which is fairly constant, is about 3½ m. At (543083) there is a 15 m. - long, 4½ m-wide, single-arch brick bridge over the ADIGETTO stream. It is considered weak and unsafe for heavy traffic. At (572095) there is a level Rly crossing; 400 m. North of this crossing the road crosses the CANALE DI LOREO over a manually-operated, wooden, swing bridge which permits canal traffic to pass. The swinging section is on the West bank, has brick supports, and is 8-9 m. long. The fixed section, also of wood and with brick supports, extends 9-10 m. from the east bank and is supported by a brick pile. The roadway over the bridge is about 6 m. wide.
At (590098) there is a level Rly. crossing. At (592098) there is a 1-way, wooden bridge 10-11 m. long. At (597097) (See Appendix A) there is a single-arch, 2-way, reinforced concrete bridge 100 m. long, with an inclined approaches 100 m. long on the west side and 120 m. long on the east side. This stream can also be crossed at (603113) over a 100 m. - long, single-arch, 1-way, reinforced concrete bridge, and by a bridge at (613135). Except for the fact that they are 1-way, the 2 latter bridges are similar in construction to the bridge at (597097), above. At (616143), where the stream runs in a channel flanked by masonry retaining walls, there is a 1-way, 8 m- long, steel bridge with wooden flooring which can be drawn back on rails (See Appendix B) to permit canal traffic to pass when the water level rises. The rails rise on gears simultaneously as the bridge is drawn back.
At (617134) there is a level Rly. crossing. At (624148) the road crosses over the PONTE DELL'ADIGE, (See Appendix C) A wide, 2-way, triple-arch, steel bridge 120 m. long. Approaches slope up to the bridge 100 m. on the South side and 10 m. on the North side. There are NO known fords or bridges other than the nearby Rly. bridge, over the ADIGE River.
From the ADIGE to CHIOGGIA the road is asphalted and 8-9 m. wide. The BRENTA River is crossed at (645226) by a triple - arch, reinforced concrete bridge 120-130 m. long. At (649244) the road crosses onto BRONDOLO Island over the PONTE DELLA MADONNA, a 2-way, 100 m. long bridge constructed entirely of wood. At (648264) the road enters CHIOGGIA from BRONDOLO Island over a reinforced concrete bridge 220 m. long with cement pillars 5-6 m. apart. This bridge permits 2-way, heavy traffic.

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wooden, swing bridge which permits canal traffic to pass. The swinging section is on the West bank, has brick supports, and is 8-9 m. long. The fixed section, also of wood and with brick supports, extends 9-10 m. from the East bank and is supported by a brick pile. The roadway over the bridge is about 6 m. wide.

At (590098) there is a level Rly. crossing. At (592098) there is a 1-way, wooden bridge 10-11 m. long. At (597097) (See Appendix A) there is a single-arch, 2-way, reinforced concrete bridge 100 m. long, with an inclined approaches 100 m. long on the West side and 120 m. long on the East side. This stream can also be crossed at (603113) over a 100 m. - long, single-arch, 1-way, reinforced concrete bridge, and by a bridge at (613135). Except for the fact that they are 1-way, the 2 latter bridges are similar in construction to the bridge at (597097), above. At (616143), where the stream runs in a channel flanked by masonry retaining walls, there is a 1-way, 8 m- long, steel bridge with wooden flooring which can be drawn back on rails (See Appendix B) to permit canal traffic to pass when the water level rises. The rails rise on gears simultaneously as the bridge is drawn back.

At (627134) there is a level Rly. crossing. At (628148) the road crosses over the PONTE NELL'ADIGE, (See Appendix C) a wide, 2-way, triple-arch, steel bridge 130 m. long. Approaches slope up to the bridge 100 m. on the South side and 10 m. on the North side. There are NO known fords or bridges other than the nearby Rly. bridge, over the ADIGE River.

From the ADIGE to CHIOGGIA the road is asphalted and 8-9 m. wide. The BRENTA River is crossed at (645226) by a triple - arch, reinforced concrete bridge 120-130 m. long. At (649244) the road crosses onto BRONDOLO Island over the PONTE DELLA MADONNA, a 2-way, 100 m. long bridge constructed entirely of wood. At (648264) the road enters CHIOGGIA from BRONDOLO Island over a reinforced concrete bridge 220 m. long with cement pillars 5-6 m. apart. This bridge permits 2-way, heavy traffic.

ii) ROADS CAVALIERE - (624149) (On North and South banks of the ADIGE River)

These roads run along the tops of levees along the ADIGE River (See Appendix D). They are about 5 m. wide, with occasional 1 m.-wide earth verges. They are metalled and generally earth-topped, although some stretches have a gravel surface. They often become muddy in many places after rains. The levees, of earth and various - sized stones, are about 3 m. high.

iii) ROSOLINA - PORTO VIRO (600050)

This is a 2-way, metalled, gravel-surface-road. At (618091) it crosses the PO DI LEVANTE over a 2-way, reinforced-concrete bridge 65-70 m. long.

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b) RAILWAYS

i) ADRIA - PIOVE DI SACCO (460350)
This is a privately owned, standard gauge, single- track line. A single - track, electric train runs between PIOVE DI SACCO and PADUA. At the Rly. station at PIOVE DI SACCO there are 5-6 sidings, each about 100 m. long, and a large warehouse. At CAVARZERE there are 3 sidings, each about 100 m. long, and a warehouse. At (498192) the Rly. crosses the ADIGE over a steel bridge about 120 m. long.

ii) ADRIA - CHIOGGIA
The Rly. station at ADRIA has 6 sidings, each about 100 m. long, and a goods warehouse. The Rly. crosses the CANALE DI LOREO at (571094) over a steel swing bridge 17-18 m. long. (See Appendix E). At (597102) it crosses the CANALE NUOVO over a 120 m.- long, reinforced concrete bridge. (See Appendix F). The Rly. station at LOREO has 3 sidings, 100-120 m. long, one of which leads to a warehouse. The bridge over the ADIGE at (624148) (see appendix G) is 120 m. long triple-arch, and about 40 m. East of the road bridge. The bridge over the BRENTA is similar in dimensions and construction to the bridge over the ADIGE, above.

iii) ADRIA - ADRIANO
A standard gauge, steam, single - track Rly.

c) RIVERS

i) BRENTA, from (621232) to (647224)
It is navigable, varying in width from 80 to 130 m. The water depth is fairly constant; it is 2 m. at the deepest point. Boats up to 200 tons can navigate in it, and it has never been known to overflow its banks. At (621232) it is crossed by a road bridge 140-150 m. long (See Appendix H) which also crosses the BACCHIGLIONE River South of the BRENTA. The banks are fairly steep.

ii) ADIGE, from CAVARZERE (500170) to the mouth.
This river 80-150 m. wide, is NOT navigable from Nov. to the end of March, and during this period its depth varies from 50 cm. to 4 m. From the beginning of April to November, when it is 2-5 m. deep, it is navigable. Small passenger boats run several times weekly between CAVARZERE and ADRIA. These boats are low-slung and, by lowering collapsible funnels can easily clear the road and Rly. bridges. The bottom of the river consists of sand and earth. Layers of earth and pebbles about 3 m. high,

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1206

warehouse. At (498182) the Rly. crosses the ADIGE over a steel bridge about 120 m. long.

ii) ADRIA - CHIOGGIA
The Rly. station at ADRIA has 6 sidings, each about 100 m. long, and a goods warehouse. The Rly. crosses the CANALE DI LORIO at (571094) over a steel swing bridge 17-18 m. long. (See Appendix E). At (599102) it crosses the CANALE NUOVO over a 120 m.- long, reinforced concrete bridge. (See Appendix F). The Rly. station at LORIO has 3 sidings, 100-120 m. long, one of which leads to a warehouse. The bridge over the ADIGE at (624148) (See appendix G) is 120 m. long triple-arch, and about 20 m. East of the road bridge. The bridge over the BRENTA is similar in dimensions and construction to the bridge over the ADIGE, above.

iii) ADRIA - ADRIANO
A standard gauge, steam, single - track Rly.

c) RIVERS

i) BRENTA, from (621232) to (647224)
It is navigable, varying in width from 80 to 130 m. The water depth is fairly constant; it is 2 m. at the deepest point. Boats up to 200 tons can navigate in it, and it has never been known to overflow its banks. At (621232) it is crossed by a road bridge 140-150 m. long (See appendix H) which also crosses the BACCHIGLIONE River South of the BRENTA. The banks are fairly steep.

1206

ii) ADIGE, from CAVARZERE (500170) to the mouth.
This river 80-150 m. wide, is NOT navigable from Nov. to the end of March, and during this period its depth varies from 50 cm. to 4 m. From the beginning of April to November, when it is 2-5 m. deep, it is navigable. Small passenger boats run several times weekly between CAVARZERE and CHIOGGIA. These boats are low-slung and, by lowering collapsible funnels can easily clear the road and Rly. bridges. The bottom of the river consists of sand and earth. Levees of earth and rubble, about 3 m. high, are on both sides. The river at Cavarzere is 80 m. wide. Although it is swifter during the rainy season, in winter it is possible to cross the river by heavy pontoon bridges. In '53, when the roadbridge at (602162) was under construction, it recalled that a temporary pontoon bridge already had been used to permit vehicles to cross the river.

iii) CANALE DI LORIO
This is a natural canal varying in width from 11 to 24 m., and with an earth bottom. The banks are neither steep nor gentle, and are built up of earth to form levees 3 m. above the terrain. Metalled, gravel-surfaced roads are on top of the levees. There is a pumping station at (572106).

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iv) PO DI LEVANTE, from (594090) to the sea.
This river varies in width from 60-80 m., and averages 3 m. in depth all year round. Its bottom is of earth. Levees are 2-2½ m. high; the one on the South side is topped by a 1-way road and continues to the sea. The levee on the North side also ends at the sea. On top of this levee, however, there is only a cart track.

v) CANALE NUOVO (594090). North to the ADIGE at (618145)
This canal averages 75 m. in width. The water flows in a channel about 50 m. wide. The bottom is earth. It is flanked by earth levees 2½ m. high.

vi) CANALE BIANCO from ADRIA to (568082)
This canal varies in width from 30 to 100 m. Its bottom is earth and small stones. Its depth averages 3 m. Levees are of earth built up to a height of 2½-3 m. high. Small boats ply weekly between ADRIA and CHIOGGIA. There are old pumping stations at (542074), (458076) and at (508088).

vii) All barges on the rivers and canals in this area are drawn by one or 2 horses which plod along the roads above the levees. The barges carry wheat, maize, sugar-beets and bricks.

viii) The bay between the mouths of the PO DI LEVANTE and the ADIGE is filled with islands and sand bars. The water is shallow - no more than 1 m. deep. A great deal of fishing is done in this area. The principal catch is eels.

D. RESOURCES

a) Water is pumped from the ADIGE for irrigation of the fields at 3-4 points between CAVARZERE and the bridges at (624148). (See Appendix I).

b) FLOUR MILLS

i) Five small mills on the banks of the ADIGE between CAVARZERE and CAVANELLA (620148).

E. MEDICAL

1205

a) MALARIA

i) 10-15% of the population of ROSOLINA is habitually affected by malaria. At ADRIA the proportion is somewhat less. Anti-malaria pills and injections are administered to the inhabitants. These treatments are NOT obligatory.

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This canal averages 75 m. in width. The water flows in a channel about 50 m. wide. The bottom is earth. It is flanked by earth levees 2½ m. high.

vi) CANALE BIANCO from ADRIA to (568082)
This canal varies in width from 30 to 100 m. Its bottom is earth and small stones. Its depth averages 3 m. Levees are of earth built up to a height of 2½-3 m. high. Small boats ply weekly between ADRIA and CHIOGGIA. There are old pumping stations at (542074), (458076) and at (508088).

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E. MEDICAL

1205

a) MALARIA

i) 10-15% of the population of ROSOLINA is habitually affected by malaria. At ADRIA the proportion is somewhat less. Anti-malaria pills and injections are administered to the inhabitants. These treatments are NOT obligatory.
Stagnant pools are sprayed with oil in the Spring on orders of provincial authorities.

F. TOPOGRAPHY

a) TERRAIN and WEATHER

i) The entire area consists of lowlands, with trees few and far between. Fields are usually separated by ditches which average 1½ m. in width and 80-100 cm. in depth. Rains make the fields very muddy and impassable even to carts. Snow seldom exceeds 10 cm. in depth, but sometimes remains for as long as a month. Summers are dry; rains come with winter.

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b) CROPS
Wheat is the principal product grown. Maize and sugar-beets are the only other surplus crops. They are brought to grain-collecting pools (AMMASSI) at LOREO or ADRIA, where they receive 195-225 lire per quintal of wheat.

G. POLITICAL and ECONOMIC

a) POLITICAL

I) DUSE, Salvino, a resident and former mayor of CHIOGGIA, is a hugh landowner. He is an elderly man, and not interested in politics.

ii) The Counts VIANELLO, 2 brothers who reside at CHIOGGIA, own considerable land and fishing rights in the vicinity of CASONE BOCCAVECCHIA (670160). They are non-political.

iii) GENNERI, mayor of ROSOLINA in '42, lives at LOREO, and is a notorious fascist and SOUDRISTA.

iv) The Bishop of VICENZA, an hereditary nobleman, owns large tracts of land in the vicinity of ROSOLINA.

b) ECONOMIC

i) The bay East of ROSOLINA, bounded on the North by the ADIGE and on the South by the PO DI LEVANTE, is privately-owned fishing grounds, except for the area called PALUDE CASONETTO (670110) and the channel of the PO DI TRAMONTANA (650110).

ii) For AMMASSI and crops, see F,b.

iii) Rest homes, hotels and bathing beaches are located at SOTTOMARINA (660260). A good bathing beach and summer cottages are on the island extending from (680130) to (680190).

1201

J.D.

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a) POLITICAL

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ii) The Counts VIANELLO, 2 brothers who reside at CHIOGGIA, own considerable land and fishing rights in the vicinity of CASONE BOCCAVECCHIA (670160). They are non-political.

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ii) For ARMASSI and crops, see F,b.

iii) Rest homes, hotels and bathing beaches are located at SOTTOMARINA (660260). A good bathing beach and summer cottages are on the island extending from (680130) to (680190).

1204

J.D.

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DONADA (PROV. ROVIGO)
(Map used ITALY 1 : 100,000 Sheet 65, ADRIA)

A SOURCE

P/W Pvt. ALBERTINI, Bruno, a 29 year old labourer from DONADA, Prov. ROVIGO was last home on 14 Dec. 1942. He is illiterate but cooperative, and generally his information seems to be very reliable.

B TOWN

a) DONADA (594062) PROV. ROVIGO

i) POPULATION
9-10,000. Mostly farmers, labourers, and factory workers.

ii) WATERSUPPLY
Water comes from artesian wells dug to a depth of 5-6 m. Nearly every house has one of these wells. The water is abundant and good.

iii) ELECTRICITY
Electricity is laid on in all homes and in the streets. A substation is located South of the town limits. Source of power is ADRIA. Current comes to DONADA on wood poles, or steel pylons.

iv) GAS
None. Coal or coke is used for cooking purposes.

v) SEWERAGE
There is no sewerage disposal system.

vi) POSTAL FACILITIES
The P O, in PIAZZA (SQUARE) DONADA, is a 2-storey building. It has telephone and telegraph facilities. Mail is delivered.

vii) GAOL
There is no GAOL in DONADA. Prisoners are taken to the GAOL at CONTADINA, 2 km S E of DONADA.

viii) HOSPITALS
The SANITORIUM, located South of the town limits, is a 1-storey, 15 m square building. There is one DRUG-STORE in DONADA. NO prevalent diseases.

1203

ix) HOTELS
None. There are several coffee-shops in town that have overnight sleeping facilities; about 2 rooms each.

x) SCHOOLS
A 3-storey, 50-m. long, 30-m. wide building, located S E of the town, has

Declassified E.O. 12356 Section 3.3/NND No. 785015

i) POPULATION
9-10,000. Mostly farmers, labourers, and factory workers.

ii) WATERSUPPLY
Water comes from artesian wells dug to a depth of 5-6 m. Nearly every house has one of these wells. The water is abundant and good.

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Electricity is laid on in all homes and in the streets. A substation is located South of the town limits. Source of power is ADRIA. Current comes to DONADA on wood poles, or steel pylons.

iv) GAS
None. Coal or coke is used for cooking purposes.

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There is no sewerage disposal system.

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The P O, in PIAZZA (SQUARE) DONADA, is a 2-storey building. It has telephone and telegraph facilities. Mail is delivered.

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viii) HOSPITALS
The SANITORIUM, located South of the town limits, is a 1-storey, 15 m square building. There is one DRUG-STORE in DONADA. NO prevalent diseases.

1203

ix) HOTELS
None. There are several coffee-shops in town that have overnight sleeping facilities; about 2 rooms each.

x) SCHOOLS
A 3-storey, 50-m. long, 30-m. wide building, located S E of the town, has an attendance of 400 students.

xi) INDUSTRIES

a) A METHANE GAS producing factory, located 1½ km. North of the city, has four ovens. Coal is used. Gas is stored in steel cylinders 2 m. long and 30 cm. in diameter. The plant employes 20-30 men. Wages L 25 per day.

b) There are two ice factories, one located South of TAGLIO (597047), the other about ½ km. South of DONADA, employing about 10 men each. Wages average L 20 per day.

c) A brick factory, located S E of the town limits employs 70 women, and 400 men. The average pay is L 25 per day.

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DONADA (PROV. ROVIGO) (Contd)

xii) OTHER STRUCTURES

a) The TOWN-HALL, in PIAZZA (SQUARE) DONADA, is a 3-storey, 30 m. square building.

b) VERONESE THEATRE, near the center of the town, has a capacity of 500.

C COMMUNICATIONS

a) ROADS

i) (595038) - CORBOLA (485035)

This is an 8m.-wide, metalled, asphalt-surfaced road. It has earth drainage ditches 2 to 3 m.-wide and 1½ m. deep. Concrete culverts pass under the road at intervals, permitting the drainage ditch to empty into the PO on the North of the road.

The ditch on the south of the road is spanned by culverts approximately every 200 yds. These permit peasants to go to the cultivated fields on the south of the road. There is a level crossing at (488042) controlled by steel drop bars.

ii) CAVANELLA PO (546062) - ADRIA (Along the South bank of the canal)

This is a 7 m.-wide metalled, asphalt-surfaced road. It is 2 to 3 m. above the surrounding terrain. The North bank has a slope of approximately 45 degrees and borders the MUSSOLINI CANAL. The South side slopes gradually to cultivated wheat and maize fields.

iii) DONADA - (572056) - (546062)

1202

This is a 6 m.-wide, metalled, gravel-surfaced road, embanked 1½ - 2 m. above the surrounding terrain. The banks have a gradual slope. The road has NO walls. From DONADA to (572056) deployment to the east is possible at any point, while on the west side it is limited. The following bridges are on this stretch of road:

1) A 30m.-long, 2-arch, masonry bridge is at (576057). For description of the canal (See I, , i).

2) A 10 m.-long, single-arch, masonry bridge is at (574057). Earthbanks, 8 m.-high, and vertical to the river bed, canalize the water from the PO river. There are NO by-passes near the bridge.

3) A 45 m.-long, 6 m.-wide, 4 arched, reinforced concrete bridge is at (546062). It has parapets 120 cm. high and 30 cm. wide.

iv) (592056)

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i) (595038) - CORBOLA (485035)

This is an 8m.-wide, metalled, asphalt-surfaced road. It has earth drainage ditches 2 to 3 m.-wide and 1½ m. deep. Concrete culverts pass under the road at intervals, permitting the drainage ditch to empty into the PO on the North of the road.

The ditch on the south of the road is spanned by culverts approximately every 200 yds. These permit peasants to go to the cultivated fields on the south of the road. There is a level crossing at (488042) controlled by steel drop bars.

ii) CAVANELLA PO (548062) - ADRIA (Along the South bank of the canal)

This is a 7 m.-wide metalled, asphalt-surfaced road. It is 2 to 3 m. above the surrounding terrain. The North bank has a slope of approximately 45 degrees and borders the MUSSOLINI CANAL. The South side slopes gradually to cultivated wheat and maize fields.

iii) DONADA - (572056) - (546062)

1202

This is a 6 m.-wide, metalled, gravel-surfaced road, embanked 1½ - 2 m. above the surrounding terrain. The banks have a gradual slope. The road has NO walls. From DONADA to (572056) deployment to the east is possible at any point, while on the west side it is limited. The following bridges are on this stretch of road:

1) A 30m.-long, 2-arch, masonry bridge is at (576057). For description of the canal (See C, , i).

2) A 10 m.-long, single-arch, masonry bridge is at (574057). Earth-banks, 8 m.-high, and vertical to the river bed, canalize the water from the PO river. There are NO by-passes near the bridge.

3) A 45 m.-long. 6 m.-wide, 4 arched, reinforced concrete bridge is at (546062). It has parapets 120 cm. high and 30 cm. wide.

iv) (592062) - LORIO

This is a 6 m.-wide, metalled, asphalt-covered road, embanked 1½ m. above the ground-level. The banks have a gentle slope. It has NO walls, and deployment into maize and wheat fields is possible at any point.
A level crossing controlled by steel drop gates is at (580093). For description of PONTE (BRIDGE) delle FORNACI (591084), see Appendix J).

v) DONADA - PORTOVIRO - (595038)

This is a 6 m.-wide, metalled, asphalt-covered road. In passing through PORTO VIRO and TAGLIO it maintains it's normal width. It has NO walls, and deployment into wheat or maize fields is possible at any point.
Bridges at (598052), (592055), and (602052) are of the same construction and approximately same dimensions as the bridge at (576057) (See C, iii).

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DONADA (PROV. ROVIGO) (Contd)

The TAGLIO di PO BRIDGE at (594040) is of steel construction, about 300 m.-long and has six, reinforced concrete piers. The river banks at this point are 8-9 m.-high and of earth and stone. The water flows with a gentle current, having an average depth of 9 m. The river-bed is of earth, sand gravel. The PO river has two definite periods in which it has it's greatest flow of water. One of them is during the month of May, when the snow from the Alps melts. The water is clear, reaches a depth of 14 m., and flows with a swift current. The other period is during the rainy season of Oct., Nov., Dec. and Jan. In these months the water is muddy, has an average depth of 12 m., and flows with a swift current. In both of these periods all ferrying across by tugs and barges ceases.
100 m. South of the bridge there is a small, wooden jetty, 12. long and 3 m. wide. It is supported by wood poles well tied to one another. Barges are loaded at this point and are towed across to the opposite bank. Here the bank has been tapered to an angle of about 20 degrees, and the barges go up to the bank and are unloaded. The jetty is completely covered by water when the PO river is at flood level.

b) RAILWAYS

i) LOREO—ADRIA (and LOREO Station)

This is a single-track, standard-gauge, steam Rly. There are 3 sidings 2-300 m. long at LOREO. A wooden bridge, 25 m. long, 3-4 m. high, with reinforced concrete shoulders, is built over a canal at (573093). This bridge is in 2 sections: one is fixed into the canal by means of wooden pilings, while the other section, which is 8 m. long, and on the East side of the canal, is a drawbridge. P/W has seen large barges towed through this bridge. The Rly station is a 2-storey, 30 m.-long, and 15 m.-wide building. It has telephone and telegraph facilities.

D WATERCOURSES

i) PADANO POLESANO CANAL

This canal is 8 m.-wide, has concrete sides, at an angle of approximately 70 degrees, and has a metalled bed. It is perennial and has an average depth of 3 m. P/W has seen 5 ton boats float in it.

1201

ii) CANALE PO di LEVANTE

From (574057) to a point 500 m. North, the sides of the canal are of concrete, are vertical, and the bed is metalled. The average depth is 5 m. The depth of the water is controlled by locks, 3 in all, and spaced 70 m. apart. These locks are of concrete, and controlled by electric power stations one on each, and on either side of the locks. The central station controls the other two. The locks open at the center and turn a quarter of a circle into the sides of the canal where they are housed. P/W has seen 300 ton boats in this canal.

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tugs and barges ceases.
100 m. South of the bridge there is a small, wooden jetty, 12. long and 3 m. wide. It is supported by wood poles well tied to one another. Barges are loaded at this point and are towed across to the opposite bank. Here the bank has been tapered to an angle of about 20 degrees, and the barges go up to the bank and are unloaded. The jetty is completely covered by water when the PO river is at flood level.

b) RAILWAYS

i) LOREO—ADRIA (and LOREO Station)

This is a single-track, standard-gauge, steam Rly. There are 3 sidings 2-300 m. long at LOREO. A wooden bridge, 25 m. long, 3-4 m. high, with reinforced concrete shoulders, is built over a canal at (573093). This bridge is in 2 sections: one is fixed into the canal by means of wooden pilings, while the other section, which is 8 m. long, and on the East side of the canal, is a drawbridge. P/W has seen large barges towed through this bridge. The Rly station is a 2-storey, 30 m.-long, and 15 m.-wide building. It has telephone and telegraph facilities.

D WATERCOURSES

i) PADANO POLESANO CANAL

This canal is 8 m.-wide, has concrete sides, at an angle of approximately 70 degrees, and has a metalled bed. It is perennial and has an average depth of 3 m. P/W has seen 5 ton boats float in it.

1201

ii) CANALE PO di LEVANTE

From (574057) to a point 500 m. North, the sides of the canal are of concrete, are vertical, and the bed is metalled. The average depth is 5 m. The depth of the water is controlled by locks, 3 in all, and spaced 70 m. apart. These locks are of concrete, and controlled by electric power stations one on each, and on either side of the locks. The central station controls the other two. The locks open at the center and turn a quarter of a circle into the sides of the canal, where they are housed. P/W has seen 300 ton boats in this canal.

iii) PO RIVER

For the description of this navigable river (See PRELIMINARY REPORT STRATEGIC ENGINEERING STUDY, NO 60, ITALY, Volume 2, EAST COAST, Pages 821, 823, 827).

E TOPOGRAPHY

The countryside around DONADA is cultivated extensively with wheat, maize and vines. There are also many tobacco and rice fields. Each farmer has his backyard cultivated with beans, peas and sweet potatoes. Individual farms are divided by bushy trees or by irrigation ditches 1½ m.-wide and 1 m.-deep. The terrain is firm when NOT raining and is good for cross-country MT., however, during the rainy season, which starts in the middle of Oct. and continues through Feb., the terrain becomes very soft and muddy.

C. A. F.

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BOSCO (PROV. FERRARA)
(Map used ITALY 1:100,000 Sheet 77, COMACCHIO)

A SOURCE

Pvt. CASTELLANI, Mario, a 24 year old farmer born at BOSCO and lived there till he was 17 years old. He last visited BOSCO while on a 15 day furlough beginning July 16. Although cooperative he is not very reliable.

B TOWN- BOSCO (601891)

i) POPULATION
3000 in commune, mostly farmers.

ii) WATER
Water is obtained from wells. Water is plentiful and good. A few wells run dry in the summer.

iii) ELECTRICITY
Laid on in all houses in the town proper. Source unknown. There is a small sub-station in the center of town.

iv) GAS
None.

v) SEWERAGE
Cesspools.

vi) POSTAL FACILITIES
There is a 2-storey post office about 7 m. square with telephone and telegraph facilities.

vii) HOSPITAL
None, one doctor.

viii) GAOL
About 4 CC.RR. No gaol.

ix) HOTEL
None.

1200

x) SCHOOL
There is a 2-storey stone building about 10 x 40 m.

xi) OTHER STRUCTURES
A 3-storey "DOPOLAVORO", recreation hall, is about 25 x 10 m. and made of stone.

C COMMUNICATIONS

i) ROADS

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...ed in commune, mostly farmers.

ii) WATER
Water is obtained from wells. Water is plentiful and good. A few wells run dry in the summer.

iii) ELECTRICITY
Laid on in all houses in the town proper. Source unknown. There is a small sub-station in the center of town.

iv) G.S
None.

v) SEWERAGE
Cesspools.

vi) POSTAL FACILITIES
There is a 2-storey post office about 7 m. square with telephone and telegraph facilities.

vii) HOSPITAL
None, one doctor.

viii) GAOL
About 4 CC.MM. No gaol.

ix) HOTEL
None.

1200

x) SCHOOL
There is a 2-storey stone building about 10 x 40 m.

xi) OTHER STRUCTURES
A 3-storey "DOPOLAVORO", recreation hall, is about 25 x 10 m. and made of stone.

C COMMUNICATIONS

a) ROADS

1) CODIGORO (504845) - ARIANO FERRARESE (510962)
This is a metalled, narrow, 2-way, gravel-surfaced road about 5 or 6 m. wide. Along the East side of the road there is a small drainage ditch about 1 m. wide and 50 cm. deep. There are small hedges along the East side of the road. Along the West side of the road between (487835) and (501940) there is a canal about 10 m. wide and its banks are about 4 m. high. The water is about 1 m. deep and rises about 80 cm. during rains. There are 4 small bridges, two of stone and two of wood, about 10 m. long and 5 m. wide over canals whose banks are about 4 m. high. There are vertical, stone retaining walls along the banks at these bridges.

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BOSCO (601891) (PROV. FERRARA) (Con't.)

ii) ARLNO FERRARESE - MASCHERATICA (559948)-MESOLA (600940) - BOSCO - (603880)
This is a metalled, narrow, 2-way, gravel-surfaced road about 5 m. wide. It is elevated above the countryside about 5 or 6 m. There are NO walls bordering this road. There are drainage ditches on both sides of the road, South of MESOLA, about 50 cm. wide and 30 cm. deep.
At (547949) there is a masonry bridge about 10 m. long and about 5 m. wide, with steel parapets. There are vertical stone retaining walls for the banks about 4 m. high and there are 2 stone pillars in the water about 2½ m. apart.
At (570944) there is a steel bridge over this canal about 10 m. long and 5 m. wide. The banks are about 4 m. high with vertical stone retaining walls. At about (600912) there is a fill over this dead stream or lake about 30 m. long and 7 m. wide.
At about (603880) there is a turning steel bridge. There are vertical walls on both banks of this canal at the bridge.

iii) BRIDGE
At (516965) there is a steel bridge about 25 m. long with three stone piers. The bridge is about 5 m. wide with No sidewalks. The banks are 4 or 5 m. high and of earth. The bed is also of earth and the water is about 4 m. deep.

D MILITARY

at (559984)
There is an airport with fuel deposits, but the P/R does NOT know details.

E TOPOGRAPHY

Ditches about 3 m. wide and 1½ m. deep and rows of Poplar trees divide the fields. Sugar-beets, corn, and grains are grown in this region. Pasture lands are plentiful SW of BOSCO. There are poplar, willow, and holm oak trees in the thinly wooded areas.

F.V.S.

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(570944) there is a steel bridge over this canal about 10 m. long and 5 m. wide. The banks are about 4 m. high with vertical stone retaining walls. At about (600912) there is a fill over this dead stream or lake about 30 m. long and 7 m. wide. At about (603880) there is a turning steel bridge. There are vertical walls on both banks of this canal at the bridge.

iii) BRIDGE
At (516965) there is a steel bridge about 25 m. long with three stone piers. The bridge is about 5 m. wide with No side-walks. The banks are 4 or 5 m. high and of earth. The bed is also of earth and the water is about 4 m. deep.

D MILITARY

at (55934)
There is an airport with fuel deposits, but the P/W does NOT know details.

E TOPOGRAPHY

Ditches about 3 m. wide and 1½ m. deep and rows of Poplar trees divide the fields. Sugar-beets, corn, and grains are grown in this region. Pasture lands are plentiful SW of BOSCO. There are poplar, willow, and holm oak trees in the thinly wooded areas.

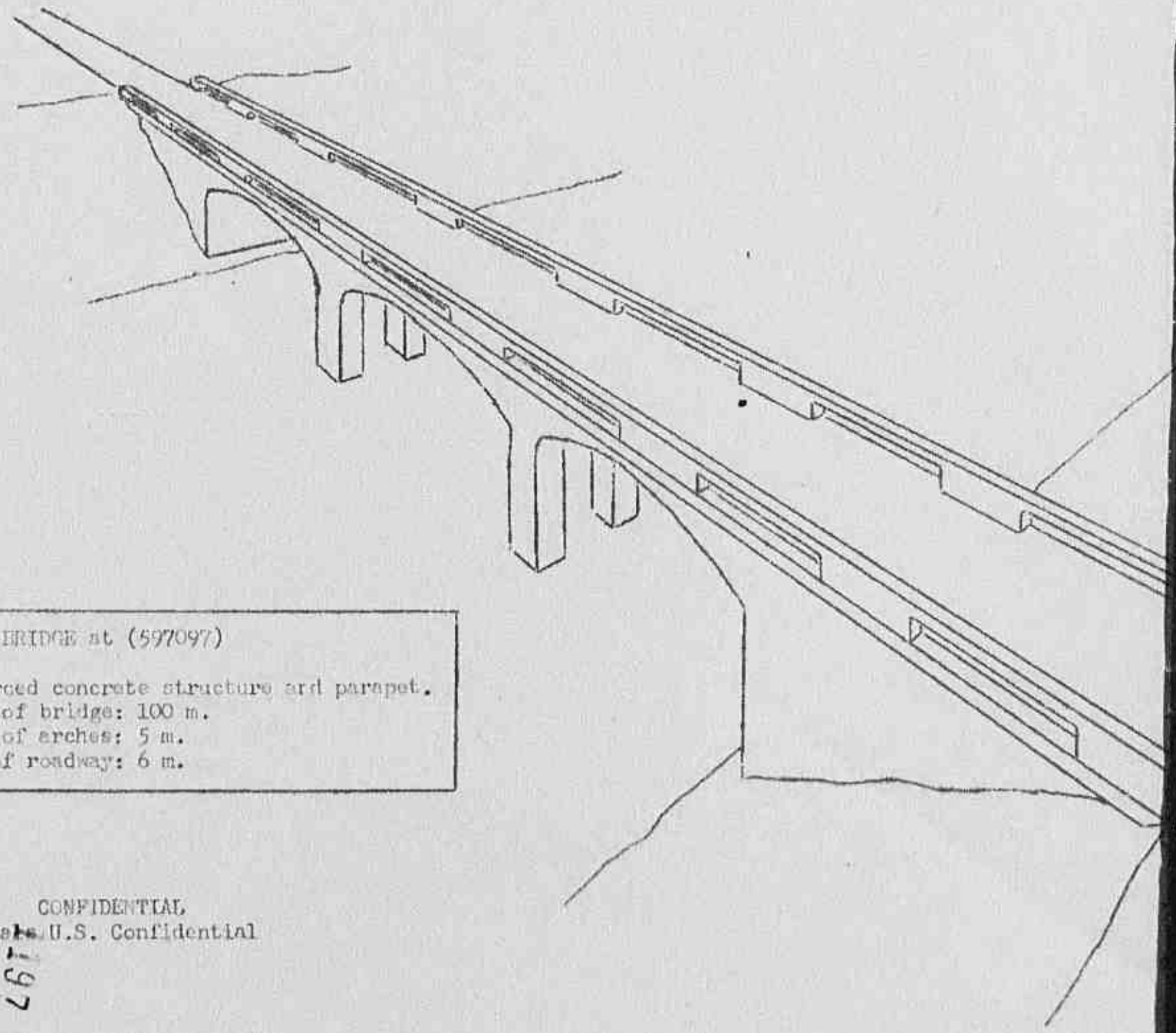
F.V.S.

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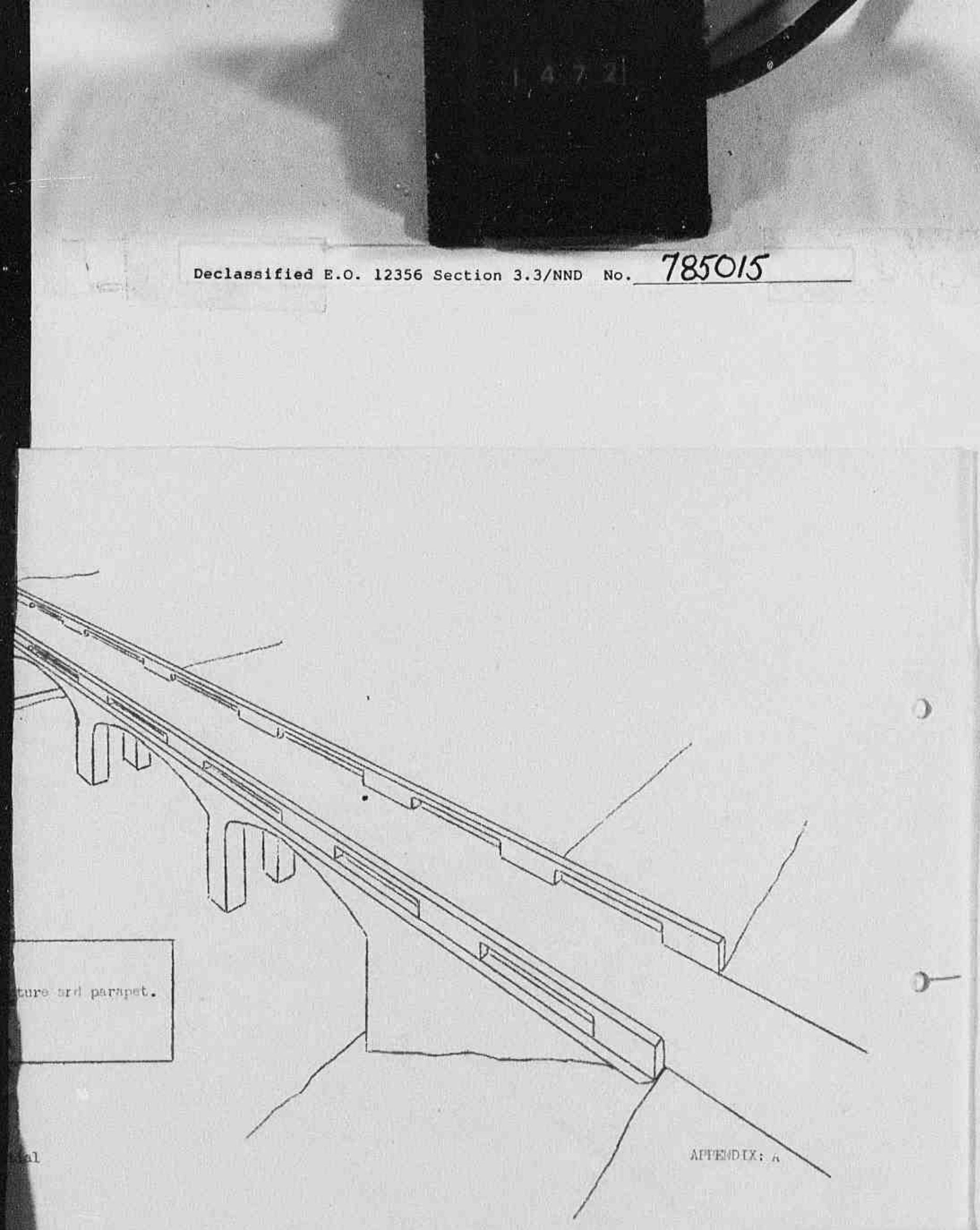
Dimensions Approximate



ROAD BRIDGE at (597097)

Reinforced concrete structure and parapet.
Length of bridge: 100 m.
Heigth of arches: 5 m.
Width of roadway: 6 m.

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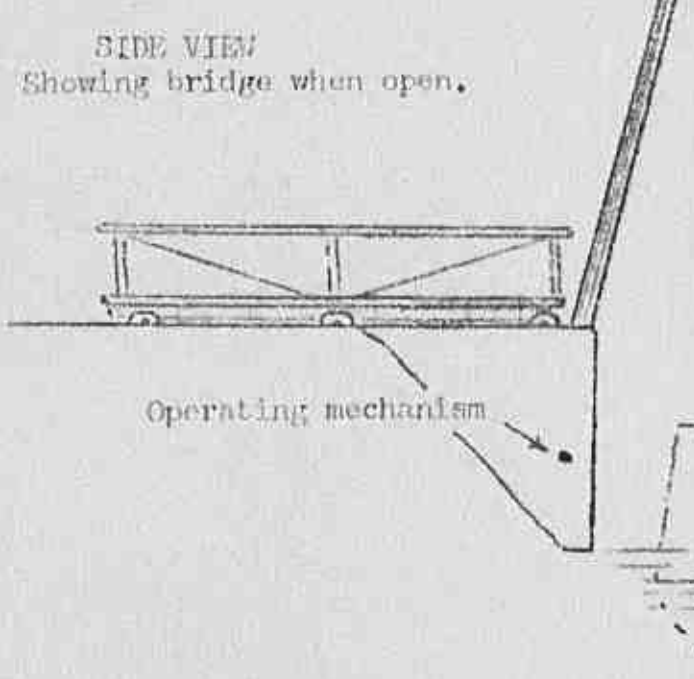
ture and parapet.

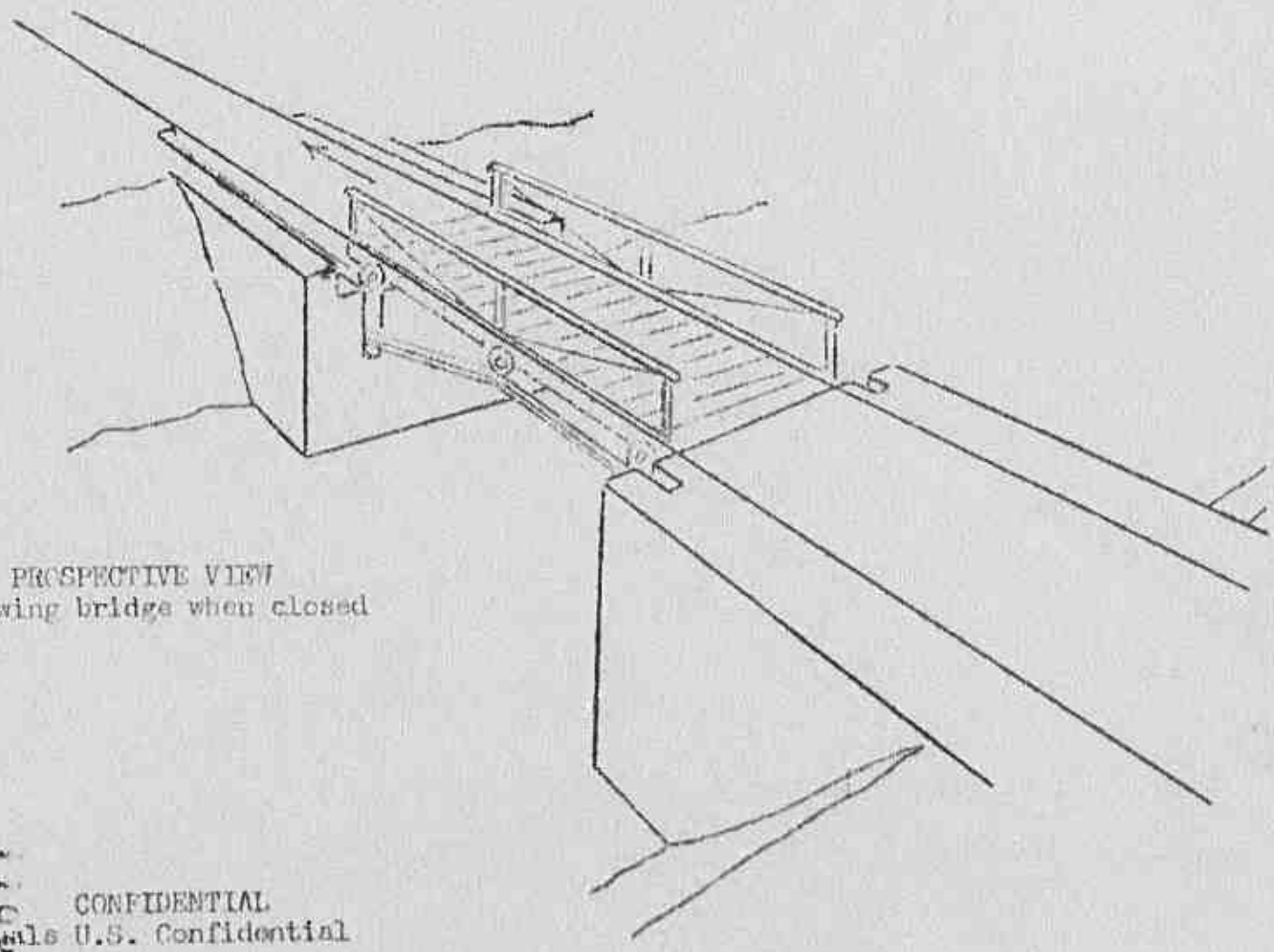
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Dimensions Approximate

SIDE VIEW
Showing bridge when open.





PROSPECTIVE VIEW
Showing bridge when closed

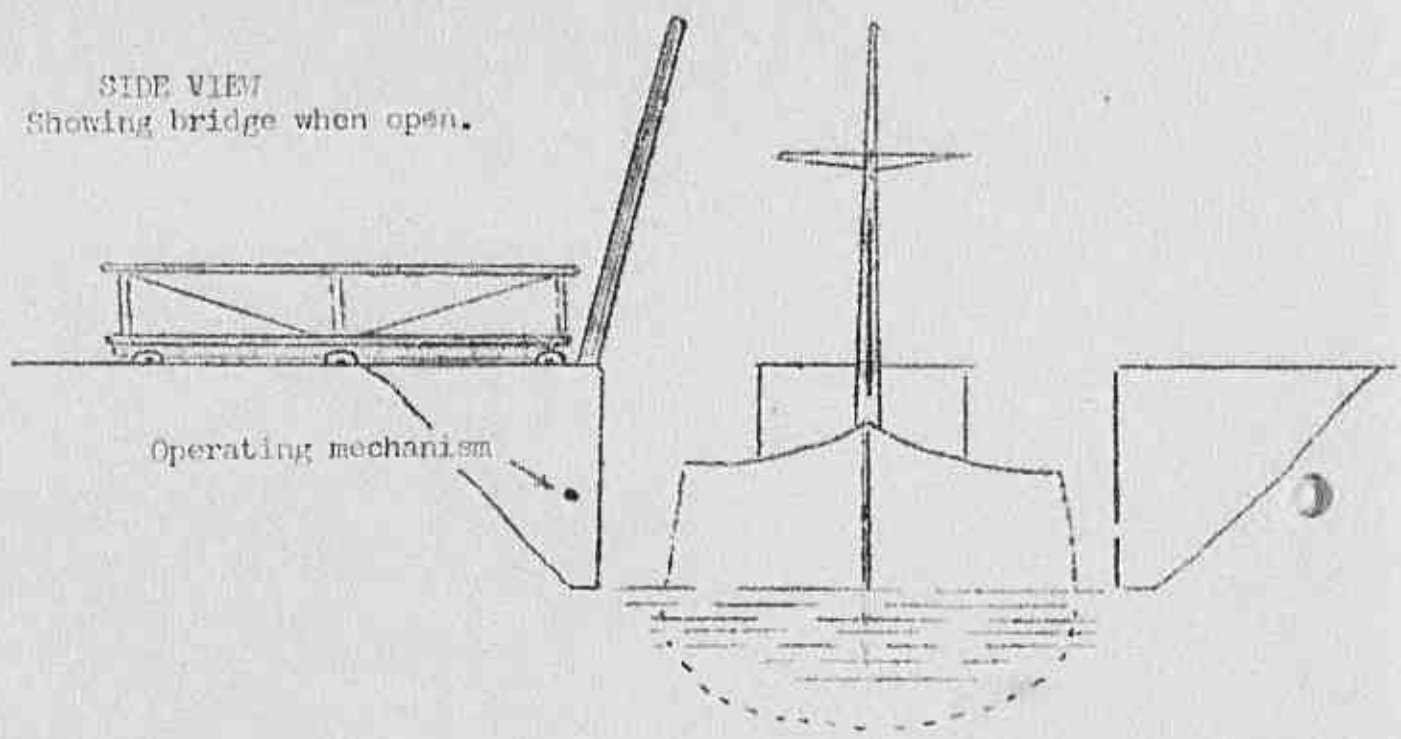
SLIDING BRIDGE a

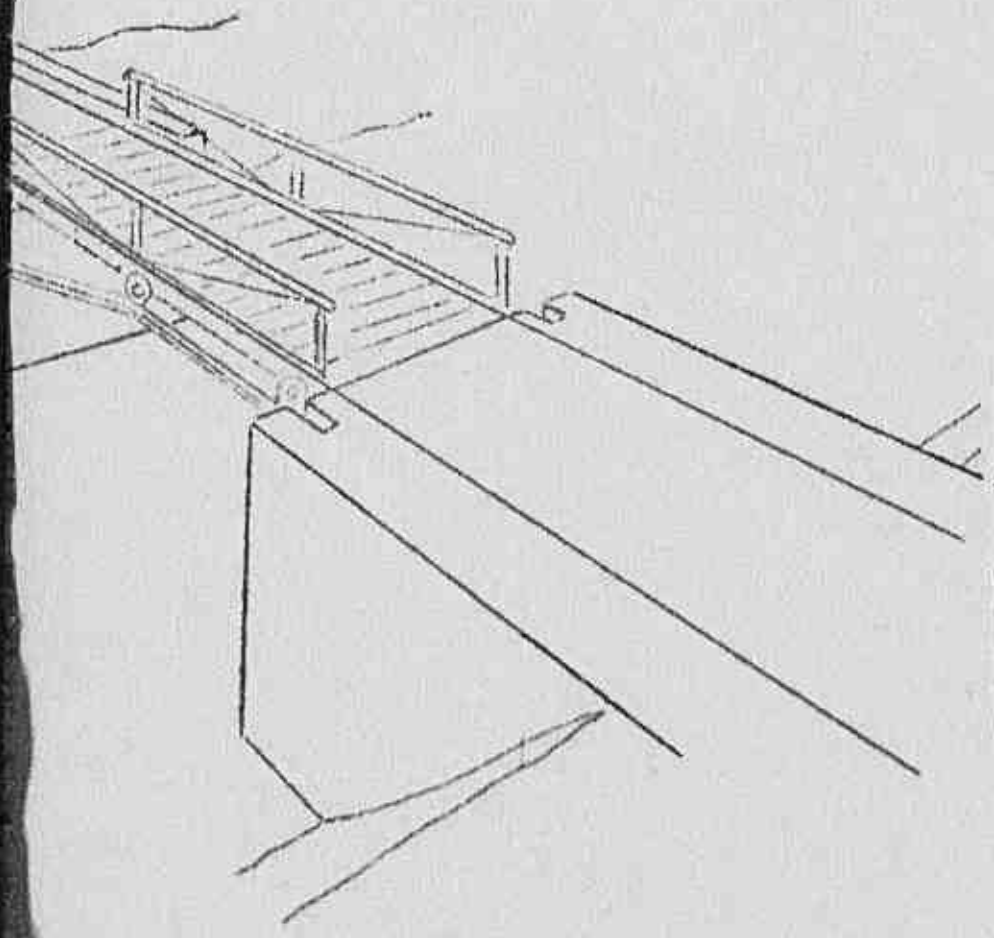
Steel structure,
Length of bridge
Width of roadway
Height above wat

To allow barges throu
bridge is slid back a
are raised vertically
apparatus operating i

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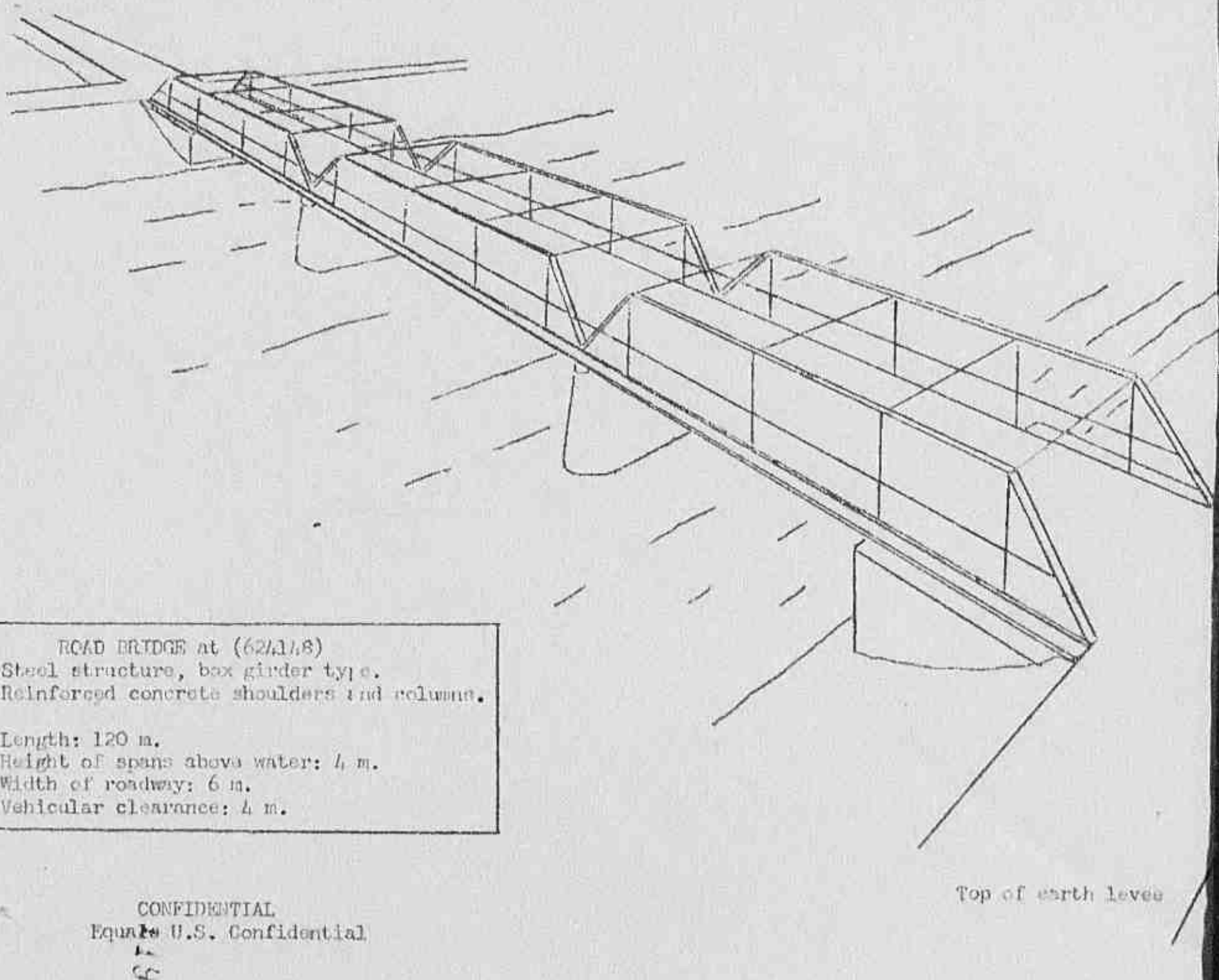
SLIDING BRIDGE at (616143)

Steel structure, wooden roadway.
Length of bridge: 8 m.
Width of roadway: 4 m.
Heigth above water: 3½ m.

To allow barges through the canal, the bridge is slid back and the guide rails are raised vertically by an electrical apparatus operating in the concrete abutment.

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Dimensions Approximate



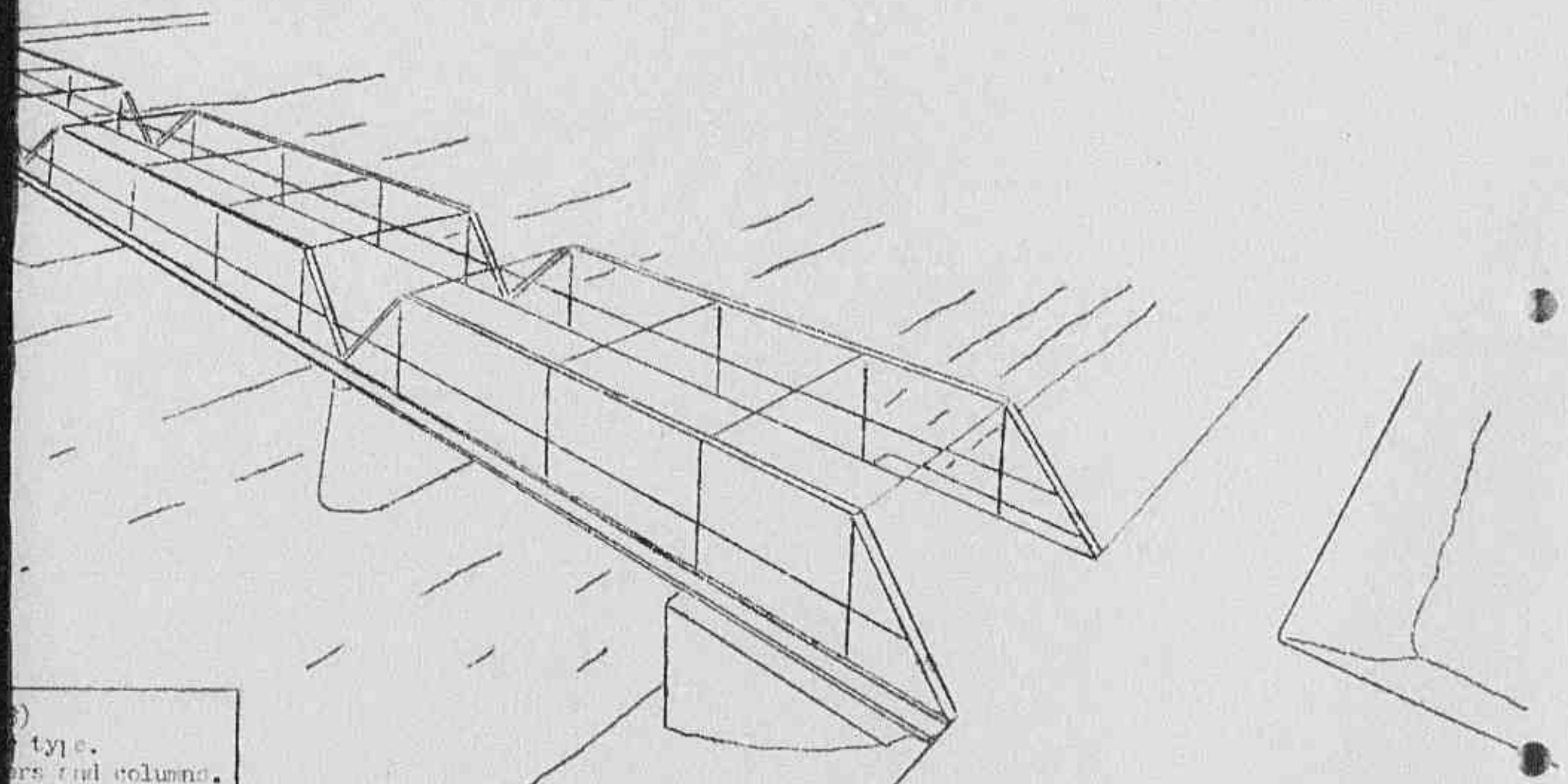
ROAD BRIDGE at (62/118)
Steel structure, box girder type.
Reinforced concrete shoulders and columns.

Length: 120 m.
Height of spans above water: 4 m.
Width of roadway: 6 m.
Vehicular clearance: 4 m.

Top of earth levee

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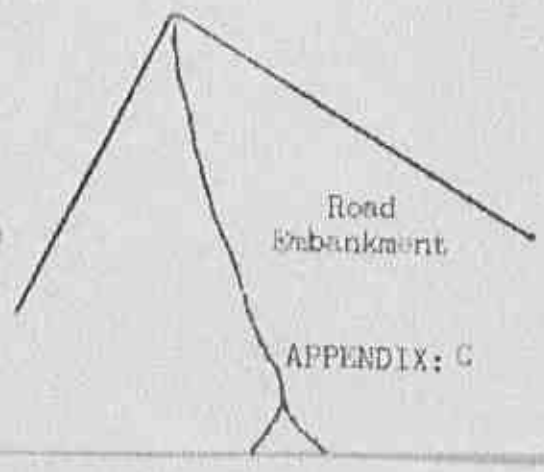


)
type.
ers and columns.

: 4 m.

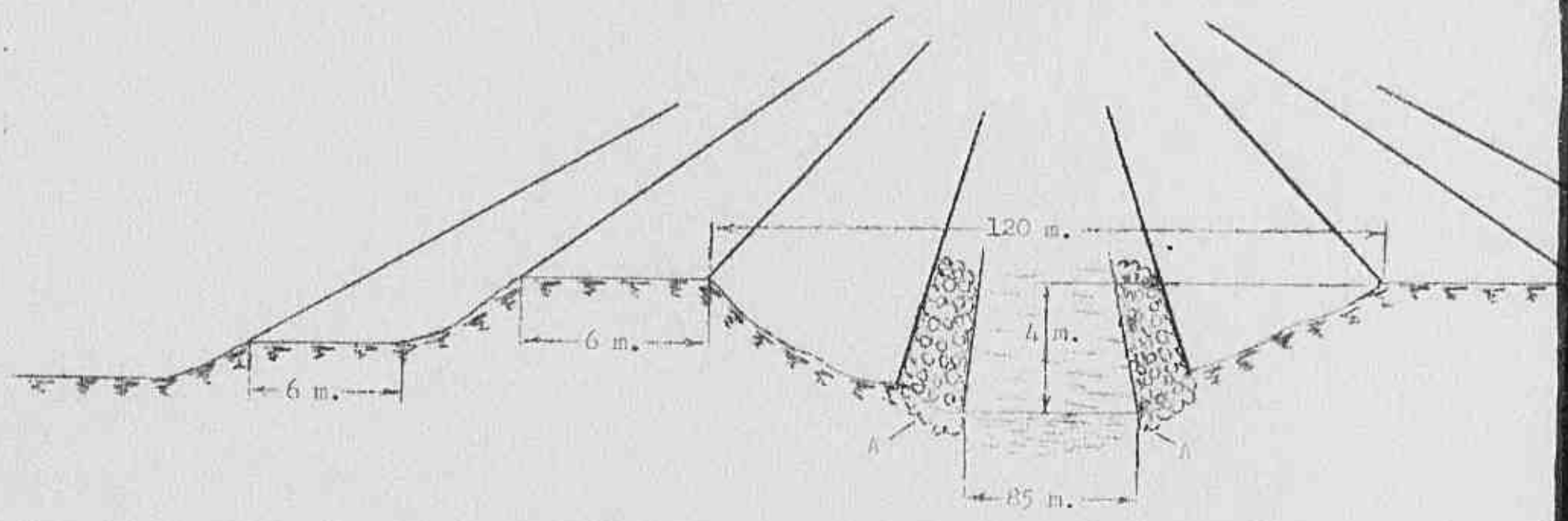
tial

Top of earth levee



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Dimensions Approximate

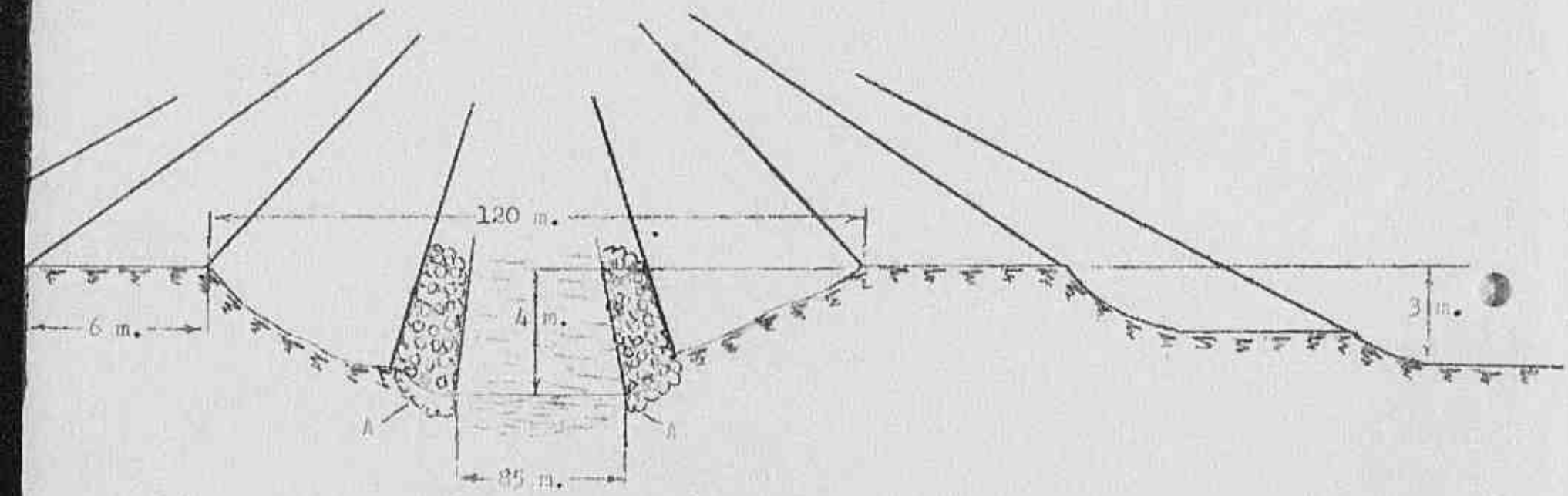


MEAN CROSS-SECTION of the river ADIGE
Between CAVAZZERE and bridge at (62A1A8)
(Not in scale)

The levees are of earth, generally with slopes of 25-30°
The top part of the levees is often gravelled, and is used as a road
"A" designates the rubble protection covering the lower part of the stream bed. This rubble protection extends 1 m. above the mean water level, and is 40-50 cm. thick. It consists of rocks of an average diameter of 20 cm.
The water depth varies greatly, from 1 to 9 m., due to the irregularities of the river bottom.

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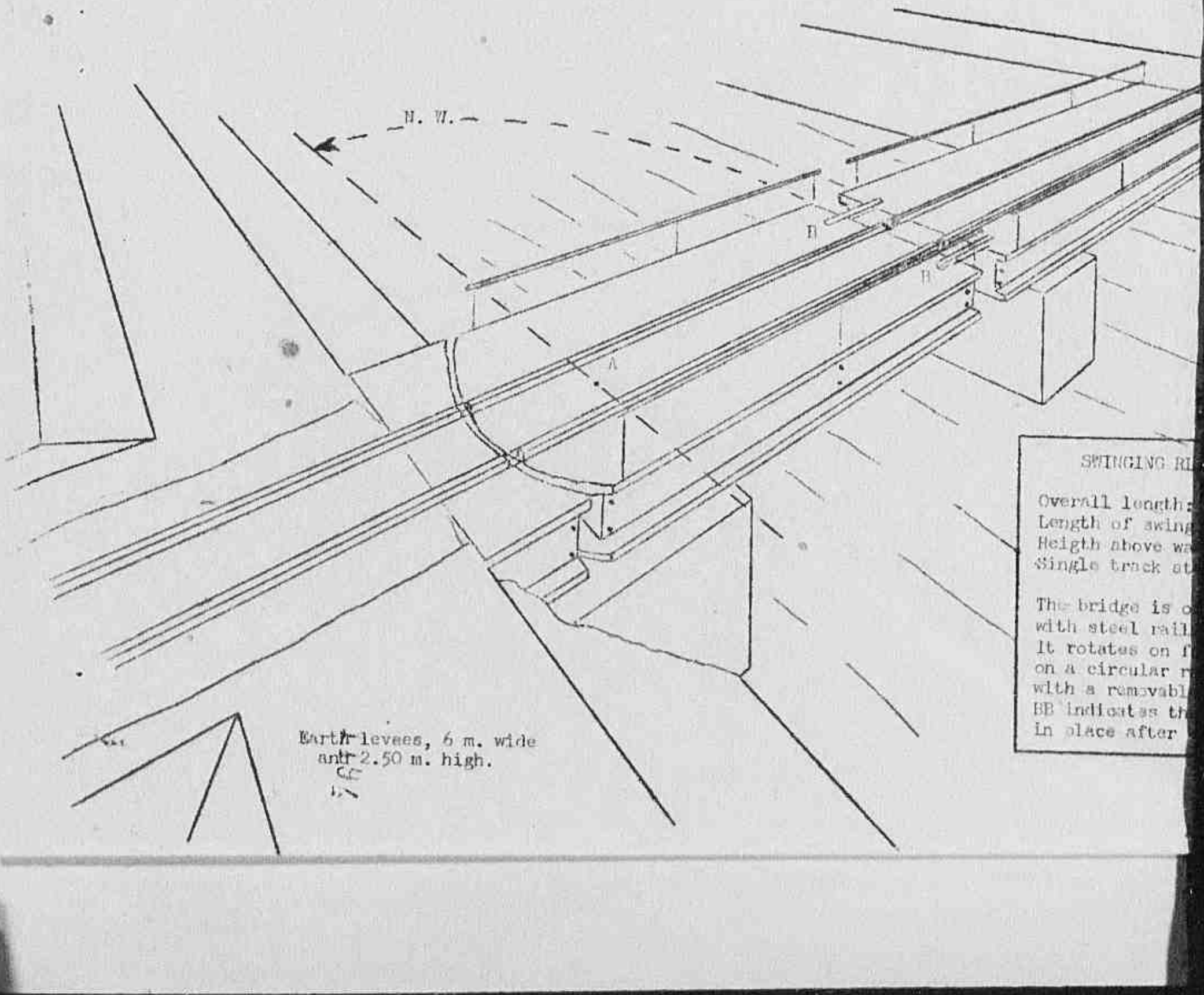
MEAN CROSS-SECTION of the river ADIGE
Between CAVALESE and bridge at (624143)
(Not in scale)

The levees are of earth, generally with slopes of 25-30°
The top part of the levees is often gravelled, and is used as a road.
"A" deslignates the rubble protection covering the lower part of the stream bed. This rubble protection extends 1 m. above the mean water level, and is 40-50 cm. thick. It consists of rocks of an average diameter of 20 cm.
The water depth varies greatly, from 1 to 9 m., due to the irregularities of the river bottom.

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Dimensions Approximate



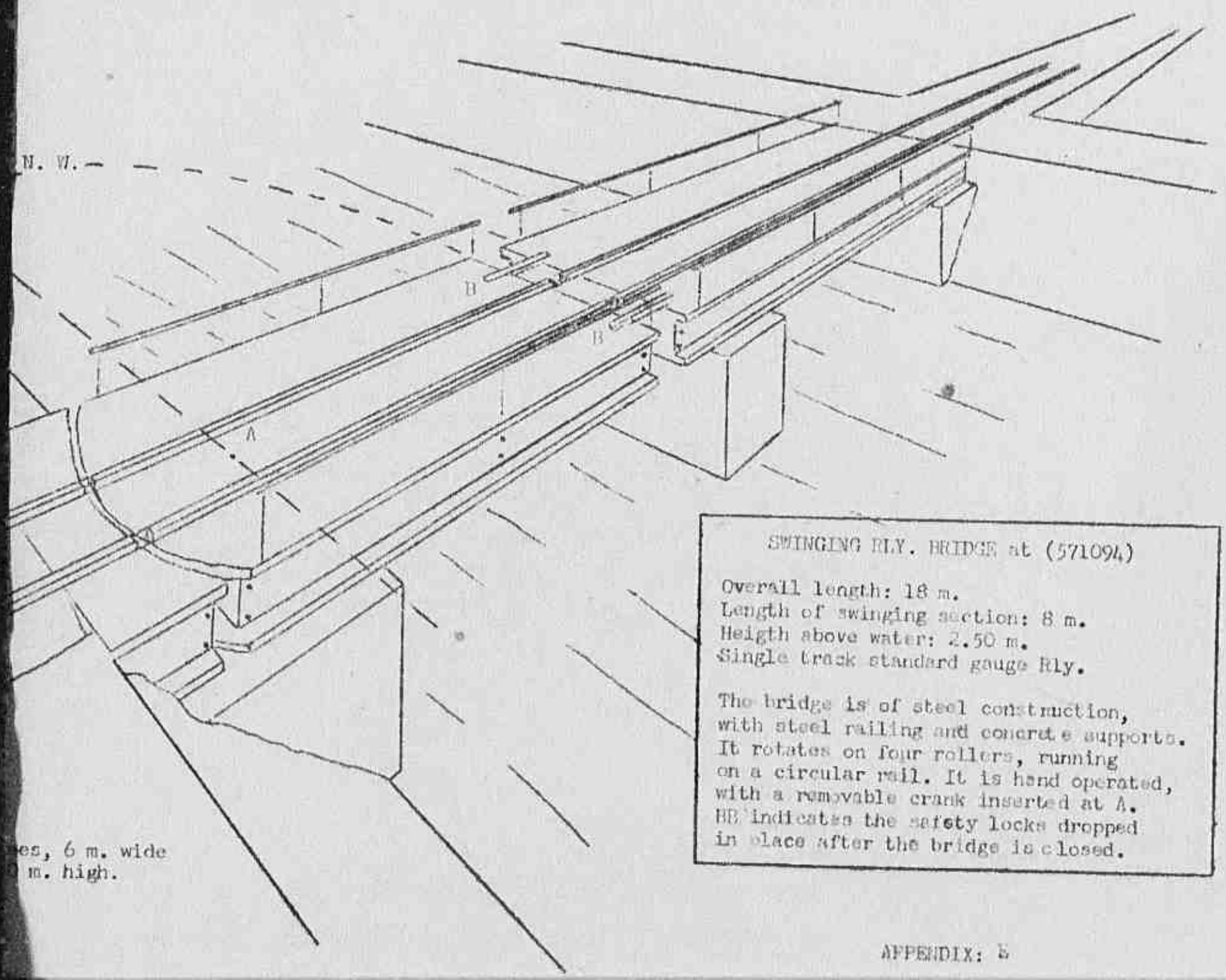
SWINGING RI

Overall length:
Length of swing
Heigth above wa
Single track at

The bridge is o
with steel rail
It rotates on f
on a circular r
with a removabl
BB indicates th
in place after

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Dimensions Approximate



SWINGING RLY. BRIDGE at (571094)

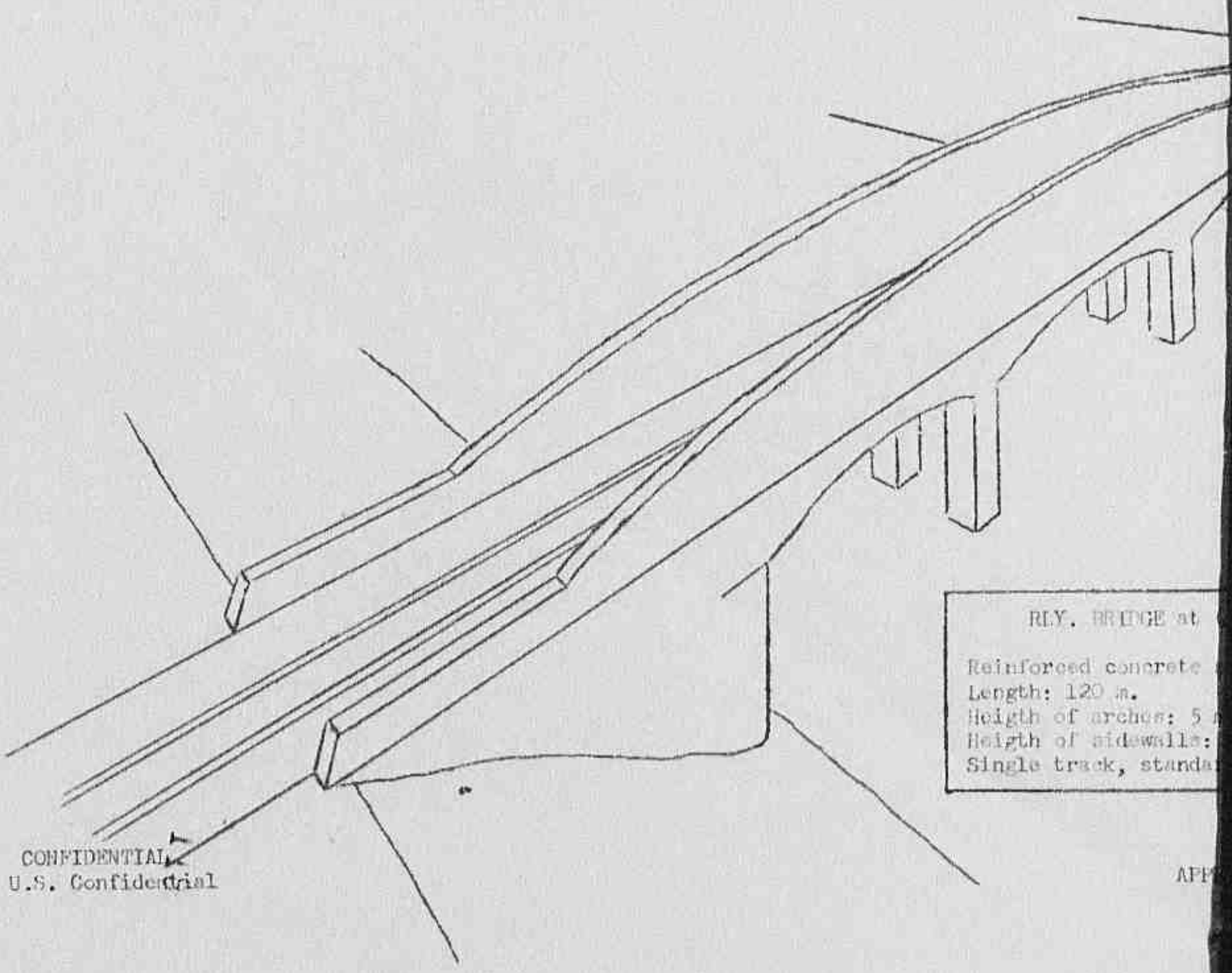
Overall length: 18 m.
Length of swinging section: 8 m.
Heigth above water: 2.50 m.
Single track standard gauge Rly.

The bridge is of steel construction, with steel railing and concrete supports. It rotates on four rollers, running on a circular rail. It is hand operated, with a removable crank inserted at A. BB indicates the safety locks dropped in place after the bridge is closed.

...es, 6 m. wide
... m. high.

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Dimensions Approximate



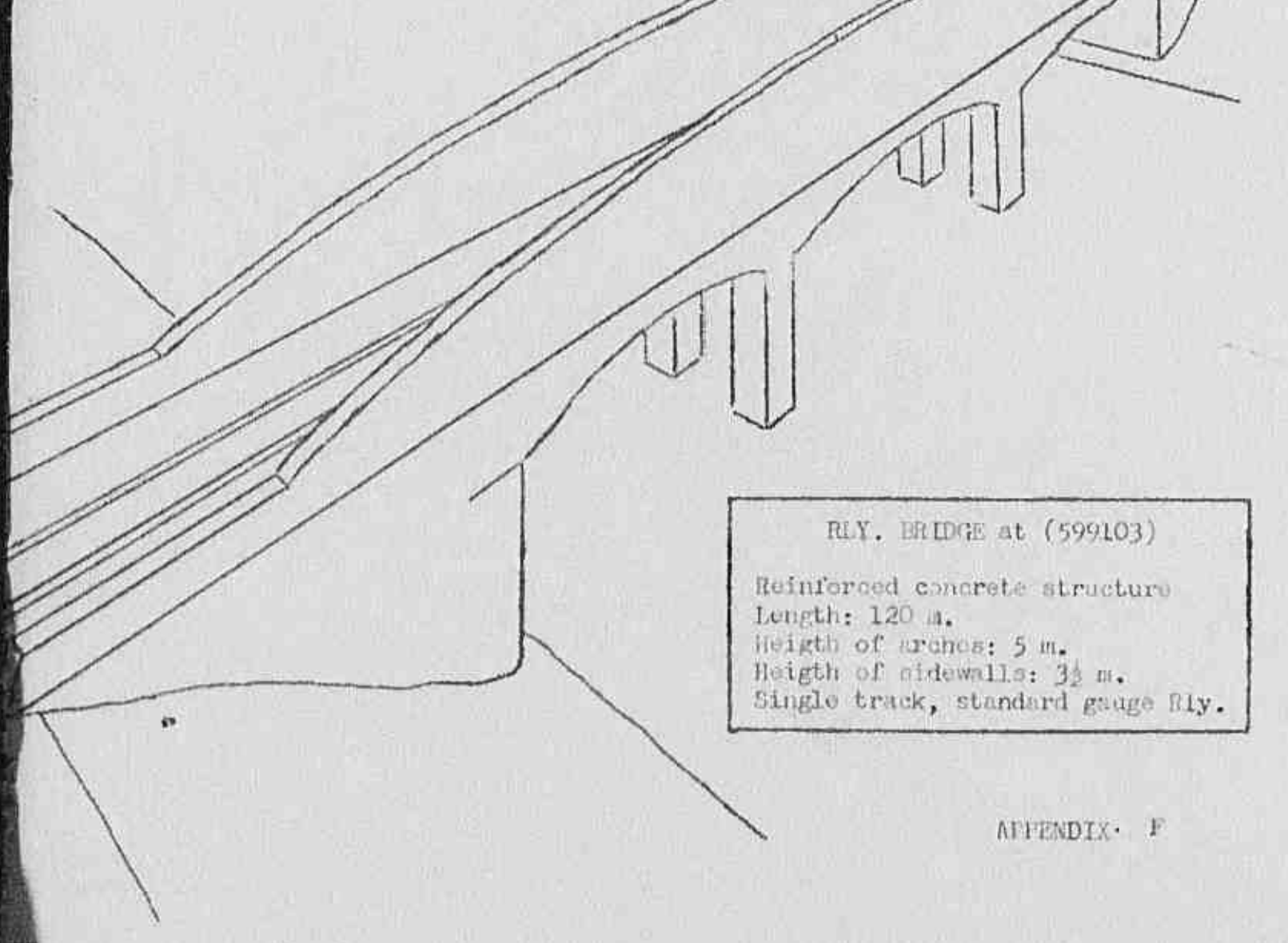
RLY. BRIDGE at

Reinforced concrete
Length: 120 m.
Height of arches: 5 m
Height of sidewalls:
Single track, standa

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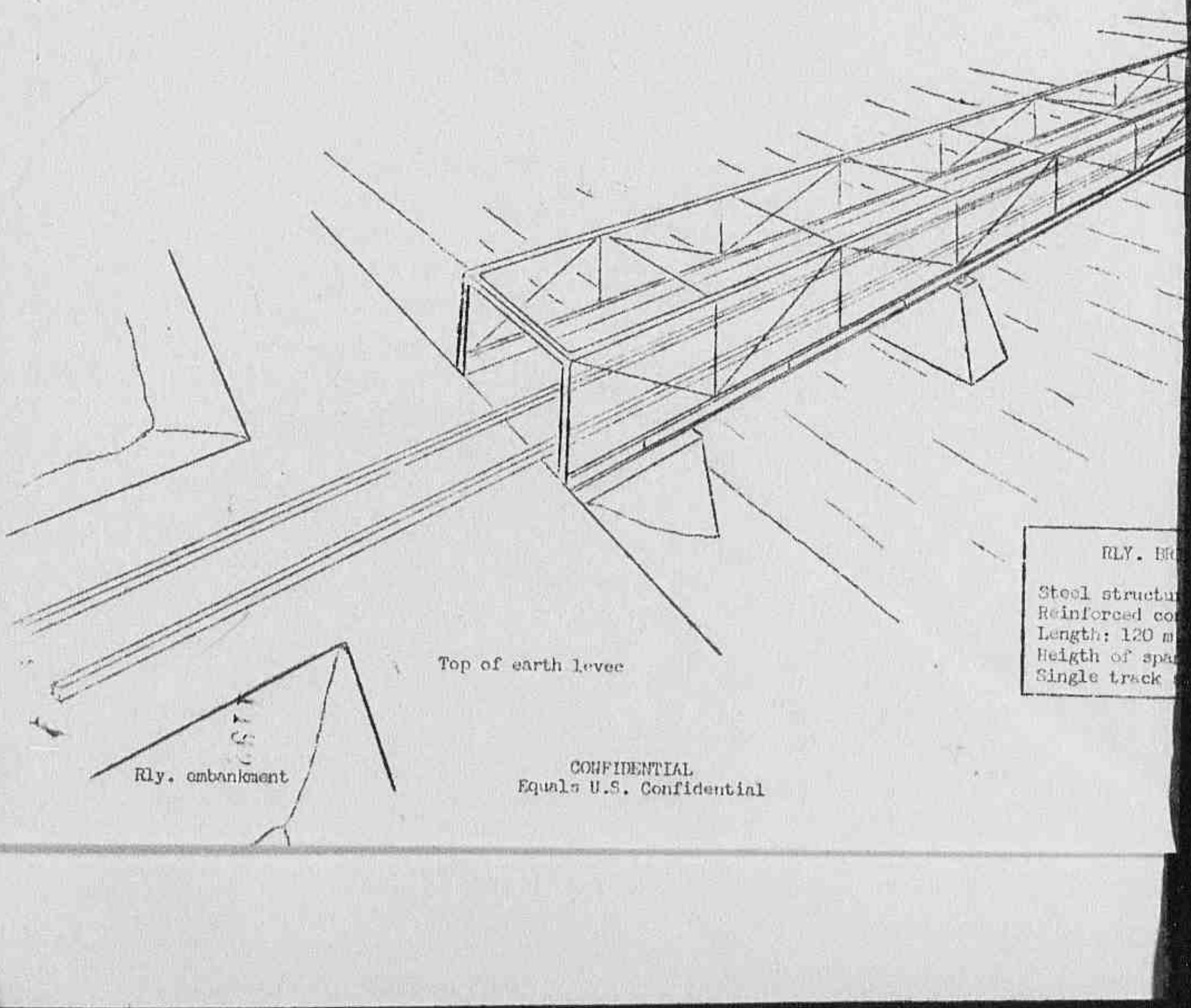


RLY. BRIDGE at (599103)

Reinforced concrete structure
Length: 120 m.
Height of arches: 5 m.
Height of sidewalls: 3½ m.
Single track, standard gauge Rly.

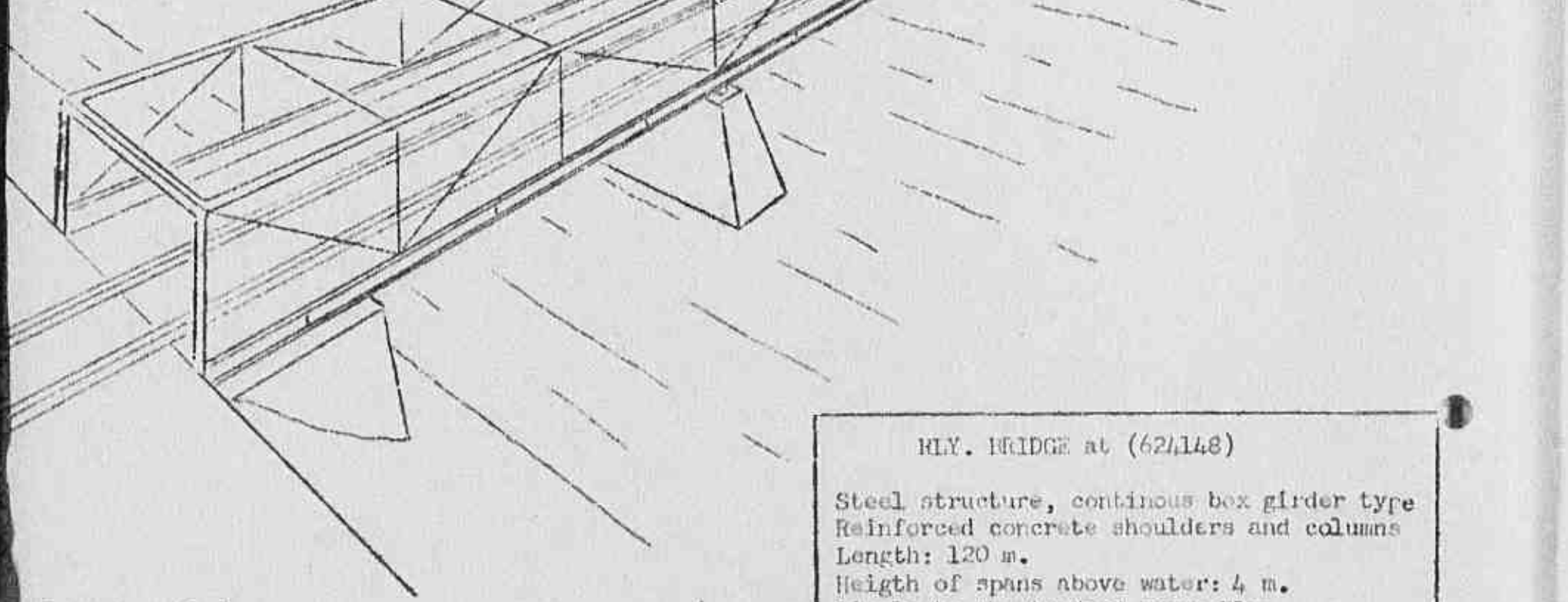
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Dimensions Approximate



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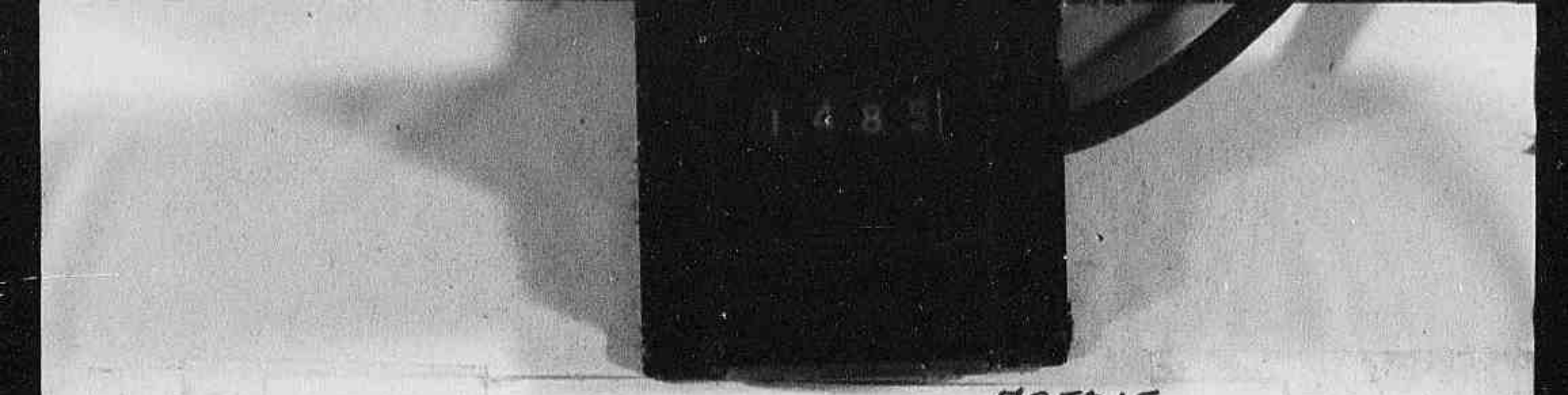
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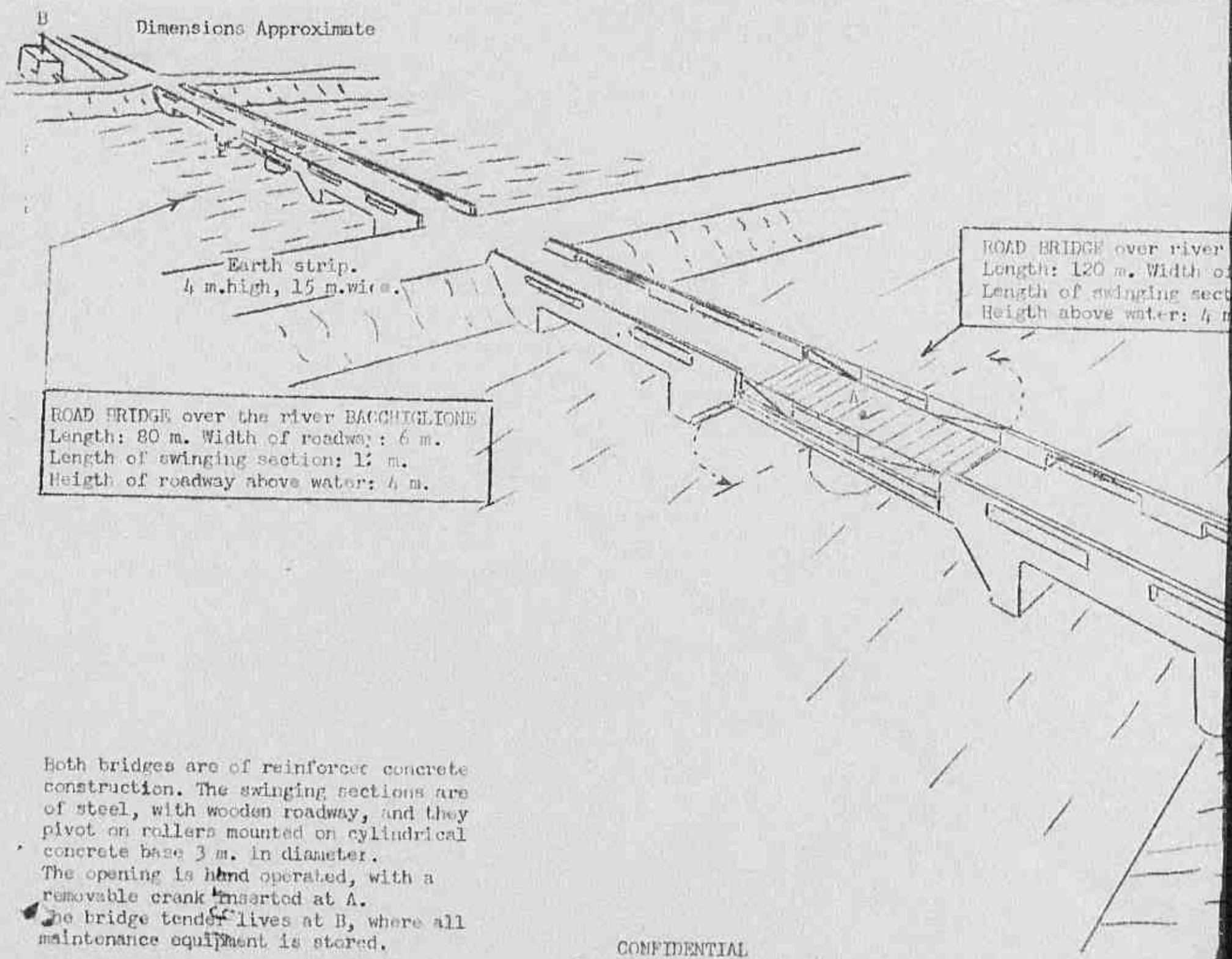
RLY. BRIDGE at (624148)

Steel structure, continous box girder type
Reinforced concrete shoulders and columns
Length: 120 m.
Heigth of spans above water: 4 m.
Single track standard gauge Rly.

Top of earth levee



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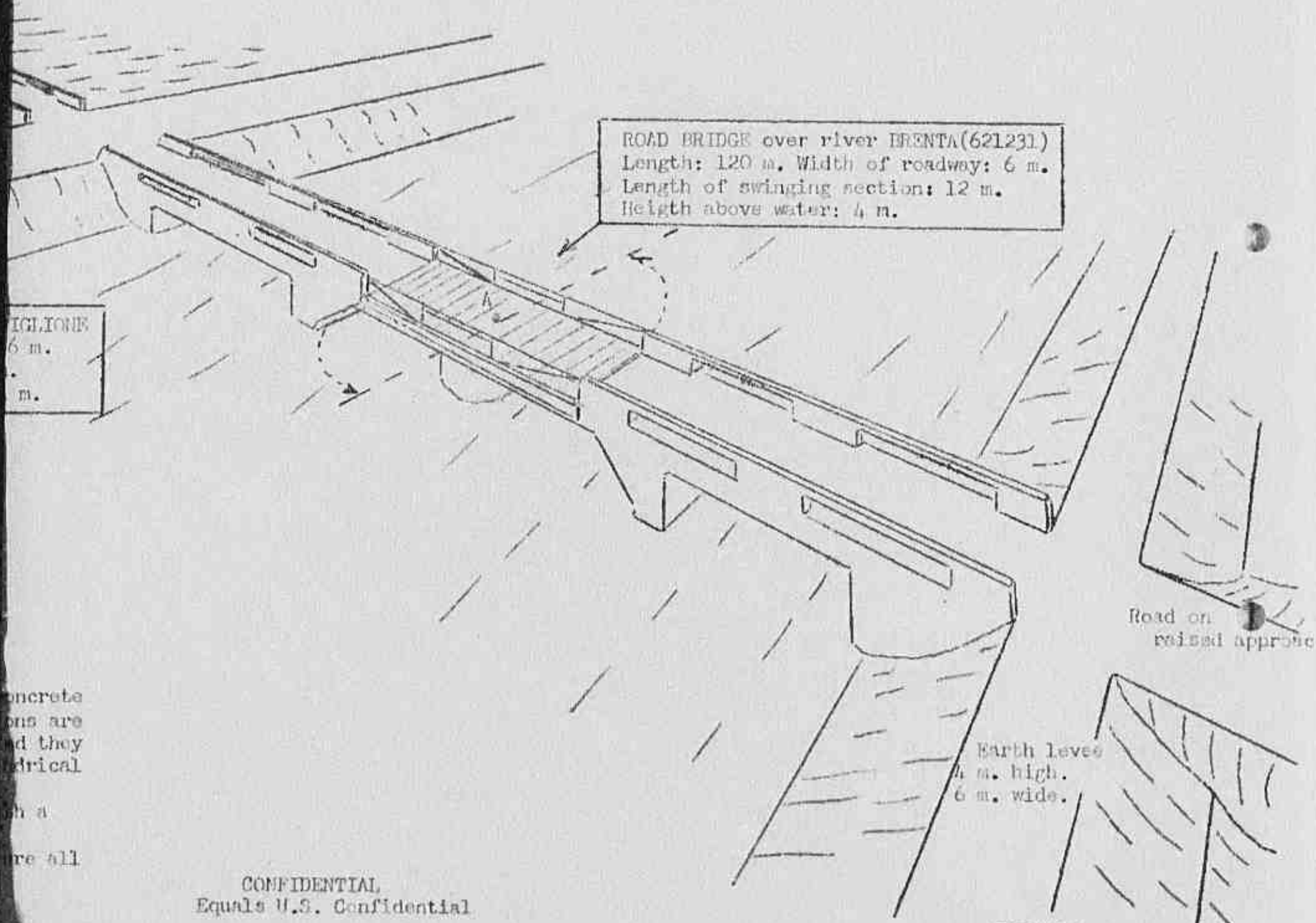


ROAD BRIDGE over the river BACCHIGLIONE
Length: 80 m. Width of roadway: 6 m.
Length of swinging section: 12 m.
Height of roadway above water: 4 m.

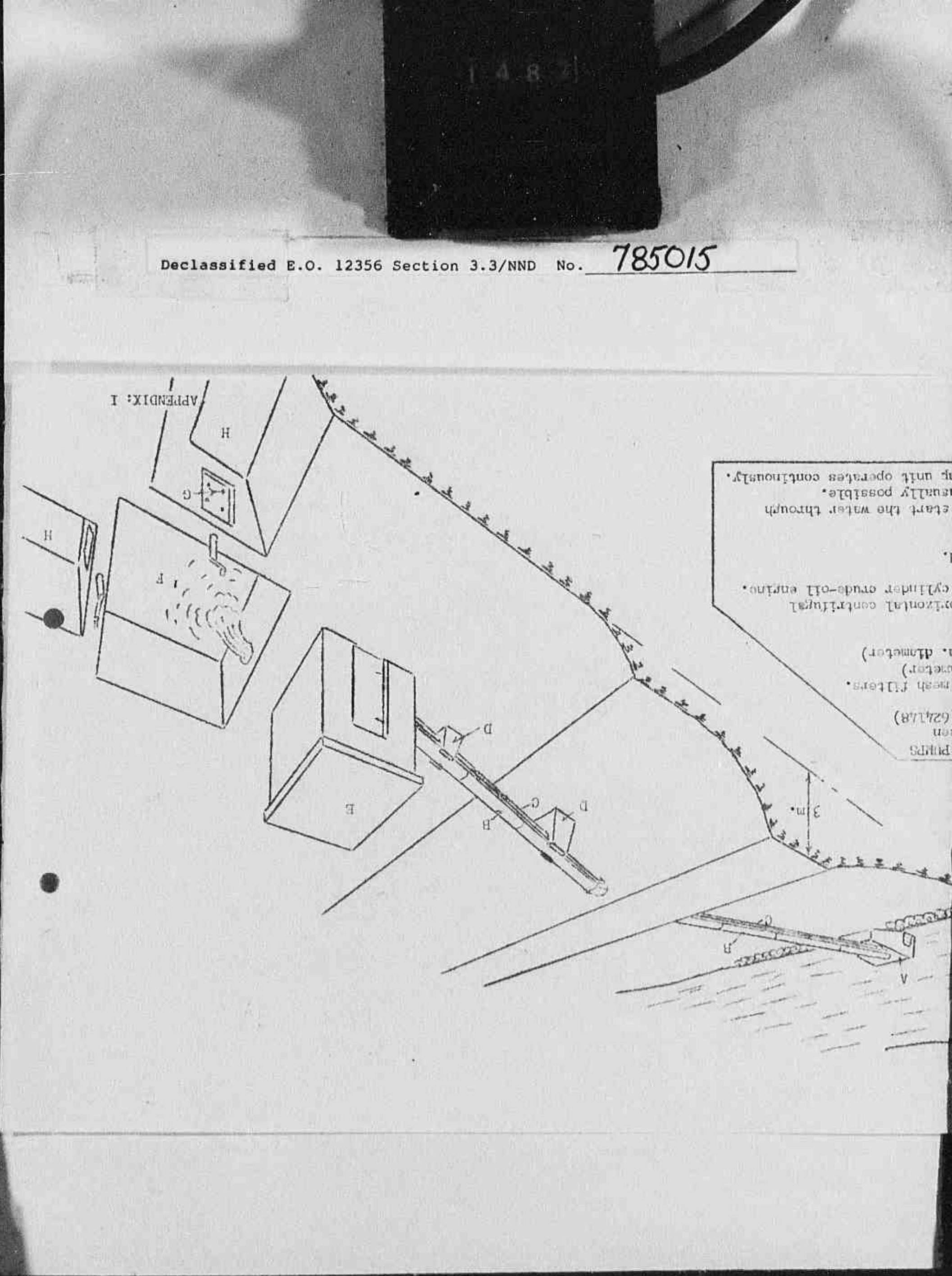
Both bridges are of reinforced concrete construction. The swinging sections are of steel, with wooden roadway, and they pivot on rollers mounted on cylindrical concrete base 3 m. in diameter.
The opening is hand operated, with a removable crank inserted at A.
The bridge tender lives at B, where all maintenance equipment is stored.

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APPENDIX: I

H

G

H

F

D

E

B

C

D

3 m.

A

B

PHIPPS

(62417/8)

mesh filters.

meter.)

m. diameter)

horizontal centrifugal

cylinder crude-oil engine.

d.

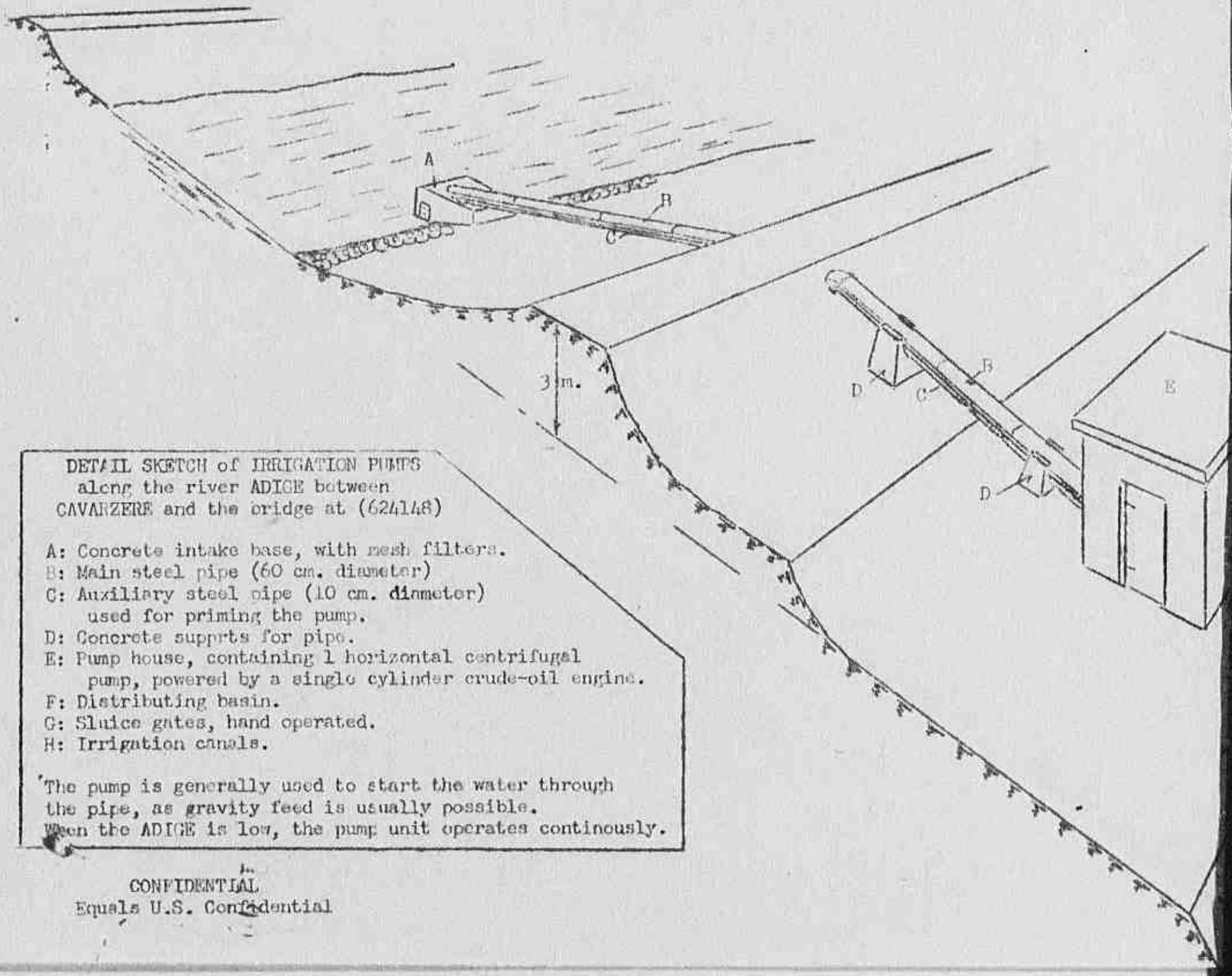
start the water through

ually possible.

mp unit operates continously.

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Dimensions Approximate



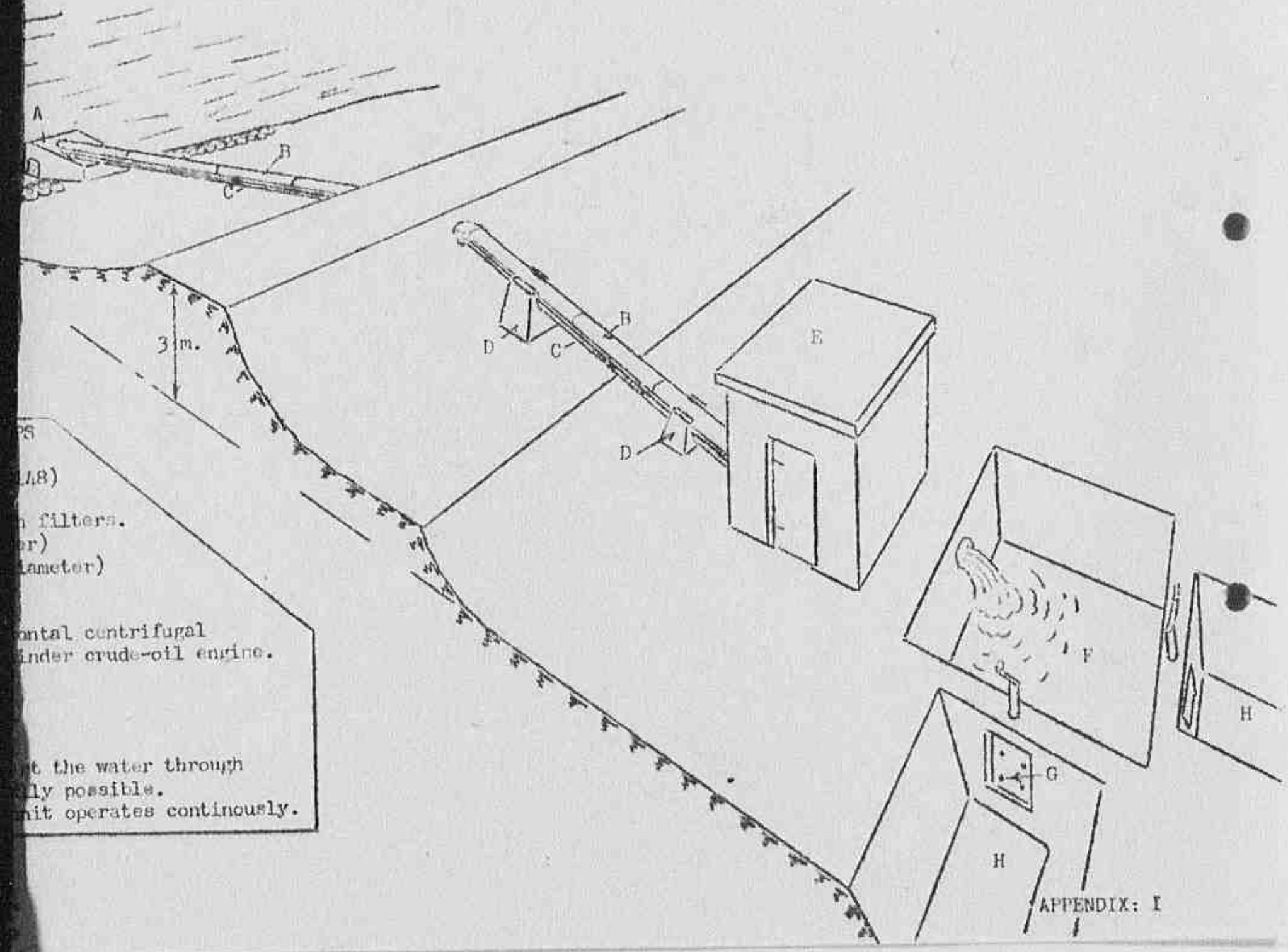
DETAIL SKETCH of IRRIGATION PUMPS
along the river ADIGE between
CAVARZERE and the bridge at (624148)

A: Concrete intake base, with mesh filters.
B: Main steel pipe (60 cm. diameter)
C: Auxiliary steel pipe (10 cm. diameter)
used for priming the pump.
D: Concrete supprts for pipe.
E: Pump house, containing 1 horizontal centrifugal
pump, powered by a single cylinder crude-oil engine.
F: Distributing basin.
G: Sluice gates, hand operated.
H: Irrigation canals.

The pump is generally used to start the water through
the pipe, as gravity feed is usually possible.
When the ADIGE is low, the pump unit operates continously.

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...48)

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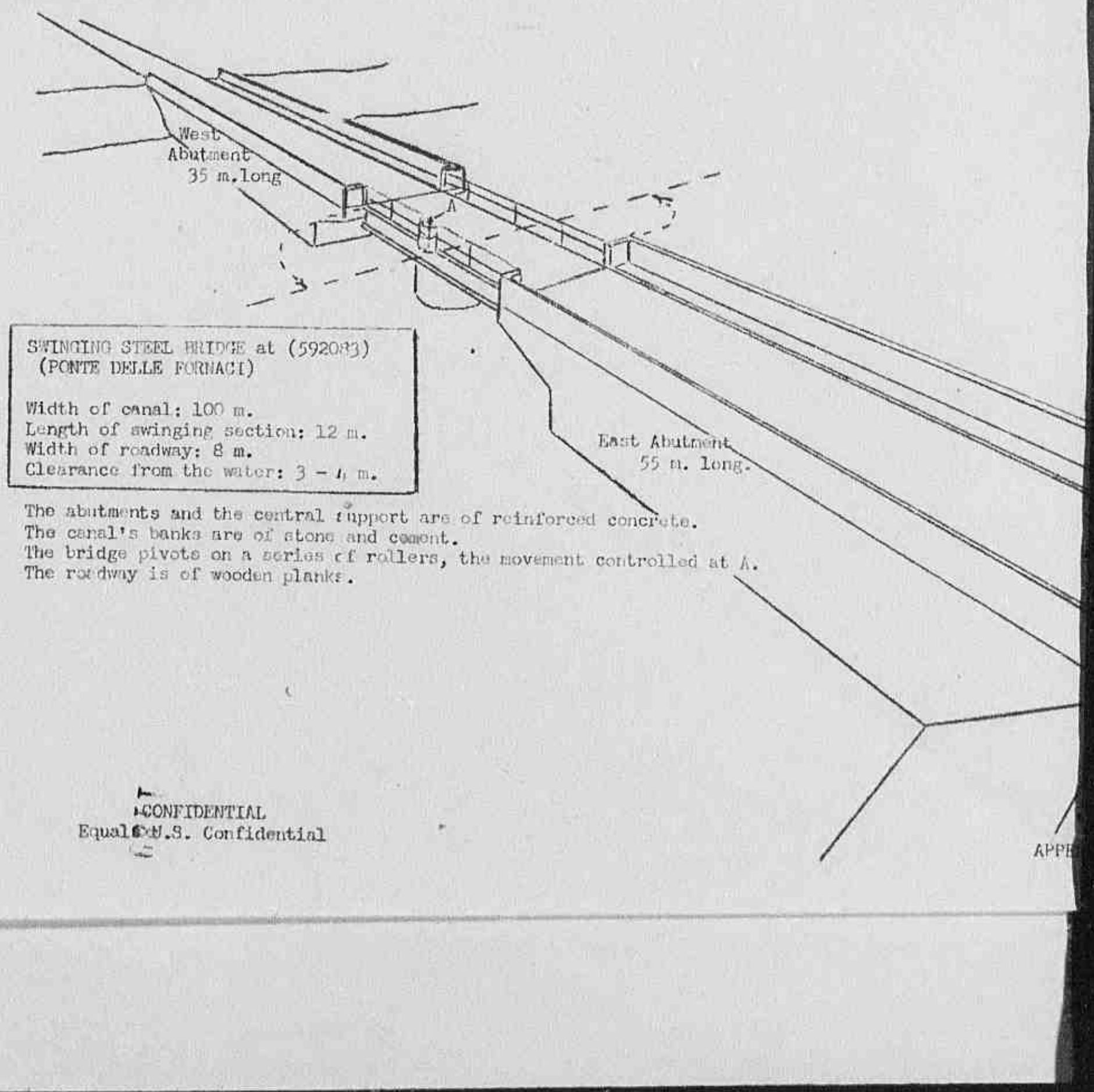
...ontal centrifugal
...inder crude-oil engine.

...t the water through
...ly possible.
...nit operates continously.

APPENDIX: I

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Dimensions Approximate



SWINGING STEEL BRIDGE at (592083)
(PONTE DELLE FORNACI)

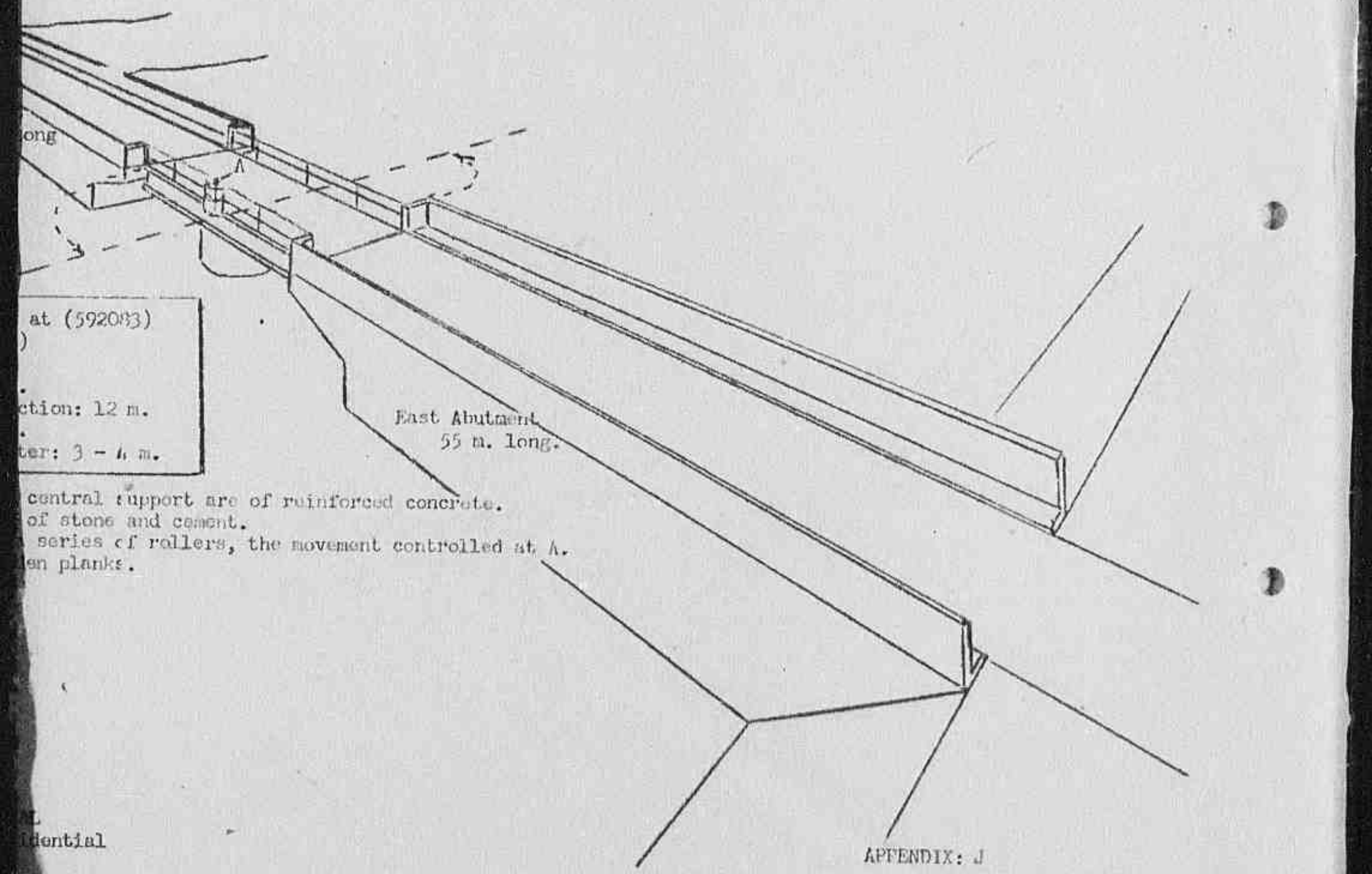
Width of canal: 100 m.
Length of swinging section: 12 m.
Width of roadway: 8 m.
Clearance from the water: 3 – 4 m.

The abutments and the central support are of reinforced concrete.
The canal's banks are of stone and cement.
The bridge pivots on a series of rollers, the movement controlled at A.
The roadway is of wooden planks.

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I N D E X

This report deals with the area indicated on the overleaf, namely:

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Junction of BLANCO Canal and PO River at (227993) (ROVIGO REPORT) Appendix A

Cross - Section of South Bank of PO River (SALETTA REPORT) B

ADIGE River Bridge at (335185) See S. MARTINO di VENEZZE Report C

I.V. GIANNINI, CAPT.
For the Cmdg. Officers
C.S.D.I.C., AFHQ

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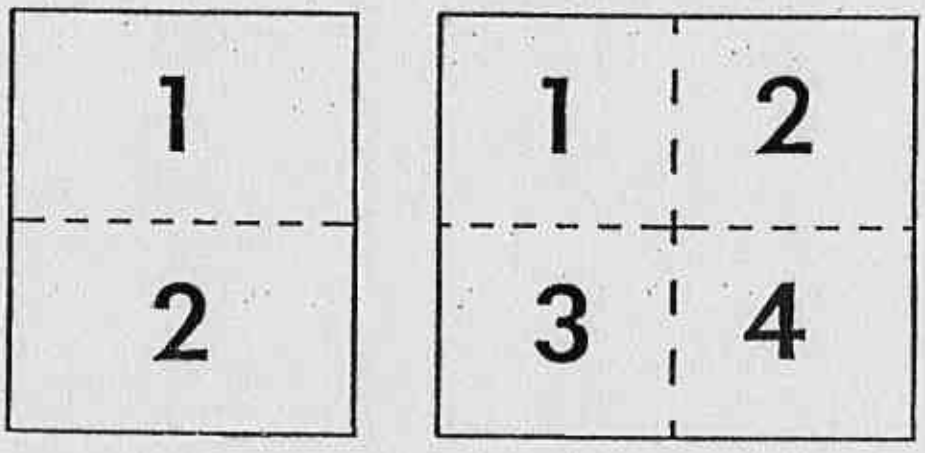
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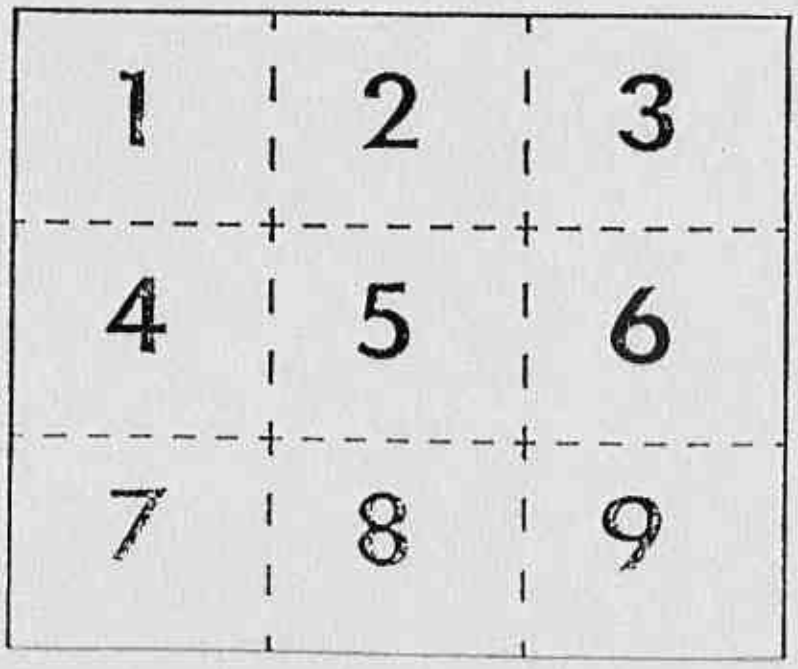
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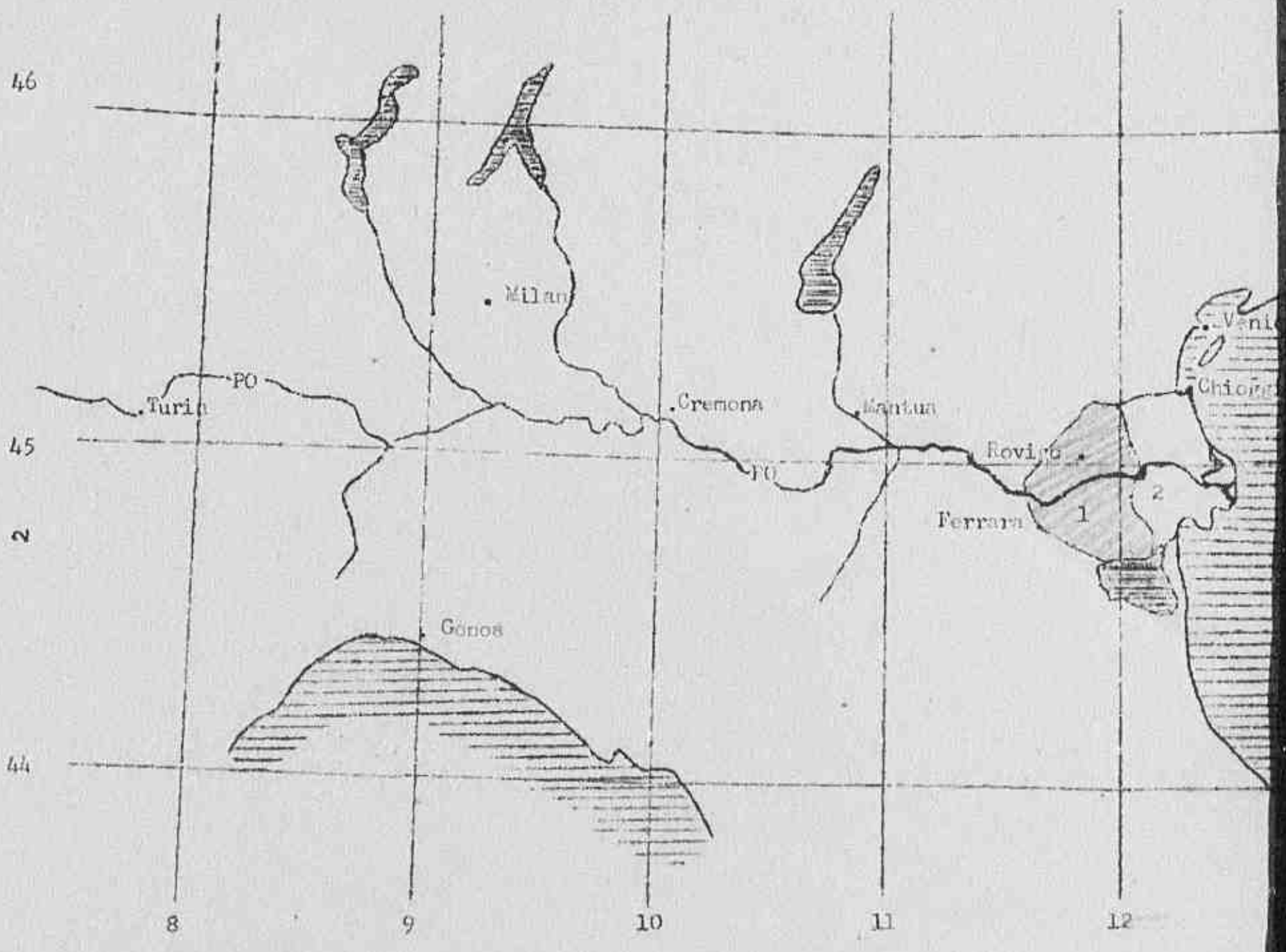
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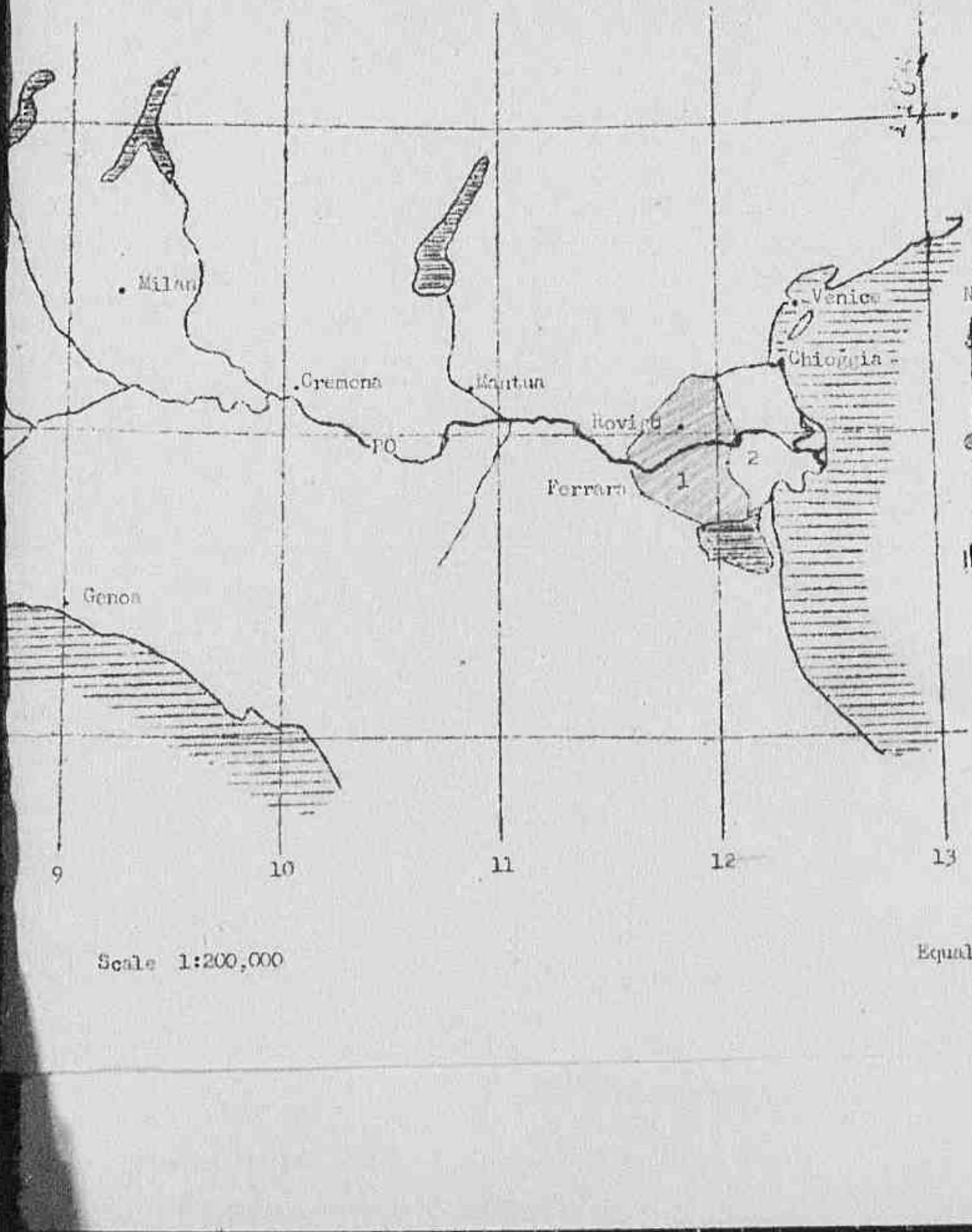
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Scale 1:200,000

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Approximate areas covered by SS/PO series of reports.

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ROVIGO, (263113) (PROV. ROVIGO)
and Neighborhood, including information on
PROV. FERRARA
(Maps used ITALY 1:100,000, Sheet 64, ROVIGO, Sheet 76, FERRARA and Sheet 65, ADRIA)

A SOURCES

i) P/W Pte. ALTIERI, Dino, a 20-year old student, was called up Jan. '43 from TRIPOLI and has NOT been in ROVIGO since 1939. He seems very intelligent and reliable.

ii) P/W Pte. SALMASO, Gelindo , a cart driver, who knows communications in the the area very well, was called up Jan. '41 and was last home in Aug. '41 for 5 days. He is cooperative and seems very reliable.

B TOWN

a) ROVIGO (PROV. ROVIGO)

i) POPULATION
About 14,000, mostly farmers and factory workers.

ii) WATER SUPPLY
Water for ROVIGO and neighboring towns is taken from the ADIGE River at about (270160). Near this point there is a purification plant. Hence the water is distributed through underground iron aqueducts to the towns. Water is laid on in most houses and also in street fountains. All the main and secondary roads have roadside fountains every Km. The water is good and plentiful.

iii) ELECTRICITY
This is laid on in the streets and in most houses. Wires in the town arestrung on iron brackets attached to the buildings. There is a substation at about (257125). Power is thought to come from PADOVA.

iv) GAS
This is laid on in some houses. The gas works is at the N.W. edge of town near the Rly station.

v) SEWERAGE
There is an underground sewerage system emptying into the NAVIGLIO ADIGETTO Canal. The canal has been completely covered over in its course through the town.

vi) POSTAL FACILITIES
There is a 2-storey brick building with telephone and telegraph

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intelligent and reliable.

ii) P/W Pte. SALMASO, Gelindo , a cart driver, who knows communications in the the area very well, was called up Jan.'41 and was last home in Aug. '41 for 5 days. He is cooperative and seems very reliable.

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v) SEWERAGE
There is an underground sewerage system emptying into the NAVIGLIO ADIGETTO Canal. The canal has been completely covered over in its course through the town.

vi) POSTAL FACILITIES
There is a 3-storey, brick building with telephone and telegraph facilities located in the center of town. Mail is delivered twice daily.

vii) GAOL
There is a modern, 4-storey, marble building with about 50 cells. It has a capacity of about 300, and is located on Via GIUSEPPE VERDI, #2. 1185

viii) HOSPITALS
A General Hospital, 4 stories high, with about 600 beds, is located on VIA OSPEDALE #2. There is a large, 3-storey hospital on Via Casa di RICOVERO, #1.
There is a large sanatorium at about (275144). This was constructed in 1938.

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ROVIGO (263113) (PROV. ROVIGO and Neighborhood:information on PROV. FERRARA) (Con't.)

ix) HOTELS
There are 5 hotels with telephone service, baths and restaurant as follows:
CANEVONE- 12 rooms, 2nd class:
CORONA FERREA- 28 rooms, 1st class:
GRAN TIERE - 15 rooms, 2nd class:
STELLA D'ITALIA - 23 rooms, 1st class:
VITTORIA - 15 rooms, 2nd class:

x) SCHOOLS
An elementary school on Via CARDUCCI is 3 storeys high and has an estimated capacity of 150 students.
There is an elementary school on Via MAZZINI, 3 storeys high and with a capacity of about 150.
"CASA BALILLA" is an elementary school on Via STAZIONE having a capacity of about 150 students.

xi) INDUSTRIES

a) There are three cord and rope factories in the N.W. section of town employing about 100 workers in all.

b) A shoe factory near the Rly station has about 50 employees.

c) LA PADANA, a flour mill on DUOMO square, ROVIGO, has a wheat-grinding capacity of about 7 tons per hr. It is believed to be MAFTA- powered.

d) At ARQUA POLESINE (220048) there is a flour mill with a capacity of about 18 tons daily. It is electrically powered and has 6 motors.

e) A beet-sugar refinery at (257128) has up to 2000 employees in season and 3/400 out of season.

f) At (225044) a beet-sugar refinery employs up to 1800 people in season. Nearby is a yeast factory with 70 - 80 regular women employees.

g) At POLESELLA (220994) there is a beet-sugar refinery employing up to 2000 in season, and 300 to 350 persons out of season.

h) Beet-sugar refineries are also to be found at COSTA (186095) and at FRATTA (143070).

i) There is a large terra - cotta brick works at (236085) having about 70 workers.

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An elementary school on Via CARDUCCI is 3 storeys high and has an estimated capacity of 150 students.
There is an elementary school on Via MAZZINI, 3 storeys high and with a capacity of about 150.
"CASA RALILLA" is an elementary school on Via STAZIONE having a capacity of about 150 students.

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b) A shoe factory near the Rly station has about 50 employees.

c) LA PADANA, a flour mill on DUOMO square, ROVIGO, has a wheat-grinding capacity of about 7 tons per hr. It is believed to be NAFTA- powered.

d) At ARQUA POLESINE (220048) there is a flour mill with a capacity of about 18 tons daily. It is electrically powered and has 6 motors.

e) A beet-sugar refinery at (257128) has up to 2000 employees in season and 3/400 out of season.

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h) Beet-sugar refineries are also to be found at COSTA (186095) and at FRATTA (143070).

i) There is a large terra - cotta brick works at (236085) having about 70 workers.

j) A tobacco-curing plant (250095) employs about 200 women.

xii) OTHER STRUCTURES

The town hall is a 4-storey, stone building located on PIAZZA VITTORIO EMANUELE II
The Fascist Federation building is also on the above square, and is 5 storeys high.
The TEATRO SOCIALE is a large opera house about 6 storeys high, with a capacity of about 1500. It is located on GARIBALDI square.
IMPERO theater has a capacity of about 1500.
APOLLO theater, on VITTORIO EMANUELE square, has a capacity of about 500.
The SILVESTRI barracks, in the N.E. section of town, is about 150 m. long.

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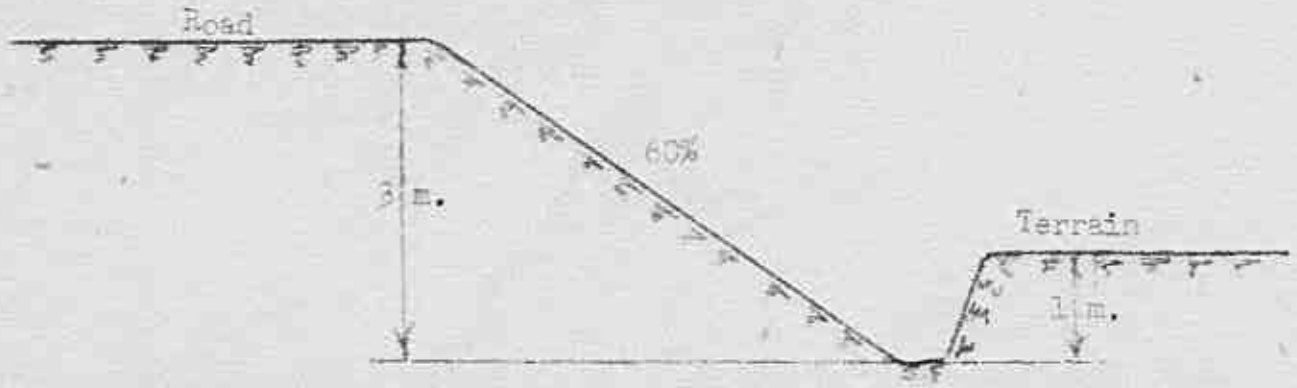
ROVIGO (263113) (PROV. ROVIGO)and Neighborhood information on PROV. FERRARA)
(Con't.)

xiii) PERSONALITIES
ALTIERI, Carlo, the mayor, is a Fascist and not popular.
CONTE, owner of the brick works (see B, xi, i) is an Anti-Fascist.

C. COMMUNICATIONS

a) ROADS
All main road bridges described in the following paragraphs have a capacity of at least 30 tons and all bridges on secondary roads 20 tons.

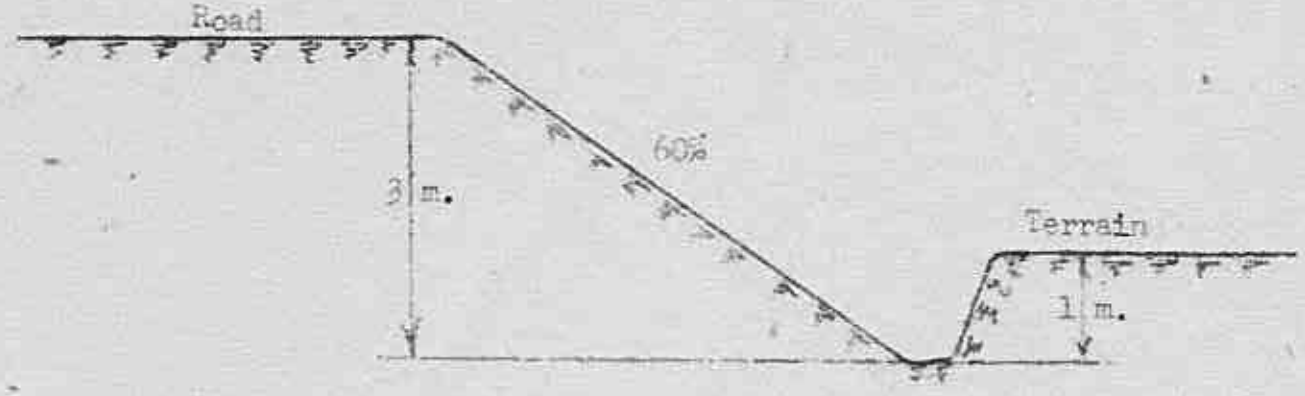
i) No. 16, from the ADIGE River, through ROVIGO and POLESELLA, to FERRARA.
This is a metalled, asphalt-surfaced road, 8 to 9 m wide. There are verges about 1 1/2 m wide on each side for the entire length, made of earth and gravel.
From about (258132) south for 600 m. the road surface is of concrete.
There are no sharp curves except at (227993), see below, no hills and no walls.
From the ADIGE river to a point just north of POLESELLA the road is lined on both sides, at the outside edge of the verges with large plane trees, spaced every 7-8 m. From this point to FERRARA, the trees are replaced by 80 cm- high, concrete posts.
The road has earth drainage ditches on both sides, except for that portion which borders the PO river when the ditch is on the North side only. Since the road runs on an embankment, the accompanying sketch, being a cross-section, illustrates the position of the ditches.



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secondary roads 20 tons.

i) No. 16, from the ADIGE River, through ROVIGO and POLESELLA, to FERRARA.
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The road has earth drainage ditches on both sides, except for that portion which borders the PO River when the ditch is on the North side only. Since the road runs on an embankment, the accompanying sketch, being a cross-section, illustrates the position of the ditches.



These ditches contain water all year round, having a depth of 40cm.in summer and 1 m.in winter, after overflowing.
There is a 1-arch, concrete bridge at (258128). It is about 8 m.long and of road width. For details of the canal at this point see D, Watercourses ii.

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ROVIGO (263113) (PROV. ROVIGO)and Neighborhood information on PROV. FERRARA)
(Con't)

The road maintains its width through ROVIGO as houses which were in the way have been removed.
There is a level Rly crossing at (260096). Just South of this crossing there are 2 small bridges, 3 or 4 m long and of masonry construction. Both the small streams here are easily fordable at all times.
The BOSARO bridge, at (237038) is about 27 m.long, of reinforced concrete, and has 3 arches. The arches have about 4 m.. clearance above water level. The bridge is at road width. There are sidewalks on each side 7 cm.high and about 1 m.wide. Possibilities of fording even in summer, low-water periods are remote. Through POLESELLA the road maintains its width.
For details of bridge and bank of the PO River and of the BIANCO Canal at (227093) see Appendix A.
From the above bridge the road continues on the levee to (216975). At this point it descends by a very gentle slope to the country-side and climbs gradually to the levee again at (203957).
From this point S.W. to the PO river crossing the road remains on the levee. The North side of this levee has a 40% slope which is planted with maize and alfalfa. Along here the road is about 5½ m.above the countryside.
There is a level Rly crossing at (119913). The road reaches the bridge at (112916) by a wide, sweeping curve which does not slow traffic at all. Between the above bridge and FERRARA the road is generally about 2 m.higher than the countryside. There are NO trees or cement posts along this stretch to act as a guard rail as on the rest of the road. The sides slope to the terrain at about a 60% incline and there are no ditches.

ii) ROVIGO - MARDIMAGO (305153)
This road was being surfaced and had been completed as far East as MARDIMAGO when FW last saw it. It is 6½ m.wide, metalled, asphalt - covered, with 1.20 m.wide gravelled verges on each side. This road is at terrain level, has NO walls, hills or ditches. There are NO sharp turns. There is a masonry bridge at (294137). It is 15 m long, is of road width, with sidewalks; has one arch only and has a weak iron railing on each side about 90 cm.high.

iii) ROVIGO - S. APPOLINARE - CERRIMANO
This is a metalled, gravel-surfaced, 6 m.wide road. It generally is at terrain level but in places may be raised as high as 2 meters. In these places, however, the ground slopes very gently so that except for watercourses, deployment from the road would not be impeded. There are some short stretches of drainage ditches. There are NO hills and NO walls.
There is a level Rly crossing at (282077) there is a 90°, banked turn. The road here does not widen, maintaining its 6 m.width.

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sidewalks on each side 7 cm.high and about 1 m.wide.
Possibilities of fording even in summer, low-water periods are remote. Through POLESELLA the road maintains its width.
For details of bridge and bank of the PO River and of the BIANCO Canal at (227993) see Appendix A.
From the above bridge the road continues on the levee to (216975). At this point it descends by a very gentle slope to the countryside and climbs gradually to the levee again at (203957).
From this point S.W. to the PO river crossing the road remains on the levee. The North side of this levee has a 40% slope which is planted with maize and alfalfa. Along here the road is about 5½ m.above the countryside.
There is a level Rly crossing at (211913). The road reaches the bridge at (112916) by a wide, sweeping curve which does not slow traffic at all. Between the above bridge and FERRARA the road is generally about 2 m.higher than the countryside. There are NO trees nor cement posts along this stretch to act as a guard rail as on the rest of the road. The sides slope to the terrain at about a 60% incline and there are no ditches.

ii) ROVIGO - MARDIMAGO (305153)
This road was being surfaced and had been completed as far East as MARDIMAGO when PW last saw it. It is 5½ m.wide, metalled, asphalt - covered, with 1.20 m.wide gravelled verges on each side. This road is at terrain level, has NO walls, hills or ditches. There are NO sharp turns. There is a masonry bridge at (294137). It is 15 m long, is of road width, with sidewalks; has one arch only and has a weak iron railing on each side about 90 cm.high.

iii) ROVIGO - S. APPOLINARE - CERESNANO
This is a metalled, gravel-surfaced, 6 m.wide road. It generally is at terrain level but in places may be raised as high as 2 meters. In these places, however, the ground slopes very gently so that except for watercourses, deployment from the road would not be impeded. There are some short stretches of drainage ditches. There are NO hills and NO walls.
There is a level Rly crossing at (288077) there is a 90°, banked turn. The road here does not widen, maintaining its 6 m.width.

iv) (259151) - CARLANCA - (298155)
This road follows the top of the levee for 1½ Km.eastward. Then it descends to terrain level and continues so to the RJ at (298155). It is unmetalled, and earth-surfaced, about 4½ m.wide. From (292163) South to the RJ the road becomes extremely muddy in wet weather.

v) (258129) - (307139) - (319105)
From (258129) to (293139) this road is about 5 m.wide, earth-surfaced, at terrain level, and follows the North bank of the CERESOLO Canal.

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ROVIGO (263113) (PROV. ROVIGO)and neighborhood information on PROV. FERRARA) (Con't.)

At (294137) the road crosses the canal over the bridge described in C,a,ii. From the bridge East to CR (307139) the road runs on the levee which forms the South bank of the canal. This is about 2 m.high and slopes gently to cultivated fields. The section of the road described so far sheds water well and does NOT become muddy in rainy weather.
From the above CR South to the ADIGETTO Canal the road is about 4 m.wide, of earth, very muddy in wet weather and with no sharp turns. There are earthen, drainage ditches immediately adjacent to the road, on both sides for this entire stretch. These are about 70 cm.deep and wide and are practically dry in summer.

vi) (286118) - (294102)
This is a metalled, gravel-surfaced road, about 4½-5 m.wide. It is bounded on both sides by drainage ditches about 40 cm.wide and 40 cm.deep. There are NO hills or sharp turns and the road is at terrain level. There are NO walls but from (292108) South, it is bordered on both sides by 1½ m.high hedges.

vii) S. SISTO (273088) - VILLADOSE (Two roads, one on the North bank of the NAVIGLIO ADIGETTO canal and the other on the South bank)
These roads are along the edge of the canal, and where it is contained by a levee, run on top of the levee. They are metalled, gravel-covered and 4 m.in width. There are no guard rails but where the road comes near the water's edge, large stones line the verges. At the highest points on the levees the road is about 3½ m.above terrain level but in all places the levees slope gently to the terrain.

viii) GUARDA VENETA (270013) - (274067) - LA CROCETTA (250088) - CRISMANO POLESINE (225085)
This is a gravel-surfaced, 4½ m.wide road. There are drainage ditches on both sides throughout. These are of earth, 1 m.wide and 1 m.deep. These only have water during and shortly after a rainfall; otherwise they are dry. This road has no walls, hills or sharp turns and is at terrain level.
The bridge at (273068) is of masonry construction, has three arches,and is about 15 m.long and 5 m.wide. It has no sidewalks.
There is a level Rly crossing at (242083).

ix) CRESPINO (332012) - (332019) - (302018) - (289053)
This is a 4½ m.wide, unmetalled, gravel-covered road. It has earth drainage ditches, 40 cm.wide and 40 cm.deep, on both sides. There are NO walls or hills and the road is at terrain level.
The curve at (302018) is banked but NOT wider than the rest of the

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of the road, on both sides for this entire stretch. These are about 70 cm.deep and wide and are practically dry in summer.

vi) (286118) - (294102)
This is a metalled, gravel-surfaced road, about 4½-5 m.wide. It is bounded on both sides by drainage ditches about 40 cm.wide and 40 cm.deep. There are NO hills or sharp turns and the road is at terrain level. There are NO walls but from (292108) South, it is bordered on both sides by 1½ m.high hedges.

vii) S. SISTO (273088) - VILLADOSE (Two roads, one on the North bank of the NAVIGLIO ADIGETTO canal and the other on the South bank)
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viii) GUARDA VENETA (270013) - (274067) - LA CROCETTA (250088) - GRIGNANO POLESINE (226085)
This is a gravel-surfaced, 4½ m.wide road. There are drainage ditches on both sides throughout. These are of earth, 1 m.wide and 1 m.deep. These only have water during and shortly after a rainfall; otherwise they are dry. This road has no walls, hills or sharp turns and is at terrain level.
The bridge at (273068) is of masonry construction, has three arches,and is about 15 m.long and 5 m.wide. It has no sidewalks. There is a level Rly crossing at (242083).

ix) CRESPINO (332012) - (332019) - (302018) - (289053)
This is a 4½ m.wide, unmetalled, gravel-covered road. It has earth drainage ditches, 40 cm.wide and 40 cm.deep, on both sides. There are NO walls or hills and the road is at terrain level. The curve at (302018) is banked but NOT wider than the rest of the road.

x) ROVIGO - VILLAMARZANA (182053)
(Along the SCOLO VALDEMIRO)
This is a 3 m.wide, unmetalled, gravel-surfaced road in very poor condition. It is not maintained. From the RJ at (224102) for 2 Km.S.W. it has an earth surface and is marshy. It is difficult to negotiate in this section at all times.
This road is at terrain level and has NO walls.

xi) ROVIGO - LA CROCETTA (250088)
This is a metalled, gravel-surfaced, 4½ m.wide road with drainage ditches on both sides 50 cm wide and 40 cm.deep. There are NO sharp turns or hills and the road runs at terrain level. There is a level Rly crossing at (256104).

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ROVIGO (263113) (PROV. ROVIGO) and Neighborhood information on PROV. FERRARA) (Con't.)

xii) RJ(241049) - VALMOLINO (225044) - CAPOBOSCO (209052) - VILLAMARZANA (182053) - FRATTA POLESINE(143072)
This is a 5 m.wide, metalled, gravel-covered road. It generally runs at terrain level but in some few places it is higher and at others lower. These slopes are always gentle. There are drainage ditches on both sides about 80 cm deep and 1 m.wide. There are NO walls along this road and only a few slight grades. There is a very sharp, S turn at (209052). The road here is about 6 m.wide.
There is a level Rly crossing at VALMOLINO.

xiii) CAPOBOSCO (209052) - (209076)
This is a 3½ m.wide, gravel-surfaced road at terrain level. There are ditches on both sides 40 to 50 cm.wide and deep. There are NO walls, hills or sharp curves.
The bridge at (209076) is of wood, about 6 m.long and 3 m.wide. Capacity is about 3 tons. The canal here is about 4 m.wide and 2 to 3 m.deep with perpendicular sides. Water depth varies from 1 to 1½ m.

xiv) ARQUA (220048) - (230083)
This is a 5 m.wide, metalled, gravel-surfaced road. There are NO walls, hills or sharp turns and the road is at terrain level. There are drainage ditches about 90 cm.wide and deep on both sides.

xv) POLESELLA - GUARDA VENETA
This road is on the PO levee as far East as (252000) when it descends. It is about 5 m.wide, unmetalled and gravel-surfaced. It becomes muddy in winter from the PO waters seeping into the levee.

xvi) (286117) - (335113) - (410103) - (463097) - (471096)
This is a new road that was completed about 1937. It is a two-way, asphalt covered road, about 8 m.wide, with natural drainage. The road is elevated above the surrounding country side about 50 cm.and is flanked by fields of corn, grain, sugar-beets and tobacco. Little hedges border the road on both sides. Between (286117) and (335113) there are two little bridges of reinforced concrete about 8 to 10 m long and as wide as the road. The stream banks are about 4 m.high and gently sloping. The bed is of earth. At (335113) there is a bridge made of reinforced concrete about 30 m.long and as wide as the road. There is a level road crossing at each end of the bridge. For details of the canal See D, iii.

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road here is about 6 m.wide.
There is a level Rly crossing at VALMOLINO.

xiii) CAPOBOSCO (209052) - (209076)
This is a 3½ m.wide, gravel-surfaced road at terrain level. There are ditches on both sides 40 to 50 cm.wide and deep. There are NO walls, hills or sharp curves.
The bridge at (209076) is of wood, about 6 m.long and 3 m.wide. Capacity is about 3 tons. The canal here is about 4 m.wide and 2 to 3 m.deep with perpendicular sides. Water depth varies from 1 to 1½ m.

xiv) ARQUA (220048) - (230083)
This is a 5 m.wide, metalled, gravel-surfaced road. There are NO walls, hills or sharp turns and the road is at terrain level. There are drainage ditches about 90 cm.wide and deep on both sides.

xv) POLESELLA - GUARDA VENETA
This road is on the PO levee as far East as (252000) when it descends. It is about 5 m.wide, unmetalled and gravel-surfaced. It becomes muddy in winter from the PO waters seeping into the levee.

xvi) (286117) - (335113) - (410103) - (463097) - (471096)
This is a new road that was completed about 1937. It is a two-way, asphalt covered road, about 8 m.wide, with natural drainage. The road is elevated above the surrounding country side about 50 cm.and is flanked by fields of corn, grain, sugar-beets and tobacco. Little hedges border the road on both sides. Between (286117) and (335113) there are 2 little bridges of reinforced concrete about 8 to 10 m.long and as wide as the road. The stream banks are about 4 m.high and gently sloping. The bed is of earth. At (335113) there is a bridge made of reinforced concrete about 30 m.long and as wide as the road. There is a level road crossing at each end of the bridge. For details of the canal See D, iii.
At (340107) there is a reinforced concrete bridge, about 10 m. long and as wide as the road. The banks of the stream are 1 m. high and very gently sloping, and the bed is of soft earth. At about (388103) there is a reinforced concrete bridge about 14 m. long and as wide as the road. The stream banks are about 5 m. high and of firm earth and sloped at about 45 degrees. The bed is of soft earth. The water depth is about 20 cm., but during the rains it rises to 1 m. At about (463097) the road travels under the railroad. The tunnel is as wide as the road and the clearance is about 4 m.

b) RAILWAYS

1) FERRARA - ROVIGO and North.
This is a double-track, standard gauge, steam Rly. There are about ten sidings at ROVIGO station ranging in length from 300 to 450 m.

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ROVIGO (263113) (PROV. ROVIGO) and Neighborhood information on PROV. FERRARA) (Con't.)

There are two sidings at VALMOLINO station about 400 m.long each. The Rly bridge at (222034) has 3 steel arches and 2 reinforced concrete pylons. It is about 35 m.long. From ROVIGO South to the PO River the Rly is always on an embankment varying 1 + 2½ m.above terrain level.

ii) LEGNAGO - ROVIGO - CERESNANO
This is a single-track, standard gauge, steam Rly.
Between ROVIGO and CERESNANO it runs on an embankment varying 70 cm.to 2 m.above terrain level.

D. WATERCOURSES

a) BIANCO Canal (from VILLAMARZANA to P.L. (335075) and from (225033) South to the PO River)

i) This varies from 25 to 40 m.in width and 7 to 8 m.in depth from the top of the levees to the bed. The outsides of the levees vary from 2 to 4 m.above terrain level and generally have a gentle slope and are cultivated. The bed is of earth and generally very muddy. Water depths reach an average of 5 m.in the spring and are at an average of 2 m in the summer and autumn. The bridge at (238038) has sluice gates between the arches. These are closed when the PO River level is high to permit the waters to the East of the bridge to flow into the PO from (225033) to (228992). The flow of water in the BIANCO Canal is East.
In cold winters, during the months of Dec. and Jan., the waters of the canal may freeze to a thickness of as much as 30 cm.

ii) SCOLO CERESOLO from (257128) to (295137)
This is 5 m.wide and 4 m.deep . It is a ditch with sides having a 50% slope, cut out of the level terrain. The bed is of earth and muddy. Water depth is between 1 and 1.20 m.all year round.

iii) NAVIGLIO ADIGETTO Canal . (From ROVIGO to (340114)).
(See also C, a, vii)
The South bank ranges 4 to 6 m.higher than the terrain but the slope from the top of the bank to the countryside is very gradual and is cultivated. The North bank ranges from terrain level to a height of 2 m. It also slopes gently to the countryside.
The channel is about 4½ m wide and 4 m.deep. (Note that on the South side the bed is higher than terrain level). Maximum water depth is 2 m.for any season. The bed is firm and the insides of the banks at most places have a gentle slope.

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ii) LENDINARA - ROVIGO - CEREGNANO
This is a single-track, standard gauge, steam Rly.
Between ROVIGO and CEREGNANO it runs on an embankment varying 70 cm. to 2 m. above terrain level.

D. WATERCOURSES

a) BIANCO Canal (from VILLAMARZANA to P.A. (335075) and from (225033) South to the PO River)

i) This varies from 25 to 40 m. in width and 7 to 8 m. in depth from the top of the levees to the bed. The outsides of the levees vary from 2 to 4 m. above terrain level and generally have a gentle slope and are cultivated. The bed is of earth and generally very muddy. Water depths reach an average of 5 m. in the spring and are at an average of 2 m in the summer and autumn. The bridge at (238038) has sluice gates between the arches. These are closed when the PO River level is high to permit the waters to the East of the bridge to flow into the PO from (225033) to (228992). The flow of water in the BIANCO Canal is East.
In cold winters, during the months of Dec. and Jan., the waters of the canal may freeze to a thickness of as much as 30 cm.

ii) SCOLO CEREGOLO from (257128) to (295137)
This is 5 m. wide and 4 m. deep . It is a ditch with sides having a 50% slope, cut out of the level terrain. The bed is of earth and muddy. Water depth is between 1 and 1.20 m. all year round.

iii) NAVIGLIO ADIGETTO Canal . (From ROVIGO to (340114)).
(See also C, a, vii)
The South bank ranges 4 to 6 m. higher than the terrain but the slope from the top of the bank to the countryside is very gradual and is cultivated. The North bank ranges from terrain level to a height of 2 m. It also slopes gently to the countryside.
The channel is about 44 m wide and 4 m. deep. (Note that on the South side the bed is higher than terrain level). Maximum water depth is 1 m. for any season. The bed is firm and the insides of the banks at most places have a gentle slope.

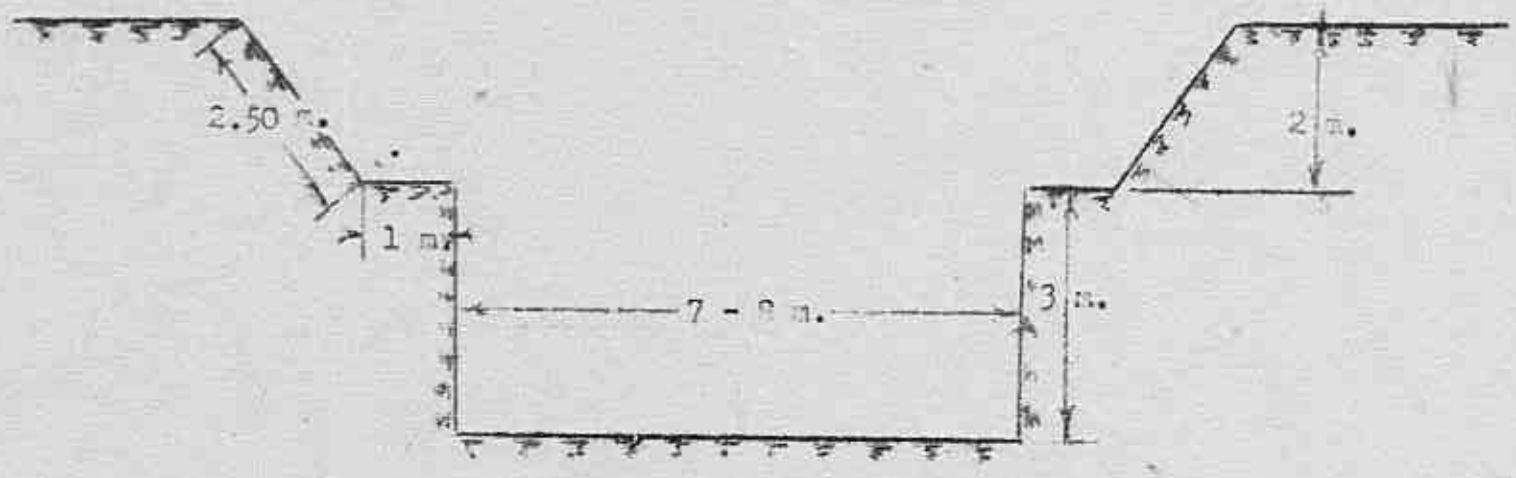
iv) COLLETTORE Canal from (238028) to (290073)
This canal is cut out of the terrain and the banks do not rise above it.

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ROVIGO-(263113) (PROV. ROVIGO)and Neighborhood information pn PROV. FERRARA)
(Con't.)

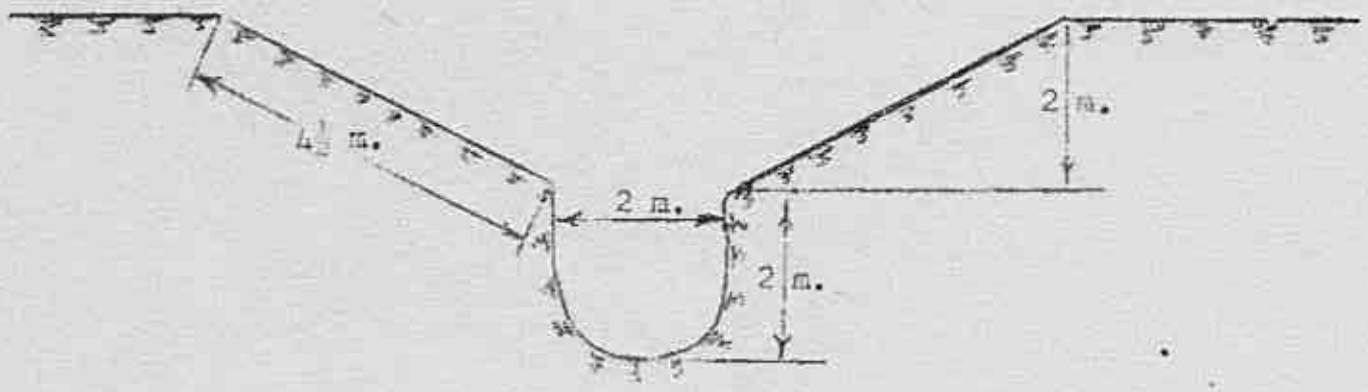
Following is a cross-section of the canal;



It is entirely of earth. Water depth averages 2 m.throughout the year. It seldom freezes in winter and then only lightly.

v) VALDENIRO Canal from VILLAMARANA to BUSSOVECCHIO (227090)

Following is a cross-section of the canal;



It is entirely of earth. Water depth averages 2 m.throughout the year. It is stagnant water. It freezes every year but never more than about 6 cm.

E. HEALTH

There is much stagnant or slowly moving water in the province and farmers in the fields often partake of it. Consequently typhoid fever is widespread throughout the province. Malaria is NOT prevalent.

F. WEATHER

Heavy rains fall in Nov., Dec., Jan., and Feb.

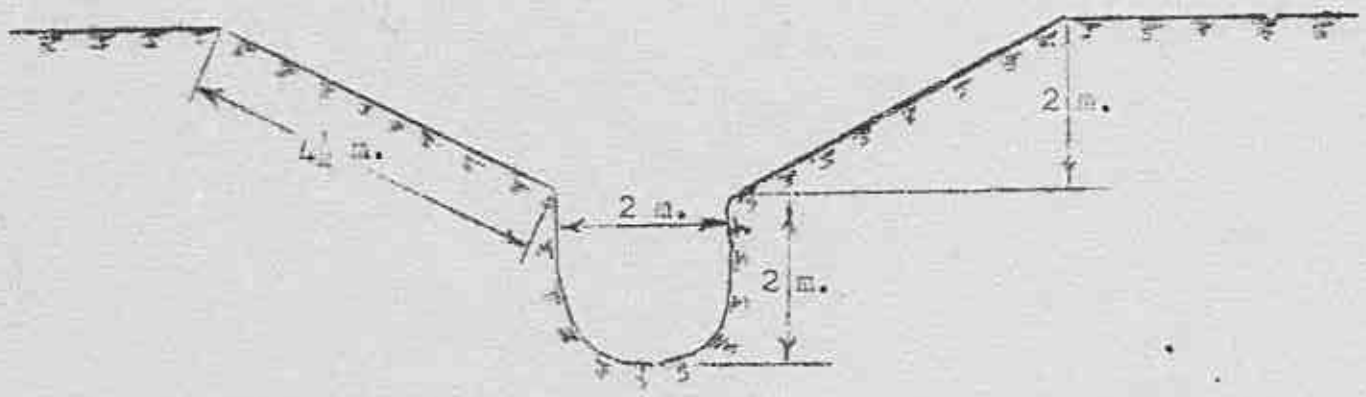
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It is entirely of earth. Water depth averages 2 m. throughout the year. It seldom freezes in winter and then only lightly.

v) VALDENTRO Canal from VILLAMARZANA to BUSSOVECCHIO (227090)

Following is a cross-section of the canal;



It is entirely of earth. Water depth averages 2 m. throughout the year. It is stagnant water. It freezes every year but never more than about 6 cm.

E. HEALTH

There is much stagnant or slowly moving water in the province and farmers in the fields often partake of it. Consequently typhoid fever is widespread throughout the province. Malaria is NOT prevalent.

F. WEATHER

Heavy rains fall in Nov., Dec., Jan., and Feb.
The snow fall averages about 60 cm each year, spread over the winter months.
ROVIGO has about 6 snow-plows which are used to sweep all the main provincial roads. Many property owners also have private snow-plows.

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G. TOPOGRAPHY

a) (ROVIGO and Vicinity)

i) The country is open with NO woods or forests. There is a large peach and pear orchard about 1½ sq. Km. S.E. of S. MARTINO (327178). Many farmers also have small orchards of apples, peaches etc. Much wheat, hemp, corn, tobacco, and sugar-beets are grown in the province.

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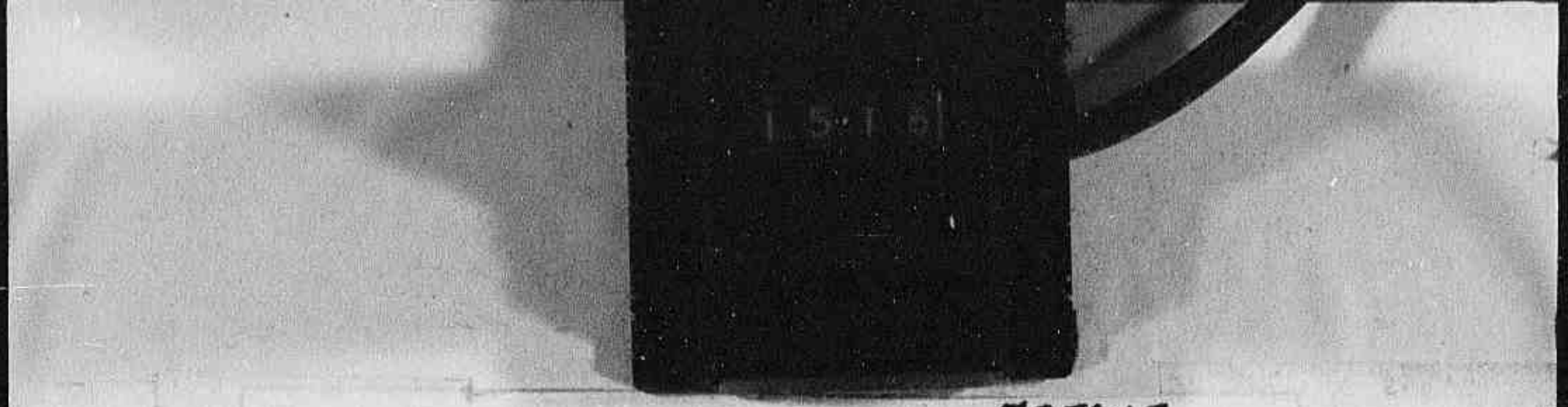
All farms are divided by ditches 1 m. wide and 1 m. deep. These have about 30 cm. of water in winter and none in summer. They are NOT obstacles to M.T.

They are lined by large willow, poplar and plane trees spaced every 8-10 m. These often have grape vines between them.

Sometimes farms are divided by thick hedges, about 1½ m. high.

I.V.G.

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SALETTA (243916) and DISTRICT C (PROV. FERRARA)
(Map used ITALY 1:100,000 Sheet 76, FERRARA)

A SOURCE

Cpl. GNANI, ETTORE, a 29 years old carpenter, last home July 1942. Has not traveled much, but is intelligent and seems reliable.

B TOWN

SALETTA (PROV. FERRARA)

i) POPULATION
About 2000, mainly agricultural workers.

ii) WATER SUPPLY
The water for general uses is drawn from shallow wells. Potable drinking water is brought to the town from CORLO (225904), in small containers, each family taking care of its own needs. This water comes to CORLO by an underground aqueduct from FERRARA.

iii) ELECTRICITY
It is laid on in most houses and streets. Source unknown.

iv) GAS
None. Wood is mainly used.

v) SEWERAGE
Concrete and masonry cesspools are used, with the contents emptied periodically and used as fertilizer.

vi) POSTAL FACILITIES
The P.O. is located in two rooms of a private house, on the main street. Mail is delivered. The Telegraph is located in the offices of the TEDESCHI Agricultural concern, also on the main street (see xi). Telephone service is available at the Rly station only.

vii) GAOL
None. The nearest CC. RR. Station is at COPPARO.

viii) HOSPITALS
None. No doctor. 1 pharmacy.

ix) HOTELS
None.

x) SCHOOL

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SALETTA (PROV. FERRARA)

i) POPULATION
About 2000, mainly agricultural workers.

ii) WATER SUPPLY
The water for general uses is drawn from shallow wells. Potable drinking water is brought to the town from CORLO (225904), in small containers, each family taking care of its own needs. This water comes to CORLO by an underground aqueduct from FERRARA.

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It is laid on in most houses and streets. Source unknown.

iv) GAS
None. Wood is mainly used.

v) SEWERAGE
Concrete and masonry cesspools are used, with the contents emptied periodically and used as fertilizer.

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The P.O. is located in two rooms of a private house, on the main street. Mail is delivered. The Telegraph is located in the offices of the TEDESCHI Agricultural concern, also on the main street (see xi). Telephone service is available at the Rly station only.

vii) GAOL
None. The nearest CC. RR. Station is at COPPARO.

viii) HOSPITALS
None. No doctor. 1 pharmacy.

ix) HOTELS
None.

x) SCHOOL
A new, two-storey building, with six large classrooms and offices.

xi) AGRICULTURE
The TEDESCHI Agricultural Firm. This is a large Cooperative, employing an average of 300 workers and their families, on farmlands scattered throughout the district. The main products of this firm are hemp and tobacco. The main office is in SALETTA, and is directed by a man called MARIANI.

xii) OTHER BUILDINGS
1 cinema, with a capacity of 600. The DOPOLAVORO and Party Hq. is a large, two-storey building with 15 rooms and two large halls.

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SALETTA (243916) and DISTRICT (PROV. FERRARA) (Cont.)

C WATERCOURSES

a) FOSSETTA Canal from (203902) to (281956).

This canal has an average width of 12 m. with a depth of 5 m. From (240943) to (281956) it is bordered by earth levees 5 m. wide at the top and 2½ m. above the level of the terrain. The top of the south levee is metalled, gravelled and is used as a road. The slopes both inside and outside the levee are 45 degrees. For the rest of it's course the edges of the canal are level with the terrain, with grassy banks at a 45 degree angle. The minimum water depth in the summer is 1.50 m. In April and May the water reaches a depth of 3.50 m. P.W. believes the canal bed to be of earth.

b) BIANCO Canal: from (190911) to (325959).

This canal has an average width of 15 m. with a depth of 6 m. It is bordered for almost all this section by earth levees 5 m. wide at the top and 2-3 m. above the level of the adjoining land. In several sections the top of the levee, being gravelled, is used as a secondary road. The slope of the canal banks is 45 degrees and generally grassy. The minimum water depth is 2 m. In the month of May the depth can rise to 4 m.

c) LAVEZZOLA Ditch: from (190925) to (284959) .

This ditch has a width of 10-12 m. with a depth of 4-5 m. For most of it's length it is bordered by earth levees 2 m. higher than the terrain. The top of the North levee is 3-4 m. wide. The top of the South levee is 6 m. wide, and a metalled, gravelled road 4½ m. wide has been built over it from RJ (240955) to (284959). The banks of the canal are grassy, with a 45 degree slope. The minimum water depth, in summer, is 1.50 m. Flood depth in May reaches 3.50 -4 m.

d) NAVIGLIO Canal: from (250907) to (323950)

This canal has a width of 10-12 M, and a depth of 4-5 m. It's course is not straight, as it follows the features of the terrain. The banks have been worked on, and have a roughly uniform 45 degree surface. In low ground the canal is bordered by low earth levees. Throughout the section a gravelled road, 4-5 m. wide, follows the North banks of the canal, alternatively running on the levee. The water depth in the summer is 1-2 m. During May flood periods it reaches 3½ m.

e) Smaller canals in the district.

The area is crisscrossed by man-made canals of varying depth and width. Due to the low level of these canals, as compared to the level of the main streams,

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minimum water depth in the summer is 1.50 m. In April and May the wat... reaches a depth of 3.50 m. P.W. believes the canal bed to be of earth.

b) BIANCO Canal: from (190911) to (325959).

This canal has an average width of 15 m. with a depth of 6 m. It is bordered for almost all this section by earth levees 5 m. wide at the top and 2-3 m. above the level of the adjoining land. In several sections the top of the levee, being gravelled, is used as a secondary road. The slope of the canal banks is 45 degrees and generally grassy. The minimum water depth is 2 m. In the month of May the depth can rise to 4 m.

c) LAVEZZOLA Ditch: from (190925) to (284969).

This ditch has a width of 10-12 m. with a depth of 4-5 m. For most of it's length it is bordered by earth levees 2 m. higher than the terrain. The top of the North levee is 3-4 m. wide. The top of the South levee is 6 m. wide, and a metalled, gravelled road 4½ m. wide has been built over it from RJ (240955) to (284969). The banks of the canal are grassy, with a 45 degree slope. The minimum water depth, in summer, is 1.50 m. Flood depth in May reaches 3.50 -4 m.

d) NAVIGLIO Canal: from (250907) to (328950)

This canal has a width of 10-12 M, and a depth of 4-5 m. It's course is not straight, as it follows the features of the terrain. The banks have been worked on, and have a roughly uniform 45 degree surface. In low ground the canal is bordered by low earth levees. Throughout the section a gravelled road, 4-5 m. wide, follows the North banks of the canal, alternatively running on the levee. The water depth in the summer is 1-2 m. During May flood periods it reaches 3½ m.

e) Smaller canals in the district.

The area is crisscrossed by man-made canals of varying depth and width. Due to the low level of these canals, as compared to the level of the main streams, water is always present, often with depths of 1-2 m. Since the banks of these canals and ditches are at a 45 degree angle, they create a very serious obstacle to cross-country M.T. movements (See D. TOPOGRAPHY)

D COMMUNICATIONS

a) ROADS

i) FERRARA - COPPARO.

A metalled road 7 m. wide, with a hard asphalt or tar surface. It has hard earth verges 2 m. wide on both sides, followed by drainage ditches 2 m. wide and 1½ - 2m. deep, with steep banks. From the RAFANELLO bridge at (192895) to COPPARO the road is bordered by young elms and poplars, planted 4 m. apart immediately outside the drainage ditches.

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SALETTA (243916) and DISTRICT (PROV. FERRARA) (Con't)

The FOSSETTA Canal (See C,a) runs parallel to the road, replacing the drainage ditch, in some sections. All the curves of this road have lately been improved and widened. The size of the drainage ditches and the softness of the cultivated fields make deployment from this road rather difficult.

The TORTO bridge (156870) is a single-arch, masonry structure 12 m. long, and 3 m. above the water's level. It has a roadway 7 m. wide and sidewalks 50 cm wide and 15 cm. high. It is protected by an iron railing and it supports any commercial load.

The RAFANELLO bridge at (192895) is a single-arch, stone structure, 8 m. long. The roadway is 7 m. wide.

The RAGAZZINI bridge at (200900) is a single-arch, stone structure 8-10 m long. The roadway is 7 m. wide. The parapet is of stone. The arch over the canal is closed by metal sheeting, in the center of which there is a sluice gate, operated manually, with screw action, by a handwheel located on the parapet in the center of the bridge.

The Rly crossings at (193879) and at (278915) are level, protected by swinging bars.

ii) COPPARO - RO

A metalled road, 7 m. wide, with wide, hard verges and a gravelled surface, bordered by drainage ditches 2 m. wide and 1½ m deep. Gravel piles are to be found on the verges at frequent intervals for maintenance purposes. The road is two-way throughout, except at (252949), where there is a 90 degree, one-way curve. The bridges at (283947), (241954), and (239955), are all single-arch, stone structures, 10-15 m. long, with stone parapets and roadways 6 m. wide. At (234942), on the West side of the road, there is a pumping station with three large electric pumps, for the drainage of the area.

iii) COPPARO - COCCANILE (322950)

This is a metalled road, 7 m. wide, with wide, hard verges and a gravelled surface, bordered by drainage ditches 2 m. wide and 1 - 2 m. deep. There are gravel piles at frequent intervals for winter maintenance. There are NO sharp curves, the road being two-way throughout.

iv) COMLO-SALETTA-CA MATTE-ZOCCA-RO

This is a metalled road, 5-6 m. wide, with a gravelled surface. The verges are 50 cm. wide, followed by drainage ditches 1½ m. wide and 1 m. deep. Gravel piles are to be found along this road. There are no sharp curves or bottlenecks. The ALTO bridge (236939) and the PORCELLEA bridge (231947) are single-arch, stone structures 10-15 m. long, with stone parapets, and roadways 6 m. wide.

v) SALETTA-TAMARA-POSSALTA.

A metalled road, gravelled, 5-6 m. wide, bordered by deep drainage ditches.

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over the canal is closed by metal sheeting, in the center of which there is a sluice gate, operated manually, with screw action, by a handwheel located on the parapet in the center of the bridge.
The Rly crossings at (193879) and at (278915) are level, protected by swinging bars.

ii) COPPARO - RO

A metalled road, 7 m. wide, with wide, hard verges and a gravelled surface, bordered by drainage ditches 2 m. wide and 1½ m deep. Gravel piles are to be found on the verges at frequent intervals for maintenance purposes. The road is two-way throughout, except at (252949), where there is a 90 degree, one-way curve. The bridges at (283947), (241954), and (239955), are all single-arch, stone structures, 10-15 m. long, with stone parapets and roadways 6 m. wide. At (234942), on the West side of the road, there is a pumping station with three large electric pumps, for the drainage of the area.

iii) COPPARO - COCCANILE (322950)

This is a metalled road, 7 m. wide, with wide, hard verges and a gravelled surface, bordered by drainage ditches 2 m. wide and 1 - 2 m. deep. There are gravel piles at frequent intervals for winter maintenance. There are NO sharp curves, the road being two-way throughout.

iv) CORLO-SALETTA-CA MATTE-TOCCA-RO

This is a metalled road, 5-6 m. wide, with a gravelled surface. The verges are 50 cm. wide, followed by drainage ditches 1½ m. wide and 1 m. deep. Gravel piles are to be found along this road. There are no sharp curves or bottlenecks. The ALTO bridge (236939) and the FORCELLEA bridge (231947) are single-arch, stone structures 10-15 m. long, with stone parapets, and roadways 6 m. wide.

v) SALETTA-TAMARA-FOSSALTA.

A metalled road, gravelled, 5-6 m. wide, bordered by deep drainage ditches. In the tract immediately North of TAMARA it is asphaulted (See D,m,i).

vi) There is a network of fairly new roads in this area. Although this P/W is not very familiar with them, he states that they are generally gravelled, 4-5 m. wide, with fairly wide verges. Since the whole area has been recently reclaimed from swamp lands, the layout of these roads is devoid of sharp curves and bottlenecks, having been planned beforehand.
Most of the bridges in this area span canals 3-6 m. deep, with 45 degree banks and 1½ - 3 m. of water. In the event of the bridges being destroyed they could not be detoured and the canals forded without laborious preparations.
The size of the drainage ditches bordering all roads, seldom narrower than 1½ m, with a similar depth, can create a serious obstacle for M.T. deployment.

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SALETTA (243916) and District (Prov. FERRARA) (Con't)

b) RAILWAYS

i) FERRARA - COPPARO

This is a single-track, standard-gauge, steam Rly, on wooden sleepers. It runs generally on an embankment 2-4 m. high. It crosses several ditches and canals by means of low, single-arch, masonry and stone bridges. The SALETTA and CORLO stations are small, 2-storey buildings, with 2 tracks each. The COPPARO station is a medium-sized, 2-storey building, with 4 or 5 tracks. P/W does NOT recollect seeing turntables or other switching facilities there.

ii) COPPARO - CODIGORO

This is a single-track, narrow-gauge line, steam traction. P/W has never used it, but he states that the COPPARO terminal is in common with the one mentioned in (b, i), and that this Rly is mainly used for the transport of beet field workers and of the beet crop.

c) RIVERS

i) PO (from 200953 to 230989)

The P/W is familiar only with the South bank of this river. (See Appendix 3
This section of the PO has the water level generally 5 to 10 m. higher than the level of the adjoining land; any serious break in the levees would flood completely almost all of the FERRARA province.
The island at (253999) is a low sand bar, covered by the water during the October and May flood periods.
The bridge at (230990), between RO and POLESELLA is a pontoon bridge of the type shown on Page 829 of the Preliminary Report No. 60, ITALY, Volume 2, Part 2, East Coast.(Engineers Intelligence Branch). The pontoons are of reinforced concrete, 2 m. wide and 9 m. long, spaced about 3 m. apart. They are anchored by means of steel cables to the banks and to the wooden piles stuck in the river bottom. The supporting structure of the bridge is of wooden beams, while the roadway is of wooden planks. The parapet is also wooden. The roadway is 5 m. wide and the max. load allowed across at a single time is 18 tons. Small lorries and private cars are allowed to pass each other freely on the bridge.
The wooden approaches to the bridge, built like a ship's gangway, allow great variations of level due to the water situation. In the event of vessels having to go through, the center section of four pontoons is swung about downstream, pivoting on one end, and is then pulled back in place by means of ropes and hand winches. During dangerous flood periods the two halves of the bridge are swung downstream, flat along the banks, sometimes for several days. This is a toll bridge, the peacetime tariff

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or other switching facilities there.

ii) COPPARO - CODIGORO

This is a single-track, narrow-gauge line, steam traction. P/W has never used it, but he states that the COPPARO terminal is in common with the one mentioned in (b, i), and that this Rly is mainly used for the transport of beet field workers and of the beet crop.

c) RIVERS

i) PO (from 200955 to 230989)

The P/W is familiar only with the South bank of this river. (See Appendix 3
This section of the PO has the water level generally 5 to 10 m. higher than the level of the adjoining land; any serious break in the levees would flood completely almost all of the FERRARA province.
The island at (25?999) is a low sand bar, covered by the water during the October and May flood periods.
The bridge at (230990), between RO and POLESELLA is a pontoon bridge of the type shown on Page 829 of the Preliminary Report No. 60, ITALY, Volume 2, Part 2, East Coast.(Engineers Intelligence Branch). The pontoons are of reinforced concrete, 2 m. wide and 9 m. long, spaced about 3 m. apart. They are anchored by means of steel cables to the banks and to the wooden piles stuck in the river bottom. The supporting structure of the bridge is of wooden beams, while the roadway is of wooden planks. The parapet is also wooden. The roadway is 5 m. wide and the max. load allowed across at a single time is 18 tons. Small lorries and private cars are allowed to pass each other freely on the bridge.
The wooden approaches to the bridge, built like a ship's gangway, allow great variations of level due to the water situation. In the event of vessels having to go through, the center section of four pontoons is swung about downstream, pivoting on one end, and is then pulled back in place by means of ropes and hand winches. During dangerous flood periods the two halves of the bridge are swung downstream, flat along the banks, sometimes for several days. This is a toll bridge, the peacetime tariff for cars being 4 lire, and 20 centimes for pedestrians.

ii) PO DI VOLANO at POSSALTA (235070)

This is a section of the PO river used as an inland waterway, important especially for the transport of the beet and hemp crop.
In the section known to the P/W it is 25-30 m. wide, with a minimum water depth of 3 m. and a flood depth of 6-7 m. It is bordered by earth levees, 2-3 m. higher than the terrain. The top of the levee is 4-5 m. wide, gravelled and is used as a towpath for the horses employed in moving the barges. The banks of the levees are often paved with stone blocks and rubble, and they generally have a slope of 30-40 degrees. This river is NOT fordable.

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The area known to the P/W is roughly enclosed by the PO to the North, the PO DI VOLANO to the south, FERRARA to the west, and an imaginary line drawn through GUARDA, COCCANILE, COPPARO, FOSSALTA, to the east.
This area is completely flat, rising only very slightly towards FERRARA.
Due to the necessity of good drainage, on account of its low level, this area is criss-crossed by canals and ditches of varying width and depth. These watercourses create a serious obstacle to cross-country movement. Several electrical pumping stations help balance the complicated drainage system of the area, which is in constant danger of flooding by the waters of the PO river. The terrain is rich, soft, and it becomes muddy during rainfalls, drying up quickly. Fields are divided by wide ditches and low hedges. The main agricultural crops of this area are hemp, beets and tobacco. Fruit trees are plentiful. Grapes are grown on systems of poles 2-3 m. high. Possibilities of camouflage are limited, for the lack of tall, thick vegetation. Observation points, with the exception of the towns' church steeples, are nonexistent. Materials for improvised road repairs, such as gravel and timber, are scarce.

F ECONOMIC

This is mainly an agricultural area, with beets, hemp, tobacco and apples being the main exports.
Farms are seldom family-owned, are generally leased out by large cooperative concerns.
The whole area, in peacetime, was fairly well-off.

G PERSONALITIES and POLITICAL

MURA, mayor of COPPARO (July 1942)
(Strong Fascist, dishonest)
MARINI, local director of the TEDESCHI Agricultural firm.
(Fascist, ruthless in his dealings with the farmers)
CAVAZZINI, rich, landowning family of SALETTA
(No political attachments)
MINERBI, a very rich, land-owning family of FERRARA, of Jewish origin, but very friendly with the Party. Owners of half the town of SALETTA.
BALLI, lawyer, Political Secty of COPPARO.
(A rabid Fascist)
CAVALLARI, MARIO, Political Secty of SALETTA.
(Opportunist)

A. B. P.

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electrical pumping stations help balance the complicated drainage system of the area, which is in constant danger of flooding by the waters of the PO river. The terrain is rich, soft, and it becomes muddy during rainfalls, drying up quickly. Fields are divided by wide ditches and low hedges. The main agricultural crops of this area are hemp, beets and tobacco. Fruit trees are plentiful. Grapes are grown on systems of poles 2-3 m. high. Possibilities of camouflage are limited, for the lack of tall, thick vegetation. Observation points, with the exception of the towns' church steeples, are nonexistent. Materials for improvised road repairs, such as gravel and timber, are scarce.

F ECONOMIC

This is mainly an agricultural area, with beets, hemp, tobacco and apples being the main exports.
Farms are seldom family-owned, are generally leased out by large cooperative concerns.
The whole area, in peacetime, was fairly well-off.

G PERSONALITIES and POLITICAL

MURA, mayor of COPPARO (July 1942)
(Strong Fascist, dishonest)
MARIANI, local director of the TEDESCHI Agricultural firm.
(Fascist, ruthless in his dealings with the farmers)
CAVAZZINI, rich, landowning family of SALETTA
(No political attachments)
MINERBI, a very rich, land-owning family of FERRARA, of Jewish origin, but very friendly with the Party. Owners of half the town of SALETTA.
BALLI, lawyer, Political Sec'y of COPPARO.
(A rabid Fascist)
CAVALLARI, MARIO, Political Sec'y of SALETTA.
(Opportunist)

A. R. F.

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COCCONTLE (923948) and DISTRICT (PROV. PERUGIA)
(Map used ITALY 1:100,000 Sheet 76 PERUGIA)

A SOURCE

Pte. CANCELLO, Feltro, a 21-year old farmer. He has not travelled and is not too bright. His information consisted mainly of confirmation of previous reports. Last home October 1942, when he entered service.

B TOWN

a) COCCONTLE (PROV. PERUGIA)

i) POPULATION:
2500-3000, mainly agricultural workers.

ii) WATER SUPPLY
The water for general use is drawn from shallow wells. This water is also used for cooking. Drinking water is brought normally from CORTONA. It is good and plentiful all year round.

iii) ELECTRICITY
It is laid on in all houses and streets; source unknown.

iv) GAS
None. Wood and charcoal are used.

v) SEWERAGE
Cesspools are used, emptied periodically, with the contents used as fertilizer.

vi) POSTAL FACILITIES
There is a P.O., located on the ground floor of a large, private house in the center of the town. Telephone and telegraph service is available.

vii) GAOL
None. C.C.R. station is at CORTONA.

viii) HOSPITAL
None. One doctor, with a small dispensary.

ix) SCHOOL
One modern, two-storey building, with eight classrooms.

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B TOWN

a) COCCOMILLA (PROV. TERAMO)

i) POPULATION:
2500-3000, mainly agricultural workers.

ii) WATER SUPPLY
The water for general use is drawn from shallow wells. This water is also used for cooking. Drinking water is brought normally from CORROPOLO. It is good and plentiful all year round.

iii) ELECTRICITY
It is laid on in all houses and streets; source unknown.

iv) GAS
None. Wood and charcoal are used.

v) SEWERAGE
Cesspools are used, emptied periodically, with the contents used as fertilizer.

vi) POSTAL FACILITIES
There is a P.O., located on the ground floor of a large, private house in the center of the town. Telephone and telegraph service is available.

vii) CACI
None. C.C.R. station is at TERCOCIO.

viii) HOSPITAL
None. One doctor, with a small dispensary.

ix) SCHOOL
One modern, two-storey building, with eight classrooms.

x) HOTELS
None.

xi) CINEMAS
None.

xii) OTHER BUILDINGS
One cinema, still under construction in October, 1942. Fascist Party Ho., a large, three storey building.

C INTERCOURSES

i) Information appearing in the VALLE TA and DISTRICT report, C, b, is confirmed.

ii) Information appearing in the SALETT and DISTRICT report, C, d, is confirmed.

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COCCANILE (323948) (PROV. FERRARA) (Con't.)

iii) Information appearing in the SALETTA and DISTRICT report, C,e, is confirmed.

B COMMUNICATIONS

a) ROADS

i) [illegible] - [illegible] (340997)

This is a metalled road, seven m. wide, with wide, hard verges and a gravelled surface, bordered by drainage ditches 2 m. wide and 1 - 2 m. deep. Gravel piles for maintenance purposes are found at irregular intervals. There are no bottlenecks along this road, as it is two - way throughout.

ii) Information appearing in the SALETTA and DISTRICT report, namely under paragraphs: D,a,i; D,a, iii D,a,vi; is confirmed.

b) RAILWAYS

Information appearing in the SALETTA and DISTRICT report, D, b,i and D,b,ii is confirmed.

E TOPOGRAPHY

Information appearing in the SALETTA and DISTRICT report, E, is confirmed.

A.R.P.

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i) COCKATIEL - CULCOMA (240997)

This is a metalled road, seven m. wide, with wide, hard verges and a gravelled surface, bordered by drainage ditches 2 m. wide and 1 - 2 m. deep. Gravel piles for maintenance purposes are found at irregular intervals. There are no bottlenecks along this road, as it is two - way throughout.

ii) Information appearing in the SALETTA and DISTRICT report, namely under paragraphs: D,a,i; D,a, iii D,a,vi; is confirmed.

b) RAILWAYS

Information appearing in the SALETTA and DISTRICT report, D, b,i and D,b,ii is confirmed.

E TOPOGRAPHY

Information appearing in the SALETTA and DISTRICT report, E, is confirmed.

A.R.P.

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S.MARTINO di VENEZZE (328179) (PROV. ROVIGO)
(Map used ITALY 1:100,000 sheet 64 ROVIGO)

A SOURCE

P/W Pte. SCHIORLIN, Giovanni, a 22 year old farmer who was last home in October 1939 is cooperative and seems reliable.

B TOWN

a) S. MARTINO di VENEZZE (328179)

i) POPULATION
1,200, mostly farmers.

ii) WATER
Conducted through cast iron mains from the ADIGE river to fountains in the town. Water is good and plentiful.

iii) ELECTRICITY
There is electricity in the houses and in the streets. There is a small sub-station in the Northern part of town.

iv) GAS
None. Coal, coke and wood used for fuel and cooking.

v) SEWERAGE
Cesspools

vi) POSTAL FACILITIES
There is a 2-storey, stone post office in the North outskirts of the town, with telephone and telegraph facilities. Mail is delivered once a day.

vii) HOSPITAL
None. One doctor and a pharmacy.

viii) GAOL
There is a 2-storey, stone gaol with 4 rooms and about 4 or 5 CC.RR. It is located on the North edge of town.

ix) HOTELS
None. There is a small inn with about 2 or 3 rooms.

x) SCHOOLS
There is a 2-storey, stone building with about 6 rooms and a capacity for about 250 students.

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i) POPULATION
1,200, mostly farmers.

ii) WATER
Conducted through cast iron mains from the ADIGE river to fountains in the town. Water is good and plentiful.

iii) ELECTRICITY
There is electricity in the houses and in the streets. There is a small sub-station in the Northern part of town.

iv) GAS
None. Coal, coke and wood used for fuel and cooking.

v) SEWERAGE
Cesspools

vi) POSTAL FACILITIES
There is a 2-storey, stone post office in the North outskirts of the town, with telephone and telegraph facilities. Mail is delivered once a day.

vii) HOSPITAL
None. One doctor and a pharmacy.

viii) GAOL
There is a 2-storey, stone gaol with 4 rooms and about 4 or 5 CC.RR. It is located on the North edge of town.

ix) HOTELS
None. There is a small inn with about 2 or 3 rooms.

x) SCHOOLS
There is a 2-storey, stone building with about 6 rooms and a capacity for about 250 students.

xi) OTHER STRUCTURES
The town hall is a three-storey, stone building about 40x15m.
The CORO LAVORO is a one-storey, stone building about 30x12m.
These buildings are both located in the center of town.

xii) PERSONALITIES
GASPARETTO, Pietro, Mayor succeeded BELLONI in 1939.

C COMMUNICATIONS

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a) ROADS

i) (335186) - BAGNOLI
This is a 7 m-wide, asphalt, road. It has an embankment of 20 m at (335186), and tapers-off gradually until it reaches the same level as the surrounding countryside, 3/400 m North.

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S. MARTINO di VENEZZE (328179) (PROV. ROVIGO)

The stretch of road from TAGLIO to RAGNOLI has NO walls, and deployment into cultivated wheat and maize fields is possible at any point. For description of the steel bridge at (335185) (See Appendix C). For description of the ADIGE river at this point (See C b,i)

ii) ROADS (370190) - (301174) and (364190)-(310177)
(On either side of the ADIGE river)
These are metalled, gravel-surfaced 5m-wide roads. They are embanked 12 m above the surrounding countryside. They border the right and left bank of the ADIGE and have NO walls. For description of the embankment see Appendix .

b) NAVIGABLE RIVERS

i) ADIGE RIVER from (257152) to (385182)
This whole section of the river is navigable. It varies in width from 80 m to 200 m. The banks are from 8 to 12 m. high and made of firm earth with about a 45 degree slope. There are NO anchorages, but there are posts along the banks to tie up boats. These are towed up stream by horses and mules. There are NO fords, locks or dams in this section of the river. The difference in depth during high and low periods does not exceed two meters.
The bridge clearances are from 5 to 7 m. The current is moderately strong. The bed is of a sandy nature. Irrigation facilities near S. MARTINO di VENEZZE pump water for the nearby fields.
Hand pumps create the necessary vacuum for the water to be syphoned out. A valve opens and closes these aqueducts as needed. These water mains cross under the road about every two km.

D. TOPOGRAPHY

P/W confirmes information appearing in DOM/TA report Para. D.

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right and left bank of the ADIGE and have NO walls. For description of the embankment see Appendix .

b) NAVIGABLE RIVERS

i) ADIGE RIVER from (257152) to (385182)
This whole section of the river is navigable. It varies in width from 80 m to 200 m. The banks are from 8 to 12 m. high and made of firm earth with about a 45 degree slope. There are NO anchorages, but there are posts along the banks to tie up boats. These are towed up stream by horses and mules. There are NO fords, locks or dams in this section of the river. The difference in depth during high and low periods does not exceed two meters.
The bridge clearances are from 5 to 7 m. The current is moderately strong. The bed is of a sandy nature. Irrigation facilities near S. MARTINO di VENEZZE pump water for the nearby fields.
Hand pumps create the necessary vacuum for the water to be syphoned out. A valve opens and closes these aqueducts as needed. These water mains cross under the road about every two km.

D. TOPOGRAPHY

P/W confirmes information appearing in DOMATA report Para. E.

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MIGLIARINO (364777) and DISTRICT (PROV. FERRARA)
Maps used ITALY 1:100,000, Sheet 76, FERRARA and Sheet 77, COMACCHIO

A SOURCE

P/W. Pte. DENTI, Agide, a 28 year old farmer, last home on furlough in July 1943, shortly before his capture in SICILY. He is NOT too bright, and is only fairly reliable.

B TOWN

a) MIGLIARINO (PROV. FERRARA)

i) POPULATION
1500, mainly farmers, with some workers in the local sugar and hemp industries.

ii) WATER SUPPLY
Water is brought to town by an aqueduct, source unknown, and is laid on in several public fountains. It is plentiful all year round. For general use the water is drawn from shallow wells.

iii) ELECTRICITY
Electricity is laid on in most houses and streets. Source unknown.

iv) GAS
None. Wood and charcoal are used.

v) SEWERAGE
There is an underground system of canals, discharging in the PO DI VOL NO.

vi) POSTAL FACILITIES
The P.O. is located in a small, two-storey building in the center of the town. Telephone and telegraph service is available.

vii) GAOL
The CC.RR. barracks is a single-storey, wide building, with holding cells. Peacetime strength: 1 W.O. and 6 O.R.

viii) HOSPITAL
A two-storey,structure, with 8 rooms, 1 doctor; 1 pharmacy.

ix) HOTELS
The VITTORIA, a two-storey building, with 8 rooms.
[illegible] Both have restaurant

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B <u>TOWN</u>

a) MIGLIARINO (PROV. FERRARA)

i) POPULATION
1500, mainly farmers, with some workers in the local sugar and hemp industries.

ii) WATER SUPPLY
Water is brought to town by an aqueduct, source unknown, and is laid on in several public fountains. It is plentiful all year round. For general use the water is drawn from shallow wells.

iii) ELECTRICITY
Electricity is laid on in most houses and streets. Source unknown.

iv) GAS
None. Wood and charcoal are used.

v) SEWERAGE
There is an underground system of canals, discharging in the PO DI VOLANO.

vi) POSTAL FACILITIES
The P.O. is located in a small, two-storey building in the center of the town. Telephone and telegraph service is available.

vii) GAOL
The CC.RR. barracks is a single-storey, wide building, with holding cells. Peacetime strength: 1 N.C. and 6 C.R.

viii) HOSPITAL
A two-storey, structure, with 8 rooms, 1-doctor; 1 pharmacy.

ix) HOTELS
The VITTORIA, a two-storey building, with 8 rooms.
A smaller hotel, with 4 or 5 rooms. Both have restaurant facilities.

x) SCHOOL
A two-storey, new building, with 10 classrooms.

xi) INDUSTRIES
A sugar refinery, 2-storey, employing 100-150 persons, mostly women. It processes the beets from the raw state to the actual packing of sugar in burlap sacks.
It has a silo, and ample loading facilities on the PO DI VOLANO, with concrete quays and two steel overhead conveyors and cranes. About one third of the raw beets used in this refinery are brought in by river barges.

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MIGLIARINO (363777) and DISTRICT (PROV. FERRARA) (Con't.)

b) A hemp processing factory, single-storey, employing about 100. It produces rope, sacks, and bales of refined, natural hemp.

xii) OTHER BUILDINGS
a) A cinema, with a capacity of 800.
b) The town hall, a large 2-storey building, with 10 rooms.
c) The DOPOLAVORO and Fascist Party Hq., a large 2-storey building.
d) The local "AMMASSO" consists of several, large, single-storey warehouses and of a 3-storey, reinforced concrete, cylindrical silo.

C WATERCOURSES

i) There is a canal, running roughly from the PO DI VOLANO at (367780) to (376745). It is not marked on sheet 76, FERRARA. This canal is 30-40 m. wide, with a tortuous course, bordered by earth leveés 1½ m. higher than the terrain and 4-5 m. wider at the top. From the top of the levee to the bottom of the canal there is a depth of 5 m. and the banks are gentle and grassy. This canal has an average water level at 2 m. It is still under construction, as it is a new development meant to take the traffic of barges direct from MIGLIARINO to the sea, by way of the V.LLI DI COMACCHIO. P/W believes that there were locks under construction along the canal, and he is sure that as late as July 1943 no floating traffic could possibly go through.

ii) There are several drainage ditches and canals through the area. Their average dimensions are: Width at the top, 5 m. Width at the bottom: 2 m. Depth: 2-3 m. Water level: from 1 to 2 m. The banks of these canals are steep and grassy, and they drop away sheerly from the adjoining canal. These canals are spanned by the country roads by means of small, single - arch, masonry bridges, often without parapets, with a roadway 5-6 m. wide, and a capacity seldom superior to 8 - 10 tons.

D COMMUNICATIONS

a) ROADS

i) MIGLIARINO - PERO - FORMIGNA - COPPARO
This is a metalled, gravelled, 6 m.-wide road, with grassy verges 50 cm. wide. It is bordered by drainage ditches 1 m. wide and ½ m. deep. The road is about 50 cm. higher than the

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cylindrical silo.

C WATERCOURSES

i) There is a canal, running roughly from the PO DI VOLANO at (367730) to (376745). It is not marked on Sheet 76, FERRARA. This canal is 30-40 m. wide, with a tortuous course, bordered by earth levees 1½ m. higher than the terrain and 4-5 m. wider at the top. From the top of the levee to the bottom of the canal there is a depth of 5 m. and the banks are gentle and grassy. This canal has an average water level at 2 m. It is still under construction, as it is a new development meant to take the traffic of barges direct from MIGLIARINO to the sea, by way of the V.LLI DI COMACCHIO. P/W believes that there were locks under construction along the canal, and he is sure that as late as July 1943 no floating traffic could possibly go through.

ii) There are several drainage ditches and canals through the area. Their average dimensions are: Width at the top, 5 m. Width at the bottom: 2 m. Depth: 2-3 m. Water level: from 1 to 2 m. The banks of these canals are steep and grassy, and they drop away sheerly from the adjoining canal. These canals are spanned by the country roads by means of small, single - arch, masonry bridges, often without parapets, with a roadway 5-6 m. wide, and a capacity seldom superior to 8 - 10 tons.

D COMMUNICATIONS

a) ROADS

i) MIGLIARINO - NERO - FORMIGNA - COPPARO
This is a metalled, gravelled, 6 m.-wide road, with grassy verges 50 cm. wide. It is bordered by drainage ditches 1 m. wide and 1 m. deep. The road is about 50 cm. higher than the terrain, and hedges 2 m. high and 1 m. thick are grown immediately outside the drainage ditches. There is a swing bridge at (779363). It is 40 m. long, of cement construction, with a wooden flooring. The swinging section is of steel, 18 m. long, hand operated. The width of the roadway is 6 m. and it is 2 m. above the water level. P/W has seen the largest trucks go over this bridge.
This road is devoid of sharp curves, inclines or bottlenecks, and it is two-way throughout.

ii) MIGLIARINO-MASSA FISCAGLIA
This is a metalled road, 6 m. wide, with a hard, tar surface, and narrow, grassy verges. It is bordered by earth drainage ditches 1 m. wide and 1 m. deep, and by thick hedges, 2 m. high, planted outside the drainage ditches. In some sections the road runs on the South levee of the PO DI VOLANO, 1½ m. above the level of the terrain. This road is two-way throughout.

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MIGLIARINO (363777) and DISTRICT (PROV. FERRARA) (Con't.)

iii) MIGLIARINO - R.J. (349753)
This is a metalled road, 6 m. wide, with a hard, tar surface, and grassy verges 1 m. wide. It is bordered by shallow drainage ditches, 1 m. wide. Thick hedges 1 to 2 m. high are planted outside the drainage ditches. Throughout its length it is devoid of sharp curves or bottlenecks and is always two-way. There are Rly. level crossings, protected by swinging bars, at (283793) and at (337755).

iv) RJ (320757)-PORTOMAGGIORE
This is a metalled road, gravelled, 5m. wide, with shallow drainage ditches and narrow verges. It is bordered at intervals by thick hedges and rows of slim trees.
This road is probably NOT two-way throughout.

v) OSTELLATO -COMACCHIO - PORTO GARIBALDI
This is a metalled road, gravelled, 5 m. wide with wide, hard verges, generally running parallel and on the same level with the Rly. It is generally 50 cm. to 1 m. above the terrain, and is devoid of sharp curves. Several canals run under this road by means of culverts. By utilising at times part of the Rly's right-of-way this road can be used for two way traffic throughout. There is no bridge (July '43) on the canal (375748) mentioned in G, i. e section of earth being left in place for the passage of the Rly and road, with tunneling to let the water through. R.E. has heard that two large swing bridges are to be constructed here.

vi) MIGLIARINO - MEZZELANI (319765) (roughly following the South bank of the PO DI VOLANO.)
This is a metalled road, gravelled, 4 m. wide, with narrow, earth verges. It is one-way only and level with the adjoining land.
All the gravelled roads mentioned in the preceding paragraphs have gravel piles prepared on the verges for maintenance purposes, at intervals of 50-100 m. These roads have several small masonry culverts spanning the many irrigation ditches, and these can support any commercial loads. Rainy weather does not hamper traffic conditions to any great extent.

vii) There are several country roads in this area. They are generally unmetalled, with a hard earth surface, 3-4 m. wide. [illegible] and are bordered at intervals

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swinging bars, at (283793) and at (317337).

iv) RJ (320757)-PORTOMAGGIORE
This is a metalled road, gravelled, 5m. wide, with shallow drainage ditches and narrow verges. It is bordered at intervals by thick hedges and rows of slim trees.
This road is probably NOT two-way throughout.

v) OSTELLATO -COMACCHIO - PORTO GARIBALDI
This is a metalled road, gravelled, 6 m. wide with wide, hard verges, generally running parallel and on the same level with the Rly. It is generally 50 cm. to 1 m. above the terrain, and is devoid of sharp curves. Several canals run under this road by means of culverts. By utilising at times part of the Rly's right-of-way this road can be used for two way traffic throughout. There is no bridge (July '43) on the canal (375743) mentioned in C, i, a section of track being left in place for the passage of the Rly and road, with tunnelling to let the water through. P.W. has heard that two large swing bridges are to be constructed here.

vi) MIGLIARINO - MEDELANA (319785) (roughly following the South bank of the PO DI VOLANO.)
This is a metalled road, gravelled, 4 m. wide, with narrow, earth verges. It is one-way only and level with the adjoining land.

All the gravelled roads mentioned in the preceding paragraphs have gravel piles prepared on the verges for maintenance purposes, at intervals of 50-100 m. These roads have several small masonry culverts spanning the many irrigation ditches, and these can support any commercial loads. Rainy weather does not hamper traffic conditions to any great extent.

vii) There are several country roads in this area. They are generally unmetalled, with a hard earth surface, 3-4 m. wide. They are level with the terrain and are bordered at intervals by shallow ditches, hedges, and often by rows of fruit trees. They become impracticable in rainy weather.

b) RAILWAYS

i) FERRARA - OSTELLATO - COMACCHIO - PORTO GARIBALDI.
A single track, standard-gauge, steam Rly., on wooden sleepers. It runs generally on an earth embankment 1-1½ m. high. Several small masonry culverts pass under this Rly, while country roads always cross it on the level. From OSTELLATO to COMACCHIO the Rly. runs parallel and level with the road described in D, a, v, with the sleepers and rails above the road surface.

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ii) OSTELLATO - MASSA FISCAGLIA - CODIGORO.
A single-track, standard-gauge Rly, similar to the one described above.
The MIGLIARINO and OSTELLATO stations are two-storey, small buildings, with two tracks each.
Two or three trains each day, with 4-5 passenger cars, used to run on this line, as latest July 1943.

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c) RIVERS

i) PO DI VOLANO
This is a large, internal waterway. At MIGLIARINO it is 40 m. wide, with earth levees 1½ m. higher than the terrain and 4 m. wide at the top. The banks are gentle and grassy, and the water depth is generally 4-5 m. The top of the levee is gravelled, and is used as a towpath for the horses employed in towing the barges. There is practically no current, the water being almost stagnant. Besides the loading facilities of the Sugar Refinery described in B, a, xi, there is a quay 60 m. long and 20 m. wide, gravelled, sloping gently towards the water level. Barges are loaded here with the help of gangways, and are also pulled ashore for repairs.

E TOPOGRAPHY

The area known to the P.W. is roughly inscribed in a circle with a 5 km. radius, centered in MIGLIARINO. This area is completely flat, 3 or 4 m. above sea level, with rich, black soil and an abundance of water. There are several drainage canals criss-crossing the area. Due to their width of 4-5 m. and their depth of 2-3 m., they create serious obstacles to cross-country movement. The ground becomes very muddy during rains, but due to its good drainage it dries within 48 hours. Even when dry it is always rather soggy, and farm carts, with steel-rimmed wheels, move with difficulty on it.
Fields are divided by irrigation ditches, hedges, and rows of fruit trees.
From December to February the fields are covered with snow, up to 50 cm. deep, and they cannot be worked on until the second half of March. Snow does NOT hamper to any great extent the traffic on the metalled roads.
There are NO thick woods in the area, and the fruit trees are planted far apart. Also the lack of natural relief makes concealment difficult. The main agricultural crops of the area are beets, hemp, wheat, and tobacco. Fruit trees are mainly apple-trees, and some grapes are grown.
The area is rich with cattle, pigs, and horses, and in peacetime it was economically well-off.
Building materials for improvised road repairs, such as timber and gravel, are scarce.
The only possible observation points in this area are the tall buildings and church steeples. The tallest building in MIGLIARINO is the wheat silo, some 25 m. high.

F MILITARY

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From December to February the fields are covered with snow, up to 50 cm. deep, and they cannot be worked on until the second half of March. Snow does NOT hamper to any great extent the traffic on the metalled roads.
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The area is rich with cattle, pigs, and horses, and in peacetime it was economically well-off.
Building materials for improvised road repairs, such as timber and gravel, are scarce.
The only possible observation points in this area are the tall buildings and church steeples. The tallest building in MIGLIARINO is the wheat silo, some 25 m. high.

F MILITARY

i) In July, 1943, about 500 German infantrymen were quartered in a small barracks, 100 m. from the FERRARA-Rly. station.

ii) Up to July, 1943, NO road defences or road blocks of any kind were set up in this area.

iii) On the roof of a three-storey, private house in the center the square of MIGLIARINO, there was a F.M.G. (...), manned by the local Blackshirt post.

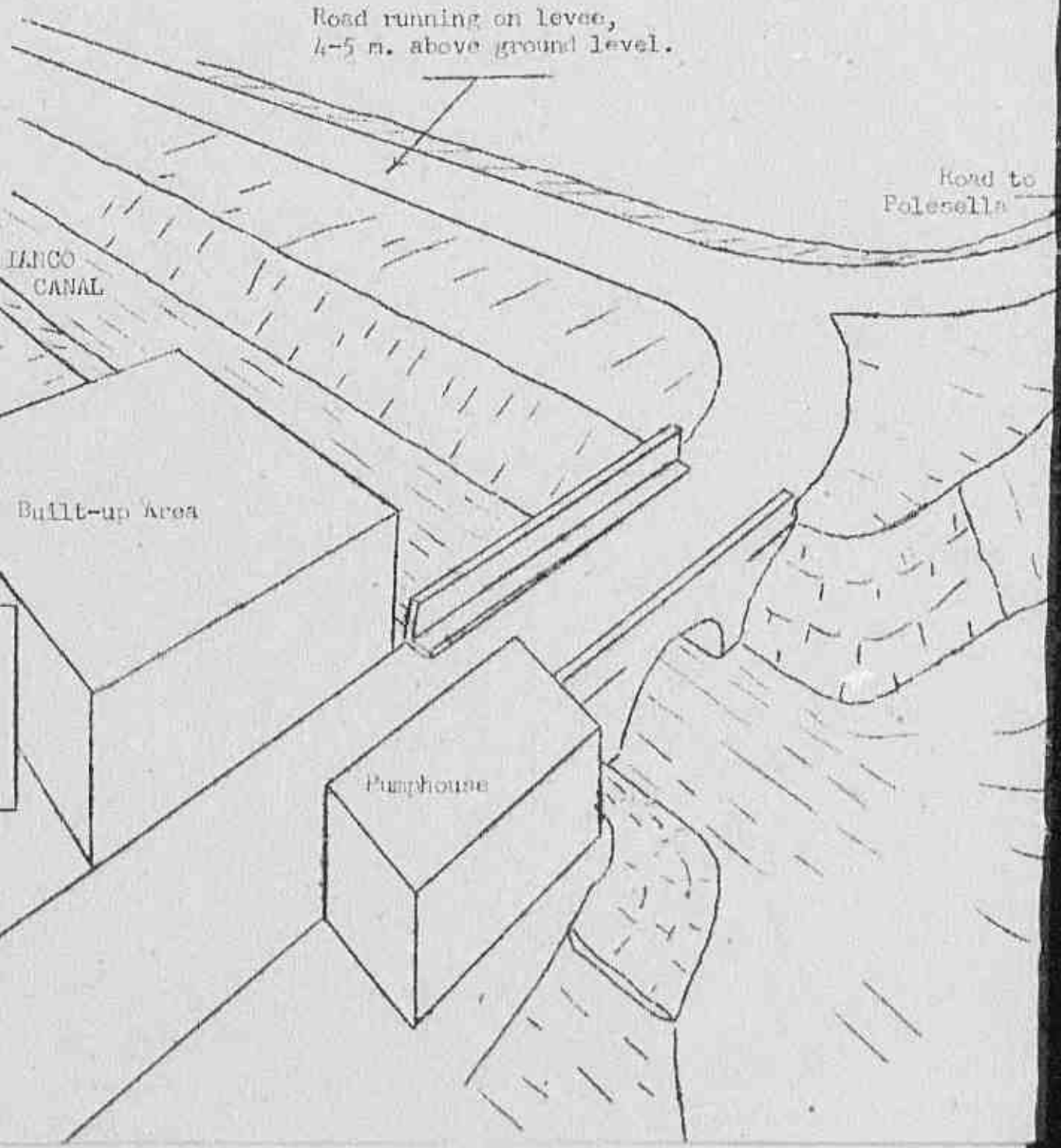
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A.T.P.

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Dimensions Approximate

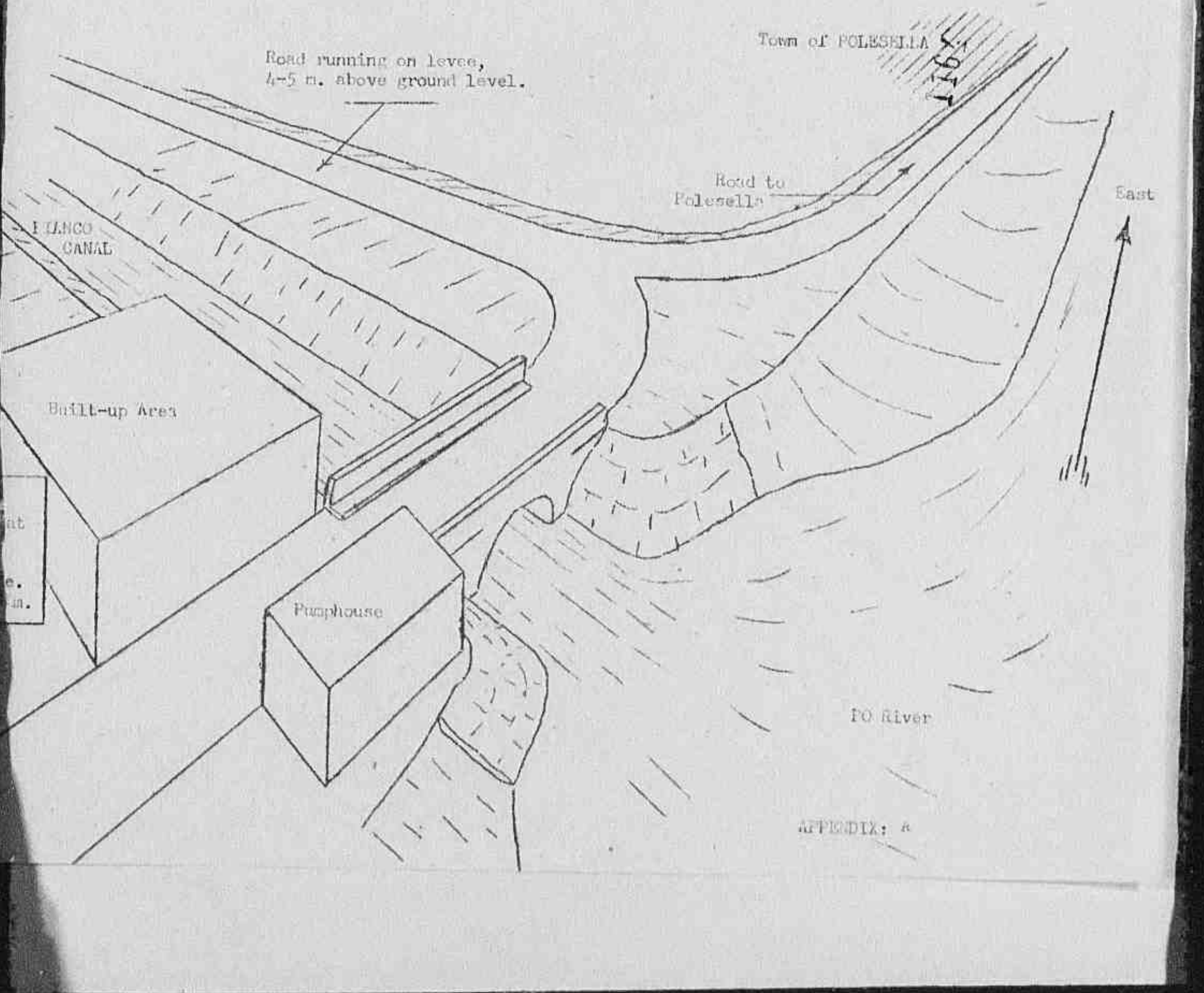


DETAIL SKETCH of Junction of BIANCO Canal and the PO river at (227993) , Near POLESELLA

The BIANCO Canal is 7-8 m. wide.
The width of the bridge is 6-7 m.

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APPENDIX: A

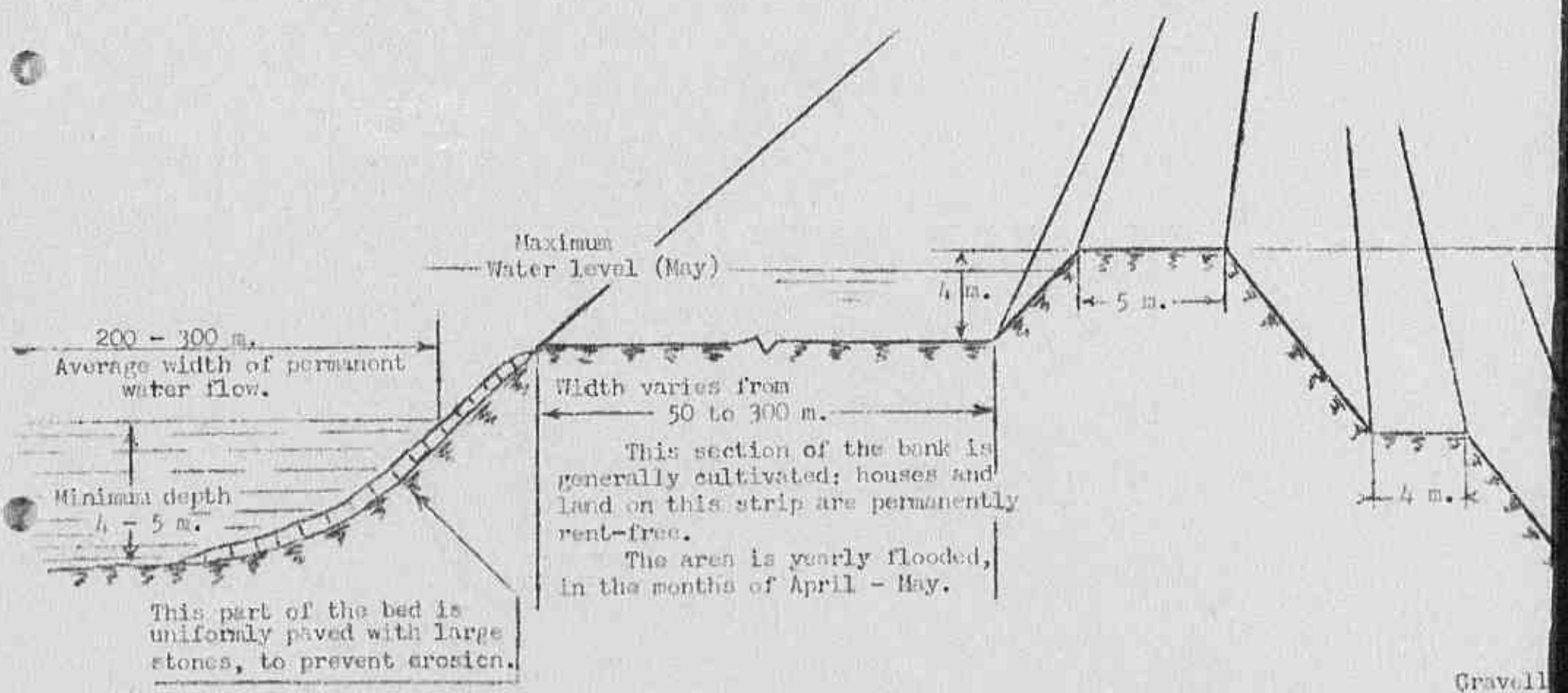
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Dimensions Approximate

Not drawn to scale

Mean cross-section of the South bank of the PO from (200953) to (230989)

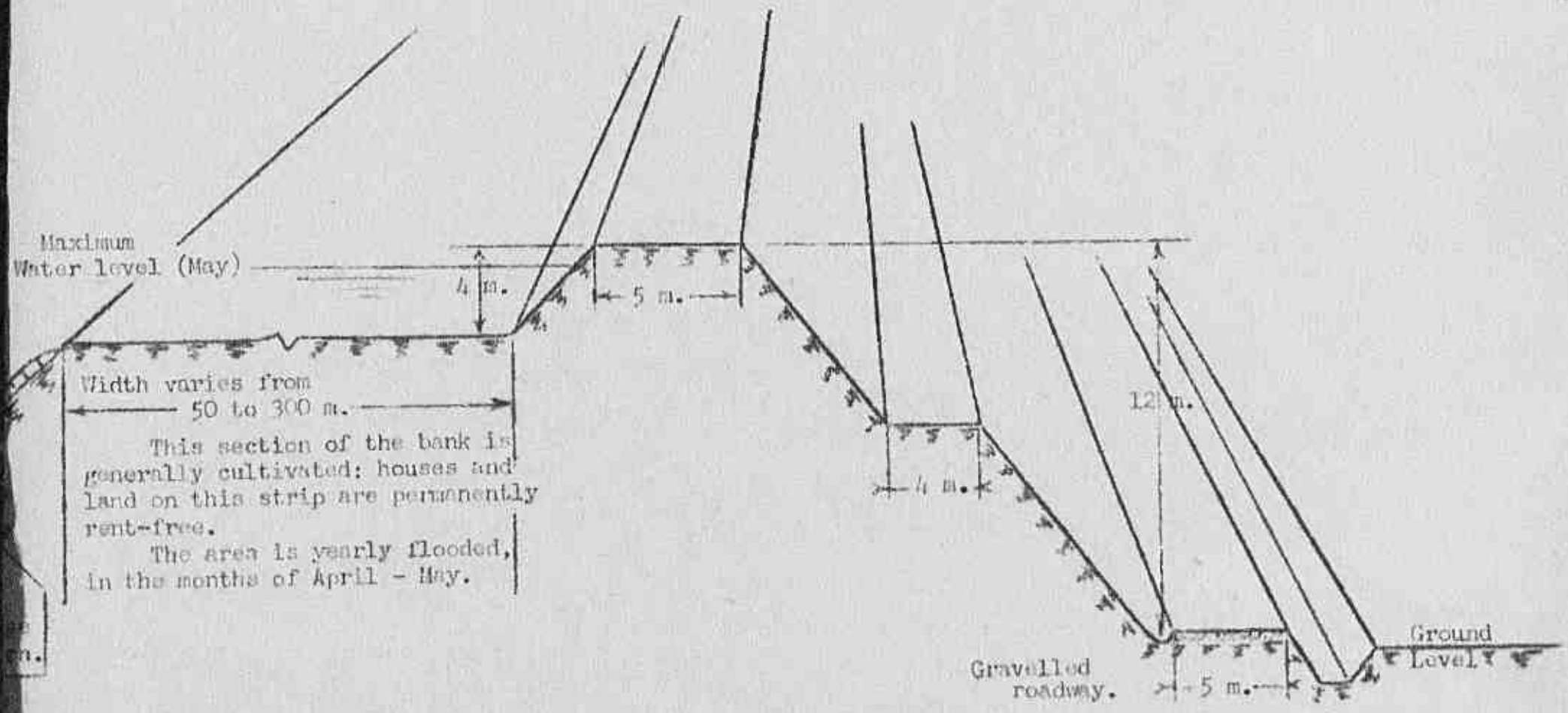
Most of the banks are covered with grass. The slopes are generally of 25° to 30°



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Mean cross-section of the South bank of the PO
from (200953) to (230989)

Most of the banks are covered with grass.
The slopes are generally of 25° to 30°

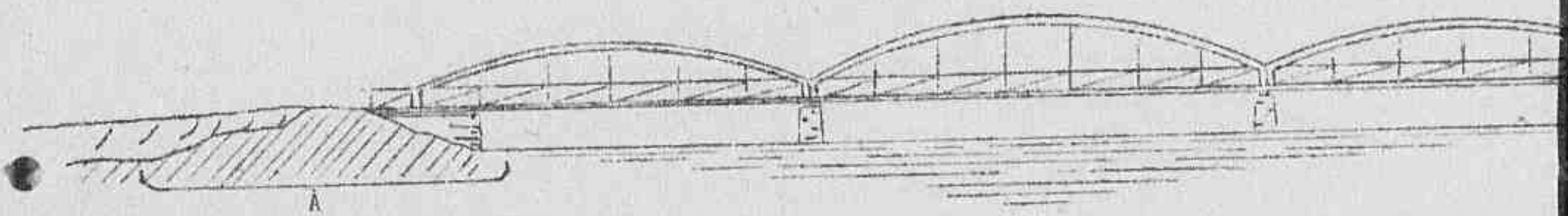


APPENDIX: B

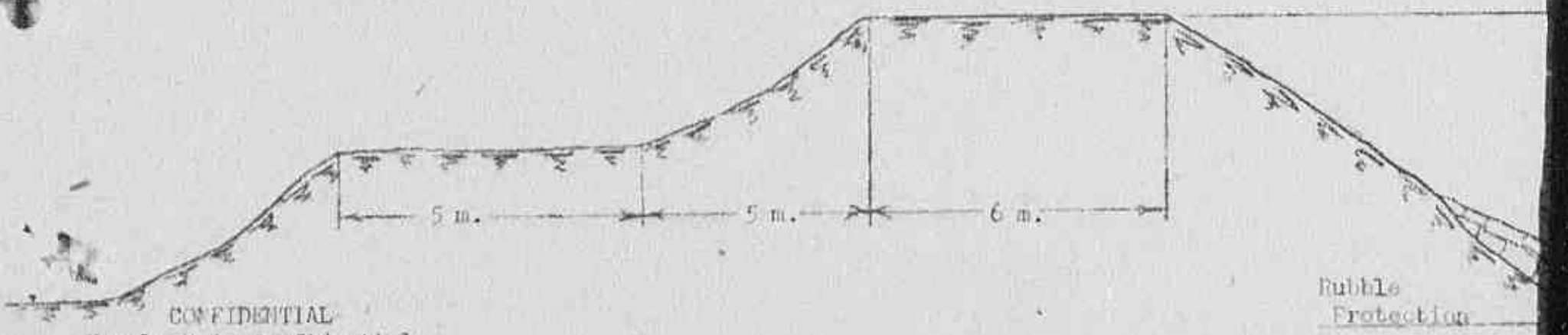
Declassified E.O. 12356 Section 3.3/NND No. 785015

Dimensions Approximate

ROAD BRIDGE over the ADIGE at (335185)
Steel structure, stone columns and shoulders.
Length: 180 m. Height above water: 7 m. Height of center span: 7 m. Height
Diameter of columns: 2½ m. Length of shoulders: 15 m. Width of roadway: 6
Width of sidewalks: 1 m. Height of sidewalks: 30 cm.



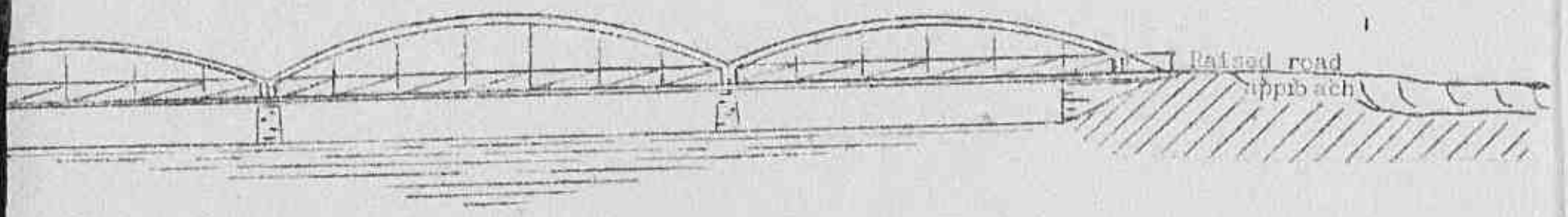
DETAILS of EARTH LEVEL as at "A"



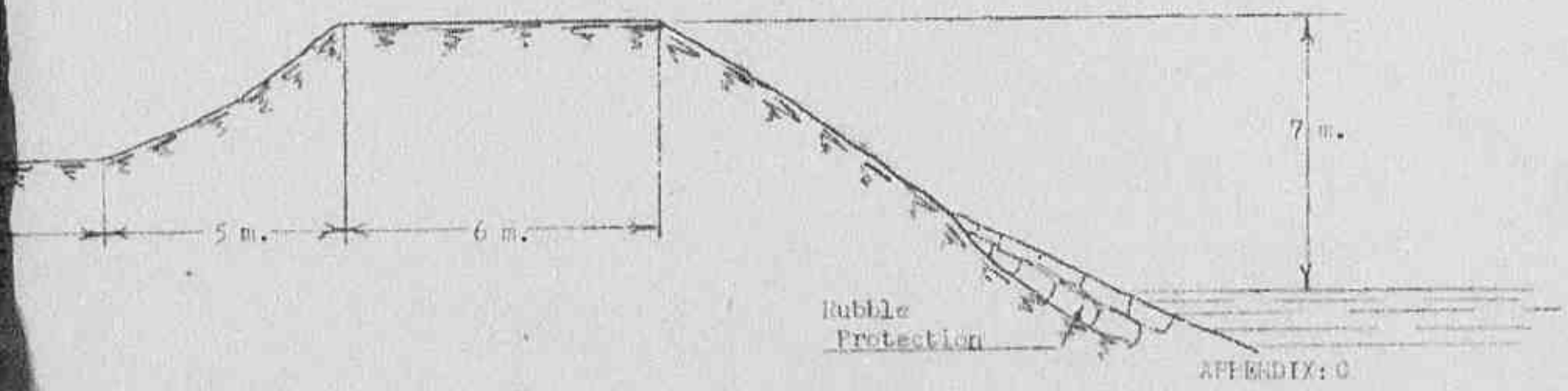
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ROAD BRIDGE over the ADIGE at (335185)
Steel structure, stone columns and shoulders.
Length: 180 m. Height above water: 7 m. Height of center span: 7 m. Height of side spans: 5 m.
Diameter of columns: 2½ m. Length of shoulders: 15 m. Width of roadway: 6 m. Clearance: 3½ m.
Width of sidewalks: 1 m. Height of sidewalks: 30 cm.



DETAILS of EARTH LEVEE as at "A"



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