

255.1/TN.2 I. S. R Transportation

1520

station

10000/148/831
May '45
July '45

TRANSLATION

AS/lmr

MINISTRY OF COMMUNICATIONS

STATE RAILROADS

COMPARTMENT OF GENOVA

No. 2916/S.2

Genova July 11, 1945

SUBJECT : Statistic Data.

TO : Capt. Conway Allied Commission.

Herewith the statistic data you requested relating to the rolling stocks and materials for 1938 and 1945.

Chief of the Compartment
(sgd) illegible

TRANSLATION

AS/lmr

FROM No. T 1/149.0 to No. 2916/S.2
of June 11, 1945

FROM: Chief of the Compartment
Main Office

Genova. 12/7/45

HEREWITH THE REQUESTED DATA :

	YEAR 1938	YEAR 1945
DIESEL LOCOMOTIVES		
A-for passenger trains	-	1-(ex german)
B- " freight "	-	-
C- " shunting	-	3-(ex german)
ELECTRIC LOCOMOTIVES		
A-for passenger trains	64	38
B- " freight "	-	-
C- " shunting	257	58
STEAM LOCOMOTIVES (1)		
A-for passenger trains	-	8
B- " freight "	45	16
C- " shunting	67	36

(1) In the resume for 1945 are included the engines that in 1938 belonged to the Voghera depot which depended from the Traction

Section of Milan

1402

EFFICIENT ELECTRIC LOCOMOTIVES THAT
CANNOT OPERATE BECAUSE OF THE ABSENCE
OF ELECTRICITY OR OTHER

	1938	1945
A - for passenger trains	-	-
B - " freight "	-	-
C - shunting "	-	-
ANNUAL CAPACITY OF THE LOCOMOTIVE DEPOT WORKSHOPS (2)		
(General repair		
Special "		
Miscellaneous repairing)		
Genoa Brignole Depot E.T.	300	120
" " " S.T.	16	12
Genoa Rivarolo " E.T.	50	24
" " " S.T.	18	12
Savona Depot " E.T.	40	24
" " " S.T.	12	-
Novi S. Bovo Depot E.T.		
	maintenance of locomotives of depot	
" " " S.T.	12	-
La Spezia Depot E.T.		
	maintenance of locomotives of depot	
" " " S.T.	12	-
Voghera Depot S.T.	18	24
ELECTRIC LOCOMOTIVE WORKSHOP OF GENOA		
(for big and medium repair work) (2) E.T.		
Ansaldo Works (private) E.T.	100	50
" " " S.T.	-	12
	-	36

ANNUAL CAPACITY OF CLEANING GANGS

	1938	1945
Cleaning gang of (illegible)	was not working	880 coachers
" " "S.P.D'Arena	6000 cars	3000 cars
" " Novi S. Bono	3000 "	800 "
" " Savona	2000 "	1000 "
" " La Spezia	2000 "	1200 "
" " Voghera	7000 "	4000 "
" " Ventimiglia	2000 "	300 "
Piaggio works (private)	-	180 coaches
Bagnara " "	3000	3000 cars

(2) The lessened productive capacity that is registered in the year 1945 in respect to 1938, is due not only to the minor efficiency of the working plants because of destruction from bombing or other causes, but also from the absence of important apparatus (for electric locomotives controller, speed combiners collector brush holders, collectors, reostats, pressure gages transformers, compressors, measure gages etc.) to substitute those distructed or lost, and also for the shortage of working material (iron, wood etc.)

	1938	1945
Brake blocks for vehicles	No. 3200	
wheel " "	" "	
axles " "	" "	
rail car frames	100	200
bearings for vehicles	500	700
lumber		

bolts and nuts	Kg.	12000	20000
nails	"	20000	40000
screws	"	4000	6000
hardware	"	200000	240000
brake blocks for locomotives	No.	20000	12000
boiler tubes	"	-	-
fire bricks	"	24000	12000
bearing	"	1200	600
pane glass for vehicles and locomotives	"	4000	24000
cotton waste	Kg.	18000	12000
white metal	"	48000	48000
copper	"	36000	18000
pigments	"	-	40000
Canves	m.	-	6000
woollen gaskets for box	No.	10000	10000

MOVEMENT SECTION

We transmit the situation of cars in 1945

We can't give data concerning 1938 because the books for that year are not available.

ROLLING STOCKWORKING IN 1945

a) flat cars	235
b) box cars	361
c) high sided cars	911
d) tank cars	216

1600

MINISTERO DELLE COMUNICAZIONI

AS/lmr

STATE RAILWAYS

The Genova Section

No. 35371 R

Genova 4 July 45

Subject : Statistic data.

In answer to your letter No. 2916/S in dated 11 July I send you the list requested by the A.C. Transport S.C. (Rails) regarding the rail-road Service and the materials that where necessary in 1938 and those needed in 1945.

		1938	1945
Railway in operation (double track)	Km.	9,188	9,188
Secondary railway (working)	Km.	5,829	5,328
Track in railway yards	Km.	38,300	29,400
No. of Stations connected by telephone and telegraph		3	3
Sleepers	(ordinary service for	No. 3090	800
	(other works or for riconstruction	No. 1380	7000
Tracks	(ordinary service	260	50
	(other works or for riconstruction	700	900

139.

	(ordinary service)	No.	4000	700
Sole plates				
	(other works or for reconstruction)	"	10400	14000
Gravel and crushed stone				
	(ordinary service)			
	(other works or for reconstruction)	"	4000	4000
Lumber for bridges				
	(ordinary service)	"	12000	2100
Coach screw				
	(other work or for reconstruction)	"	30000	40000

Complete list of the material needed for the maintenance and for the repairing of the railroads.

(a) material needed for the repairing and the reoperation of the railways and the buildings :

Cement	qls.	1000
Hydrolic lime	"	800
White lime	"	200
Plaster	"	100
Brick (empty)	"	30000
Flat tiles	"	50000
Eternit	m2	600
Sand	m3	800
Gravel	"	600
wooden beams	"	100

Fir boards	m3	50
Nails	"	2000
Wire reenforced glass	Kgs.	500
pane glass	m2	800
b) Material needed for the maintenance of the rail-ways and buildings		
-hydrolic lime	qls	400
-white	"	100
-Plaster	"	20
-Sand	m2	100
-Timber in beams	"	20
-Fir boards	"	10
-Nails	Kg.	400
pane glass	m2	100

STATE RAILWAY
Labour Section

Requested data.		1938	1945
Working Railway	Km.	920.700	834.300
Secondary tracks and railroad yards	"	293.800	216.800
Length of tunnels	"	146.200	146.200
			1397

LIST OF MATERIALS IN DEPOSIT AT THE COMPARTMENT OF GENOA

		1938	1945
Sleepers new	No.	58438	8487
used	"	3624	2550
out of use 1st class	"	3729	4469
Normal tracks new	No.	535	120
" " used	"	3695	5665
" " out of use III class	mls.	23529,54	1,344
Sole plates new	No.	14474	5253
used	"	165996	103149
Coach screws and spikes new	"	192,899	79877
" " " " used	"	32154	260581
Fish plate	new	11400	1052
" "	used	14003	16064
Switch plates new		4387	700
" " used		1951	3692
switch ^{ch} blades new	No.	292	99
used	"	280	456
Rail stock new	"	330	100
used	"	153	253
Worked tracks new	"	577	80
used	"	382	371
Frames for switch blades used	"	32	-

Chair (rail) new	No.	807	248
used	"	765	471
Full rods new		821	176
used		710	350
Shunting box new		21	4
used		30	175
Wing rail new		414	153
used		181	320
Tracks of different lengths new	mls.	2405.29	399.07
used	"	1007.74	3598.96
Sleepers for deviators new	No.	4980	648
used	"	67	313
Number for bridges new	No.	411	32
used	"	-	50
Crossing noses new	"	102	124
used	"	109	68
Deviators Kg. 009 new	"	-	-
" " " used	"	-	-
" " 010 new	"	23	2
" " " used	"	8	21
" " 012 new	"	47	-
" " " used	"	28	38
" " 015 new	"	-	-
" " " used	"	1	-
various measures new	"	1	-
used	"	-	6
Intersections new	"	2	-
used	"	2	-

7395

	1938	1945
--	------	------

Hist of materials used for the maintainance of electrification plans central apparatus telegraphonic and illumination apparatus in the year 1938.

Iron and steel	Ton.	40	
Cast iron	"	23	
Steel for round poles	"	12	
Steel for drawn tubes	"	14	
Coppe	"	85	
Bronze	"	7	
Brass	"	07	
Lead	"	1,5	
Porcellan insulators	No.	8000	
Electric light bulb (assorted)	"	30000	
Lead cables with copper or alluminium conductor	Km.	40	
Wooder poles from 6 to 12 muters	No.	200	
Fir lumber in boards and planks	m2	30	
Pitch pine lumber	"	5	
Oil for transformers and switch	Ton.	10	
Glicerine	"	30	
Various lubricants	"	7	
Petral	"	24	
Petrolium	"	2.5	
Cooked linseed oil	"	2.5	
Assorted varnishes	"	6	
Head minium	Ton.	2,5	
Calcium carbide	"	8	
Cotton waste	"	10	
Coal for furnaces and heating	"	90	
Diesel oil	"	-	
Rubber tyres for vehicles (assorted)	No.	40	
Rubber tubes for " (")	"	70	
Lenth in Km. of the lines with E.T.	Km.	496.130	374.148
Bloch signals (autbomatir)	No.	1598	1536
Lenth in Km. of telephone lines E	Km.	3450	2423
" " " " telegraph "	"	2308	2008

1394

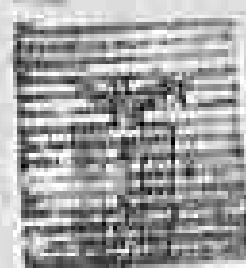
List of material needed for the repairing of the electric plants, central apparatus, telegraph, and illuminating apparatus according to the conditions in 1945.

		1945
Iron and steel	Ton.	85
Cast iron	"	40
Steel for round poles	"	190
" " drawn tubes	"	80
Copper	"	2000
Bronze	"	46
Brass	"	7
Lead	"	10
Porcellan insulators	No.	30000
Electric light bulbs (assorted)	"	50000
Head cable with copper or alluminium conducturs	Km.	240
Wood poles of M.6 to M.12	No.	400
Fir boards	M3	50
Pitch-pine lumber	"	20
Oil for transformers and switches	Ton.	250
Glycerine	"	45
Various lubricants	"	415
Petrol	"	440
Petroleum	"	2.5
Cooked linseed oil	"	4
Assorted varnishes	"	10
head minium	"	4
Calcium carbide	"	10
Cotton waste	"	10
Coal for furnaces and heating	"	100
Diesel oil	"	12
Rubber tyres for M/vehicles	"	100
Rubber tubes	"	150

MATERIALS		1938	1945
Brake shoe for rail cars	No.	6208	253
Soles for brakes		1063	16700
Miscellaneous material for repairing of rail cars	Kg.	12000	6000

1393

	19	1945
Bolts and nuts	106737	2500
Nails	321681	1654
Screws for metal and for wood	4500	-
Hardware	25000	1000
Brake shoes for locomotives	No. 4094	-
Boiler tubes for "	" 28534	576
Fire buicks for "	" 172650	28000
Pain glass for vehicles	" 3131	-
Glass for lanterns and signals	" 5100	-
Cotton waste	Kg. 2500	-



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO

Tipo 5

COMPARTIMENTO DI GENOVA = UFFICIO CAPO COMPARTIMENTO

N. 2916/S.2

255.11

Genova, 17 Luglio 1945.

al N. _____ del _____

Oggetto: Dati statistici

Capitano CONWAY

TOMMY RICHARDSON

Commissione Alleata

- 10 -

S E D E

Trasmetto il complesso dei dati statistici richiesto da codesta Commissione, riferentesi al confronto comparativo degli anni 1938 - 1945.-

Translation: Herewith the statistic details you required relating to the rolling stocks and materials for 1938 and 1945.

IL CAPO COMPARTIMENTO

Ti/

Conway



Richardson

1391

Arch. Grafiche Corvelli - Serie 5 - 5-541 (1945)

Genova, 12/1/1945

N° T.1/149.0

al N° 2916/S.2 dell'11/6/1945

CAPO COMPARTIMENTO

S E D E

OGGETTO

Dati statistici

Rimetto, per la parte di competenza, i
dati richiesti con la suddistinta:

	-Anno 1938	Anno 1945
LOCOMOTIVE A NAFFA		
A) per treni viaggiatori	-	1 (ex tedesca)
B) " " merci	-	-
C) per manovre	-	3 (ex tedesche)
LOCOMOTIVE ELETTRICHE		
A) per treni viaggiatori	64	38
B) " " merci		
C) per manovre	257	58
LOCOMOTIVE A VAPORE (1)		
A) per treni viaggiatori	-	8
B) " " merci	45	16
C) per manovre	67	36

(1) nella situazione esposta per l'anno 1945 sono comprese le locomotive in dotazione al Deposito di Voghera che nel 1938 dipendeva dalla Sezione Trazione di Milano.

LOCOMOTORI IN EFFICIENZA CHE NON POSSONO CIRCOLARE PER MANCANZA DI CORRENTE OD ALTRO

A) per treni viaggiatori
B) " " merci
C) per manovre

Dati statistici

Rimetto, per la parte di competenza, i
dati richiesti con la suddivisione:

	-Anno 1938	Anno 1945
LOCOMOTIVE A NAFTA		
A) per treni viaggiatori	-	1 (ex tedesca)
B) " " merci	-	-
C) per manovre	-	3 (ex tedesche)
LOCOMOTIVE ELETTRICHE		
A) per treni viaggiatori	64	38
B) " " merci		
C) per manovre	257	58
LOCOMOTIVE A VAPORE (1)		
A) per treni viaggiatori	-	8
B) " " merci	45	16
C) per manovre	67	36
<p>(1) nella situazione esposta per l'anno 1945 sono comprese le locomotive in dotazione al Deposito di Voghera che nel 1938 dipendeva dalla Sezione Trazione di Milano.</p>		
LOCOMOTORI IN EFFICIENZA CHE NON POSSONO CIRCOLARE PER MANCANZA DI CORRENTI OD ALTRO		
A) per treni viaggiatori	-	-
B) " " merci	-	-
C) per manovre	-	-
		1391

	Anno 1938	Anno 1945
CAPACITA' ANNUA OFFICINE DEI DEPOSITI LOCOMOTIVE. (2) (Riparazioni Generale Riparazioni speciali Riordini-Piccola riparazione)		
Deposito Genova Brignole T.E.	300	120
id T.V.	16	12
DEPOSITO Genova Rivarolo T.E.	50	24
id T.V.	18	12
Deposito di Savona T.E.	40	24
id T.V.	12	---
Deposito di Novi S.Bovo T.E.	manutenzione corrente	loc.in dotaz.ne
id T.V.	12	---
Deposito di La Spezia T.E.	manutenzione corrente	loc.in dotaz.ne
id T.V.	12	---
Deposito di Veghera T.V.	18	24

OFFICINA LOCOMOTIVE ELEMIRICHE DI GENOVA T.E.	100	50
(Tutte di grande o media riparazione) (2)		
DITTA ANSALDO (Private) T.E.	---	12
id T.V.	---	36

CAPACITA' ANNUA OFFICINE DELLE SQUADRE RIALZO (2) Sq.Sielzo di Prestia	Non era in esercizio	630 carrozze
S.P.D'Arena	6000 carri	3000 carri
Novi S.Bovo	3000 "	800 "
Savona	2000 "	1000 "

Handwritten notes:
131
131

id	T.V.	16		12
DEPOSITO Genova Riverolo	T.E.	50		24
id	T.V.	18		12
Deposito di Savona	T.E.	40		24
id	T.V.	12		--
Deposito di Novi S.Bovo	T.E.	manutenzione corrente loc. in dotaz.ne		
id	T.V.	12		--
Deposito di La Spezia	T.E.	manutenzione corrente loc. in dotaz.ne		
id	T.V.	12		--
Deposito di Voghera	T.V.	18	24	

OFFICINA LOCOMOTIVE ELETTRICHE DI GENOVA (Tutte di grande e media riparazione) (2)	T.E.	100	50	
DIETTA ARSALDO (Private)	F.E.	--	12	
id	T.V.	--	36	

CAPACITA' ANNUA OFFICINE DELLE SQUADRE RIALZO (2)				
Sq. Rialzo di Trassano		Non era in esercizio	600 carrozze	
S.F.D' Arena		6000 carri	3000 carri	
Novi S.Bovo		3000 "	800 "	
Savona		2000 "	1000 "	

condotta
13600
13600

	Anno 1938	Anno 1945
Sq. Rialzo di La Spezia	2000 carri	1200 carri
" " " Voghera	7000 "	4000 "
" " " Ventimiglia	2000 "	300 "

DITTA PIAGGIO (Privata)	--	180 carrozze
" BAGNARA (")	3000 carri	3000 carri

(2) La diminuzione nella capacità di produzione che si registra per l'anno 1945 rispetto a quella dell'anno 1938, oltrechè da minorata efficienza degli impianti per effetto delle distruzioni da bombardamento o altra causa, dipende dalla mancanza alle scorte di importanti apparecchi (per i locomotori: controller, combinatori velocità, portaspazzole, collettori, reostati, regolatori di pressione, trasformatori, compressori, apparecchi di misura, ecc.) da sostituire a quelli distrutti o dispersi, ed anche dalla estrema penuria di materiali da lavoro (ferro, legname, ecc.)

Ceppi da freno per veicoli	N°	32000	20000
Ruote da veicoli	"		scorta fissa
Assi da veicoli	"		"
Telai carri	"	--	--
Cuscinetti per veicoli	"	100	200
Legname	mc.	500	700
Dadi e bulloni	Kg.	12000	20000
Chiodi	"	20000	40000
Viti	"	4000	6000
Ferramenta	"	200000	240000
Ceppi da freno per locomotive	N°	20000	12000
Tubi bollitori	"	--	--
Mattoni refrattari	"	24000	12000
Cuscinetti	"	1200	600
Vetri per veicoli e locomotive	"	4000	24000
Cascame cotone	Kg.	18000	12000
Metallo bianco	"	48000	48000
Rame	"	36000	18000
-----			40000

DITTA PIAGGIO (Private)

" BAGNARA (")

180 carrozze

3000 carri

(2) La diminuzione nella capacità di produzione che si registra per l'anno 1945 rispetto a quella dell'anno 1938, oltrechè da minorata efficienza degli impianti per effetto delle distruzioni da bombardamento o altra causa, dipende dalla mancanza alle scorte di importanti apparecchi (per i locomotori: controller, combinatori velocità, portaspazzole, collettori, reostati, regolatori di pressione, trasformatori, compressori, apparecchi di misura, ecc.) da sostituire a quelli distrutti o dispersi, ed anche dalla estrema penuria di materiali da lavoro (ferro, legname, ecc.)

Ceppi da freno per veicoli	N°	32000	20000
Ruote da veicoli	"		scorta fissa
Assi da veicoli	"		"
Telai carri	"		
Cuscineti per veicoli	"	100	200
Legname	mc.	500	700
Dadi e bulloni	Kg.	12000	20000
Chiodi	"	20000	40000
Viti	"	4000	6000
Ferramenta	"	200000	240000
Ceppi da freno per locomotive	N°	20000	12000
Tubi bollitori	"		
Mattoni refrattari	"	24000	12000
Cuscineti	"	1200	600
Vetri per veicoli e locomotive	"	4000	24000
Cascame cotone	Kg.	18000	12000
Metallo bianco	"	48000	48000
Rame	"	36000	18000
Tinte	"		40000
Tela olona	m.		6000
Guancialetti lana per boccole	N°	10000	10000

IL CAPO DELLO STABILIMENTO
MATERIALE E TRAZIONE

Greym

SEZIONE MOVIMENTO

GENOVA

Si trasmette la situazione carri nel 1945

Non è però possibile fornire i dati afferenti al 1938, poichè gli elaborati di tale anno, sono già stati versati alla Croce Rossa.

rolling stocks working 1945

Carri ferroviari in esercizio anno 1945

a) pianali	235
b) carri F (chiusi)	361
c) carri L	911
d) carri serbatoi	216

It is not possible to give the figures for 1938, as they are not available.

1387

Sig. CAPO COMPARTIMENTO

S E D E

OGGETTO. - Dati statistici.

In risposta alla lettera N.2916/S 2 in data
11 corrente invio i sottoelencati elementi, richiesti dall'Ufficio A/C. T.N. S. (Rails), relativi alla situazione del Servizio Ferroviario e dei materiali occorsi nel 1938 ed occorrenze per il 1945.

	Anno 1938	Anno 1945
Km. di linea in esercizio (linea a doppio binario) Km.	9,188	9,188
Km. di linee secondarie (non principali) in esercizio) Km.	5,829	5,328
Km. di binario degli scali Km.	38,300	29,400
N. delle Stazioni collegate telefonicamente e telegraficamente N.	3	3
Traverse { manutenzione ordinaria N°	3090	800
{ altri lavori o ricostruzione N°	1380	7000
Rotae { manutenzione ordinaria N°	260	50
{ altri lavori o ricostruzione N°	700	900
Piastre { manutenzione ordinaria N°	4000	700
{ altri lavori o ricostruzione N°	10400	14000
Chiaia o pietrisco per massiciata: mc.	2000	400
manutenzione ordinaria		4000
per altri lavori o ricostruzione	4000	
Legname per ponti N°	130	120
manutenzione ordinaria N°	12000	2100
Caviglie { per altri lavori o ricostruzione N°	30000	40000

Elenco completo del materiale occorrente per la manutenzione delle linee, e separatamente per la riparazione delle linee stesse.

zio Ferroviario e dei materiali occorsi nel 1938 ed occorren-
ti per il 1945.

	Anno 1938	Anno 1945
Km. di linea in esercizio (linea a doppio binario) Km.	9,188	9,188
Km. di linee secondarie (non principali) Km.	5,829	5,328
Km. di binario degli scali Km.	38,300	29,400
N. delle Stazioni collegate telefonicamente e telegraficamente N°	3	3
Treverse { manutenzione ordinaria N°	3090	800
{ altri lavori o ricostruzione N°	1380	7000
Rotaie { manutenzione ordinaria N°	260	50
{ altri lavori o ricostruzione N°	700	900
Piastre { manutenzione ordinaria N°	4000	700
{ altri lavori o ricostruzione N°	10400	14000
Ghiaia o pietrisco per massiciata: mc.	2000	400
manutenzione ordinaria		
per altri lavori o ricostruzione	4000	4000
Legname per ponti N°	130	120
Caviglie { manutenzione ordinaria N°	12000	2100
{ per altri lavori o ricostruzione N°	30000	40000
Elenco completo del materiale occorrente per la manutenzione delle linee, e separatamente per la riparazione delle linee stesse.		
a) Materiali occorrenti per la riparazione e ripristino delle linee e dei fabbricati:		
- Cemento		1386
- Calce idraulica		1000
- Calce bianca		800
		200
		./.

	Anno 1938	Anno 1945
- Gesso	ql.	100
- Mattoni forati	N.	30000
- Tegole piane	"	50000
- Eternit (pietra artificiale)	mq.	600
- Sabbia	mc.	800
- Ghiaietto	"	600
- Legnami in travi	"	100
- Tavole di abete	"	50
- Chiodi	Kg.	2000
- Vetri retinati	mq.	500
- Vetri trasparenti comuni	"	800
b) Materiali occorrenti per la manutenzione delle linee e dei fabbricati:		
- Calce idraulica	ql.	400
- Calce bianca	"	100
- Gesso	"	20
- Sabbia	mc.	100
- Legnami in travi	"	20
- Tavole di abete	"	10
- Chiodi	Kg.	400
- Vetri trasparenti comuni	mq.	100

IL CASO DELLA SEZIONE SPECIALE
[Signature]

FERROVIE DELLO STATO
SEZIONE LAVORI GENOVA



Dati richiesti dal Sig. Capo Compartimento con lettera N°2916/S.2
dell'11/6/1945

	1938	1945
Linee in esercizio	Km. 920,700	Km. 834,300 lines working
Binari secondari e di scalo	Km. 293,800	Km. 216,800 Secondary tracks & Platform "
Lunghezza gallerie	Km. 146,200	Km. 146,200 length of tunnel

FERROVIE dello STABO
SEZIONE LAVORI GENOVA
=====

ELENCO DEI MATERIALI DI SCORTA DEL COMPARTIMENTO DI GENOVA ESISTENTI

AL 1938. e AL 1945.
=====

DENOMINAZIONE DEL MATERIALE	E S I S T E N Z A	
	al 1938	al 1945
Traverse nuove	58.438 -	8.487 -
" usate	3.624 -	2.550 -
" f.uso Iocateg.	3.729 -	4.469 -
Rotaje normali nuove	535 -	120 -
" usate	3.695 -	5.665 -
" f.uso IIIocat. ml.	23.529,54	1.344 -
Piastre nuove	14.474 -	5.253 -
" usate	165.996 -	103.149 -
Caviglie e Arpioni nuove	192.899 -	79.877 -
" usati	32.154 -	260.581 +
Genasce nuove	11.400 -	1.052 -
" usate	14.003 -	16.064 -
Piastroni nuovi	4.387 -	700 -
" Usati	1.951 -	3.692 -
Aghi nuovi	292 -	99 -
" usati	280 -	456 -
Contraghi nuovi	330 -	100 -

1547

DENOMINAZIONE DEL MATERIALE	E S I S T E N Z A	
	al 1938	al 1945
Traverse nuove	58.438 -	8.487 -
" usate	3.624 -	2.550 -
" f.uso I°categ.	3.729 -	4.469 -
Rotaie normali nuove	535 -	120 -
" usate	3.695 -	5.665 -
" f.uso III°cat. ml.	23.529,54	1.344 -
Piastre nuove	14.474 -	5.253 -
" usate	165.996 -	103.149 -
Caviglie e Arpioni nuove	192.899 -	79.877 -
" usati	32.154 -	260.581 +
Ganasse nuove	11.400 -	1.052 -
" usate	14.003 -	16.064 -
Piastroni nuovi	4.387 -	700 -
" Usati	1.951 -	3.692 -
Aghi nuovi	292 -	99 -
" usati	280 -	456 -
Contraghi nuovi	330 -	100 -
" usati	153 -	253 -
Rotaie lavorate nuove	577 -	80 -
" usate	382 -	385 371 -

DENOMINAZIONE DEL MATERIALE	ESISTENZA	
	al 1938.	al 1945.
Telai degli eghi usati	Numero 32 -	- - -
Cuscinetti nuovi	Numero 807 -	248 -
" usati	765 -	471 -
Cassette di manovra nuove	Numero 21 -	4 -
" usate	30 -	175 -
Tiranti nuovi	Numero 821 -	176 -
" usati	710 -	350 -
Zampe nuove	Numero 414 -	153 -
" usate	181 -	320 -
Rotale lunghezze eccez. nuove	ml. 2.405,29	399,07
" usate	1.007,74	3.598,96
Traversoni per deviatori nuovi	Numero 4.980 -	648 -
" usati	67 -	313 -
Legnami per ponti nuovi	Numero 411 -	32 -
" usati	- - -	50 -
Cuori nuovi	numero 102 -	124 -
" usati	109 -	68 -
Deviatori tg. 009 nuovi	Numero - - -	- - -
" usati	- - -	- - -
" tg. 010 nuovi	23 -	2 -
" usati	8 -	21 -

Cassette di manovra	nuove	Numero	21 -	4 -
"	usate	"	30 -	175 -
Tiranti	nuovi	Numero	821 -	176 -
"	usati	"	710 -	350 -
Zampe	nuove	Numero	414 -	153 -
"	usate	"	181 +	320 -
Rotaie lunghezza eccez.	nuove	ml.	2.405,29	399,07
"	usate	"	1.007,74	3.598,96
Traversoni per deviatori	nuovi	Numero	4.980 -	648 -
"	usati	"	67 -	313 -
Legnami per ponti	nuovi	Numero	411 -	32 -
"	usati	"	- - -	50 -
Cuori	nuovi	numero	102 -	124 -
"	usati	"	109 -	68 -
Deviatoi tg. 009	nuovi	Numero	- - -	- - -
"	usati	"	- - -	- - -
"	010	"	23 -	2 -
"	usati	"	8 -	21 -
"	012	"	47 -	- - -
"	usati	"	28 -	38 -
"	015	"	- - -	138 1/2
"	usati	"	- - -	- - -

DENOMINAZIONE DEL MATERIALE	E S I S T E N Z A	
	al 1938.	al 1945.
Deviatoi tg. vari	---	---
" " nuovi	---	---
" " usati	---	6
Intersezioni nuove	2	---
" " usate	2	1

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

1383

SERVIZIO LAVORI E COSTRUZIONI
UFFICIO
Impianti elettrici e segnalamento
GENOVA

E L E N C O del materiale impiegato per la manutenzione degli impianti di elettrificazione, apparati centrali, telegrafonici, ed illuminazione, nell'anno 1938. =

Ferro ed acciaio	Ton.	40
Chisa	"	23
Acciaio per pali tubolari	"	12
Acciaio in tubi trafilati	"	14
Rame	"	85
Bronzo	"	7
Ottone	"	0,7
Piombo	"	1,5
Isolatori porcellana assortiti	N°	8000
Lampadine elettriche assortite	"	30000
Cavi sottopilombo con conduttori rame o alluminio	Km.	40
Pali legno da m. 6a m. 12	N°	200
Legname abete in tavole e tavoloni	mc.	30
Legname pitch-pine	"	5
Olio per trasformatori e interruttori	Ton.	10
Glicerina	"	30
Lubrificanti vari	"	7
Benzina	"	24
Petrolio	"	2,5
Olio di lino cotto	"	2,5
Vernici assortite	"	6
Minio di piombo	"	2,5
Carburo di calcio	"	8
Cenci e cascame di cotone	"	10
Carbone per fucine e riscaldamento	"	90
Nafta	"	==
Copertoni per automezzi - assortiti	N°	40
Camere d'aria per automezzi assortiti	"	70

Genova li 11 luglio 1945. =



Stampa
Stampa

Pali legno da m.6a m.12
 Legname abete in tavole e tavoloni
 Legname pitch-pine
 Olio per trasformatori e interruttori
 Glicerina
 Lubrificanti vari
 Benzina
 Petrolio
 Olio di lino cotto
 Vernici assortite
 Minio di piombo
 Carburante di calcio
 Cenci e cascame di cotone
 Carbone per fucine e riscaldamento
 Nafta
 Copertoni per automezzi - assortiti
 Camere d'aria per automezzi assortiti

No 200
 mc. 30
 " 5
 Ton. 10
 " 30
 " 7
 " 24
 " 2,5
 " 2,5
 " 6
 " 2,5
 " 8
 " 10
 " 90
 " =
 No 40
 " 70

Genova li 11 luglio 1945. =



*obbligato per
 stampa*

138.
 097798
 215828
 maybe hydraulic
 10/11/45

SERVIZIO LAVORI E COSTI
 UFFICIO
 Impianti elettrici e segnalamento
 GENOVA

È L E N C O del materiale occorrente per la riparazione degli impianti di elettrificazione, apparati centrali, telegrafonici, illuminazione, secondo lo stato di consistenza del 1945. =

Ferro ed acciaio	Ton.	85
Chisa	"	40
Acciaio per pali tubolari	"	190
Acciaio in tubi trafilati	"	80
Rame	"	2000
Bronzo	"	46
Ottone	"	7
Piombo	"	10
Isolatori porcellana assortiti	N°	30000
Lampadine elettriche assortite	"	50000
Cavi sottopiombo con conduttori rame o alluminio	Km.	240
Pali legno da m. 6 a m. 12	N°	400
Legname abete in tavole e tavoloni	mc.	50
Legname pitch-pine	"	20
Olio per trasformatori e interruttori	Ton.	250
Glicerina	"	45
Lubrificanti vari } compreso tutti gli autom. del Comp.	"	15
Benzina	"	440
Petrolio	"	2,5
Olio di lino cotto	"	4
Vernici assortite	"	10
Minio di piombo	"	4
Carburo di calcio	"	10
Cenci e cascame di cotone	"	10
Carbone per fucine e riscaldamento	"	100
Mafta	"	12
Copertoni per automezzi assortiti	"	100
Camere d'aria	"	150

Genova li 11 luglio 1945



Ottone	"	7
Piombo	"	10
Isolatori porcellana assortiti	N°	30000
Lampadine elettriche assortite	"	50000
Cavi sottopiombo con conduttori rame o alluminio	Km.	240
Pali legno da m.6 a m. 12	N°	400
Legname abete in tavole e tavoloni	mc.	50
Legname pitch-pine	"	20
Olio per trasformatori e interruttori	Ton.	250
Glicerina	"	45
Lubrificanti vari } compreso tutti gli autom. del Comp.	"	15
Benzina	"	440
Petrolio	"	2,5
Olio di lino cotto	"	4
Vernici assortite	"	10
Minio di piombo	"	4
Carburo di calcio	"	10
Genci e cascame di cotone	"	10
Carbone per fucine e riscaldamento	"	100
Nafta	"	12
Copertoni per automezzi assortiti	"	100
Camere d'aria	"	150

Genova li 11 luglio 1945



1380

		Anno 1938	Anno 1945
Lunghezza in Hm. delle linee a T.E.	Km.	496,130	374,148
Segnali di blocco (automatici)	N.	1598	1536
Lunghezza in Km. delle linee telefoniche	Km.	3450	2423
Lunghezza in Km. delle linee telegrafiche	"	2308	2008

IL SOVRAINTENDENTE
ALL'UFFICIO I.E.S.

g. m. b.

1381

15571

FERROVIE DELLO STATO
SERVIZIO APPROVVIGIONAMENTI
MAGAZZINO DI GENOVA RIAROLO

M A T E R I A L I

Ceppi per freni carri
Suole per freni
Materiali minuti per rip.carri
Dadi e bulloni
Chiodi
Viti per metalli e da legno
Ferramenta
Ceppi per freni locomotive
Tubi bollitori per locomotive
Mattoni refrattari p.locomotive
Petri per rotabili
Vetro per lanterne e segnali
Stracci

	Anno 1938	Anno 1945
N°	6208	253
"	1063	16700
Kg.	12000	6000
"	106737	2500
"	321681	1654
"	4500	--
"	25000	1000
N°	4094	--
"	28534	576
"	172650	28000
"	3131	--
"	5100	--
Kg.	2500	--

IL CAPO DEL MAGAZZINO

Foto

Zicari

1379

Ext:513

INTER OFFICE MEMO

FPR/1a

Ref: 255/1/4/Tn.2

24 July 1945

File.

Subject : Italian State Railway requirements programme.

To : Chief,
Rail Division, Tn.4

- (1) Reference our 255.1/3/Tn.2 of 23 July '45.
- (2) Confirming telephone call of even date, the meeting called for this evening in Room N° 14, 2nd floor, A.C.H.Q. has been postponed until Friday, August 3rd '45; hour to be fixed at a later date.
- (3) The Italian State Railway Rehabilitation Programme Meeting which was to be held 0930 hours 25th July at this H.Q. has been postponed until Monday, 6th August '45 at 0930 hrs.
- (4) Will you kindly advise all concerned, including I.S.R. and Civil Motorisation representatives, of these changes.

F. P. RICHARDSON, Major,
Planning Staff.

255.1/782

11

24.7.45

Lt.Col. Lindbergh.

Allegato N° 6 has been changed and I am sending over three copies of the second page, so that the three copies of the I.S.R. programme that were sent you yesterday can be altered.

JA

155 10

COPI

RAIL FACILITIES

1936 1939 1945

Kilometres of line in operation

16890 16900 10664

Kilometres of second track in operation

4442 4455 1018

Kilometres of yard track

6025 6163 4268

Rail wagons in operation

	1936	1939	1945	Special Regions
(a) Flat	9965	11780	5741	2400
(b) Box	51139	52546	20305	9200
(c) Gondola	54267	53262	26004	18124
(d) Tankers	1735	1575	2631	1750
(e) Refrigerators	3556	4603	1933	860
etc.	1322	1318	1068	580
	3767	1437	556	326

Engines in operation and under repair

Steam Type A - passenger
 " B - fast freight
 " C - mixed
 Shunting (shunting)

	1936	1939	1945	Special Regions
Steam Type A - passenger	1862	1287	1112	402
" B - fast freight	1155	910	530	376
" C - mixed	305	772	360	370
Shunting (shunting)	765	705	390	106

Diesel Type A

" B

Shunting (shunting)

75 127 64

Electric Type A

" B

Shunting (shunting)

1299 1316 704 555

No of Electric Locomotives in running order which cannot operate for lack of power or other facilities

Type A

" B

etc.

112

Kilometres of railway operated electrically

3212 4841 1912

Capacity of locomotive shops

Capacity of Electric Locomotive Shops

680 578 1328

Capacity of wagon repair shops

Capacity of Steam Wagon Repair Shops

127 231 720

Number of signal blocks (automatic)

18729 2577 2000
 577 2589 3000
 3313 3275 3155

Number of signal blocks (manual)

53 3155

(d) Tankers	1477	536	408
(e) Refrigerators	1837	112	376
etc.	910	550	370
Engines in operation and under repair	772	349	106
Steam Type A - passenger	700		
" " B - fast freight			
" " C - mixed			
Shifting (shunting)	75	127	64
Diesel Type A	1299	1316	704
" " B			
Shifting (shunting)			535
Electric Type A			
" " B			
Shifting (shunting)			
No of Electric Locomotives in running order which cannot operate for lack of power or other facilities		112	
Type A			
" B			
etc.			
Kilometres of railway operated electrically	3242	4841	1918
Capacity of locomotive shops	680	578	1328
Capacity of wagon repair shops	15729	231	720
Number of signal blocks (automatic)	2587	21600	20000
Number of bridges	3313	2812	3000
Kilometres of Line, Telephone	10788	2249	1200
Kilometres of Line, Telegraph	35757	599	33
Kilometres of Tunnel	44945	3275	3155
Number of stations, Telephone	910	10894	9248
Number of stations Telegraph	88	53600	40460
Km of bridges	244	50500	35190
Km of communication signal blocks	2629	919	889
			1376

Steam
Cap of Electric Locomotives
Capacity of wagon repair shops
Number of signal blocks (automatic)
Slab
Cement
Number of stations, Telephone
Number of stations Telegraph
Slab
Cement
Signal blocks

Work performed in month of October
Ton-kilometres of Freight carried
Passengers Carried.

1945

1939

1936

- List of Materials needed for
- 6 months operation, such as:
- Brake shoes - wagon
- Wagon Wheels
- Wagon axles
- Wagon bearings
- Lumber for repair of wagons
- Nuts and bolts
- Nails
- Screws
- Hardware
- Locomotive Brake shoes
- Locomotive wheels
- Locomotive boiler tubes
- Locomotive fire brick
- Locomotive bearings
- Glass
- Waste
- Signal repair material
- Telegraph repair material
- Telephone repair material
- Sleepers
- Rail
- Fastenings
- Ballast
- Bridge timber
- Spikes
- etc.

Complete list of all maintenance items as contrasted with construction items.

- Screws
- Hardware
- Locomotive Brale shoes
- Locomotive wheels
- Locomotive boiler tubes
- Locomotive fire brick
- Locomotive bearings
- Glass
- Waste
- Signal repair material
- Telegraph repair material
- Telephone repair material
- Sleepers
- Rail
- Fastenings
- Ballast
- Bridge timber
- Spikes
- etc.

Complete list of all maintenance items as contrasted with construction items.

1375

CONSISTENZA DELLE LINEE E DEGLI IMPIANTI

LINEE E IMPIANTI	Consistenza degli impianti situati a sud della linea Pisa - Rimini			Consistenza degli impianti situati a nord della linea Pisa - Rimini	
	ANNI				
	1936	1939	1945	1936	1945
Total length of lines in operation Lunghezza totale linee in funzione Km.	9.660	9.693	7.379	7.230	7.379
Total length of lines of double track in operation " linee a doppio binario in funzione.... "	1.840	1.848	510	2.601	2.601
Total yard trackings " binari delle stazioni in funzione..... "	2175	2230	1760	3850	3850
Total length of electrified line in operation " linee elettrificate in funzione..... "	1.024	2.048	918	2.218	2.218
Steel bridges working (Number) Ponti in ferro > 3 m. efficienti. (Number) No.	2.006	1.981	1.921	12307	12307
" " " > 3 m. efficienti. (Length in Km.) Km.	48	49	40	40	40
Brick or concrete bridges working (Number) Ponti in muratura > 3 m. efficienti. (Number) No.	5.836	5.906	5.848	4.952	4.952
" " " > 3 m. efficienti (Length in Km.) Km.	131	134	129	113	113
Gallerie efficienti..... (Number) "	503	504	476	407	407
Kilometres of lines Linee telegrafiche (Number) "	21.445	25.000	16.690	23.500	23.500
Number of stations " " " posti efficienti..... (Number) No.	3.800	4.000	1.774	3.671	3.671
Kilometres of lines Linee telefoniche..... (Number) Km.	16.357	24.100	19.980	19.400	19.400
Number of stations " " " posti efficienti..... (Number) No.	5.506	8.030	4.901	6.800	6.800
Kilometres of signal blocks (automatic) Blocco automatico efficiente..... (Number) Km.	247	295	8	150	150
Branches of signal blocks (semiautomatic) " semiautomatico. " " (Number) "	664	837	540	1.965	1.965
Signal boxes Posti di blocco efficienti (Number) No.	167	247	113	578	578
Main lever for interlocking installation Leve apparati centrali di manovra efficienti:					
elettrici... (Number) "	2.118	4.063	3.645	4.078	4.078
altri tipi (Number) "	5.227	4.942	1.700	11.827	11.827

Roma 14 Luglio 1945

(1) Al 30 Giugno 1943 il numero delle leve elettriche in esercizio era di 19.748
 (2) Alla stessa data tale numero era di 19.748

LA DELLE LINEE E DEGLI IMPIANTI

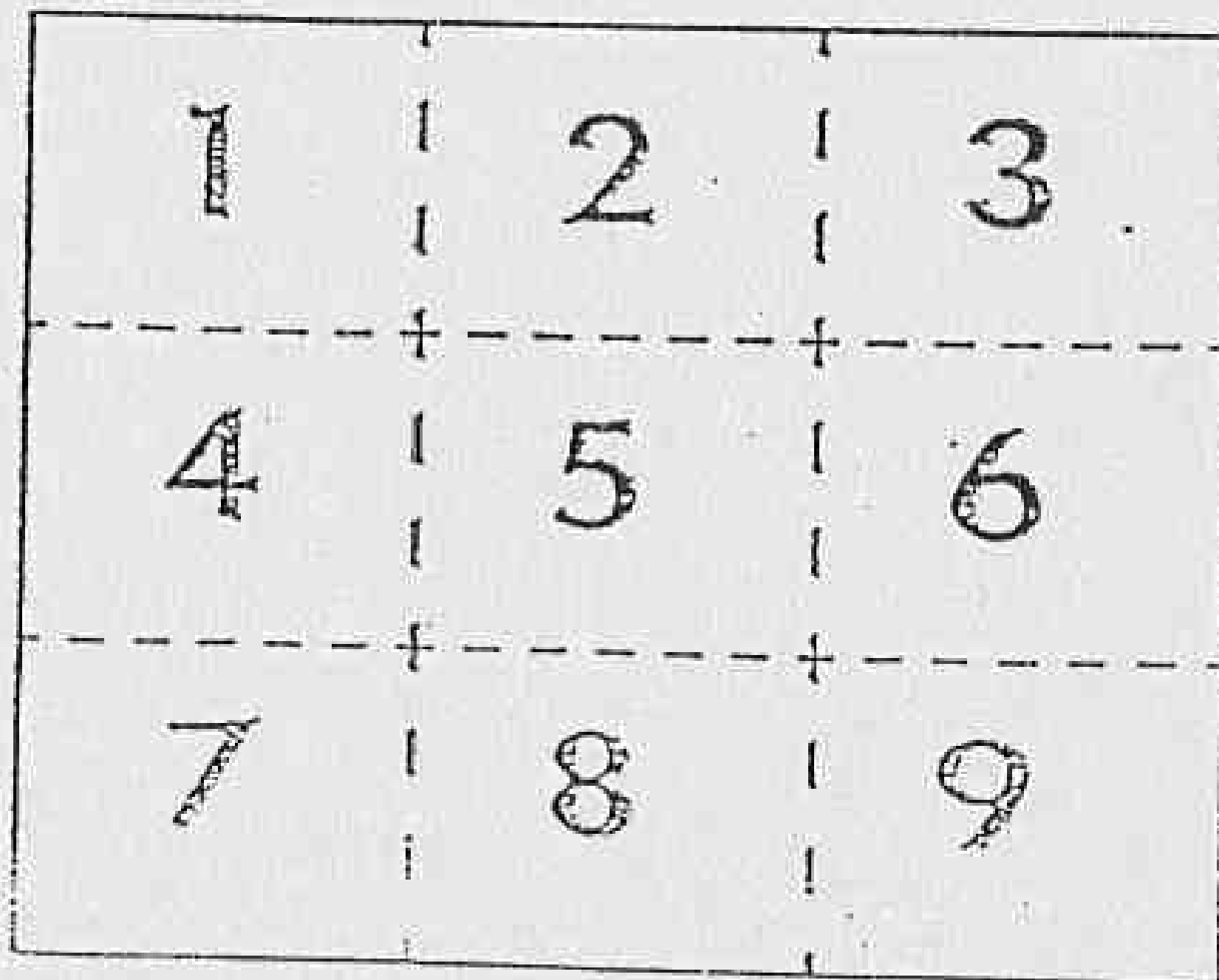
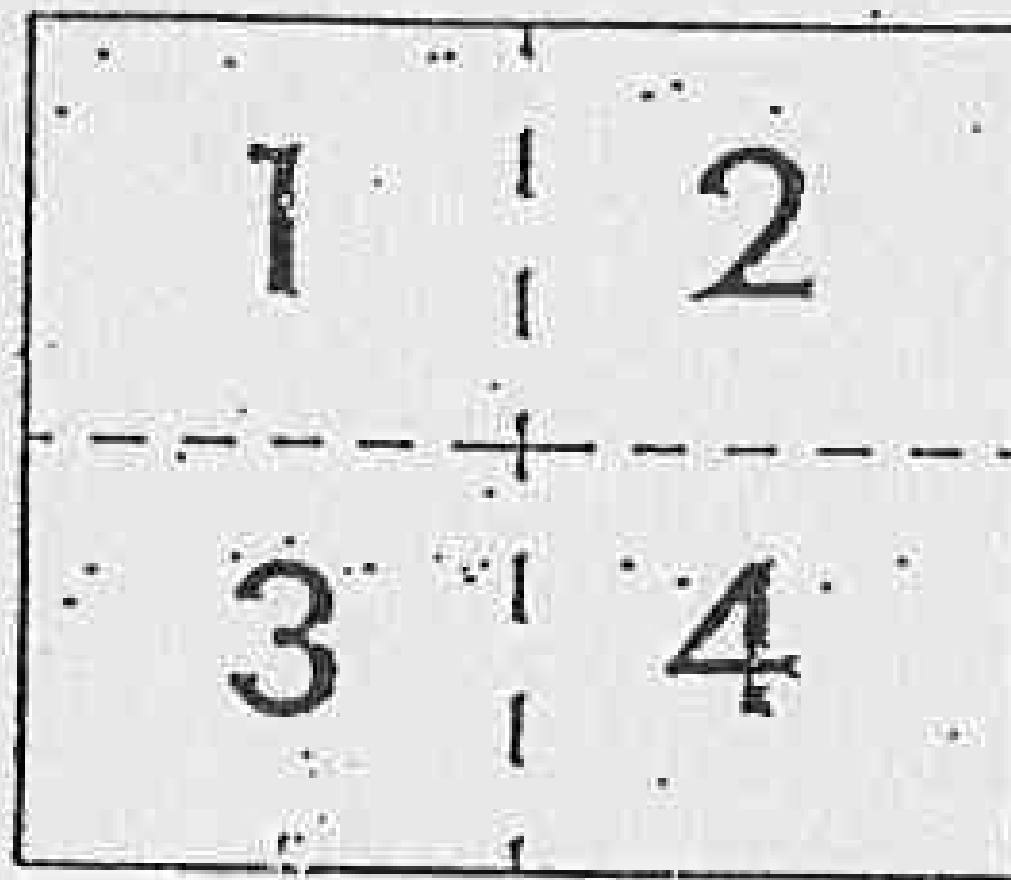
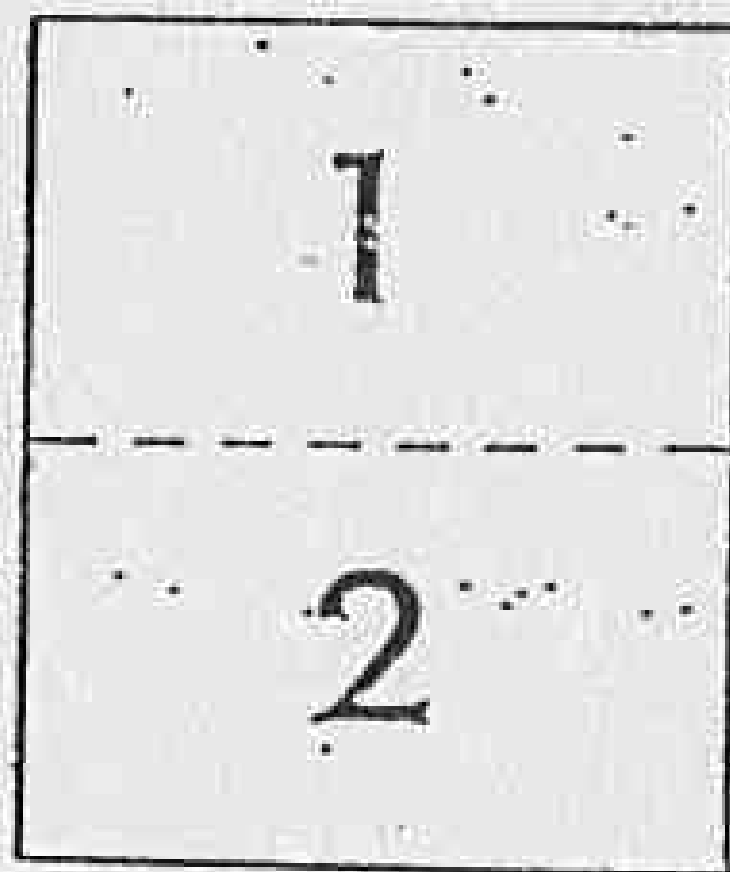
Impianti situati linea Pisa - Rimini		Consistenza degli impianti situati a nord della linea Pisa - Rimini			Consistenza totale degli impianti della Rete		
ANNI		ANNI			ANNI		
1939	1945	1936	1939	1945	1936	1939	1945
9.693	7.379	7.230	7.287	3.285	16.890	16.980	10.664
1.848	510	2.601	2.607	508	4.442	4.455	1.018
2230	1760	3850	3938	3108	6025	6168	4868
2.048	918	2.218	2.793	1.000	3.242	4.841	1.918
1.981	1.921	12307	1.294	1.234	3.313	3.275	3.155
49	40	40	40	32	88	89	72
5.906	5.848	4.952	4.988	3.400	10.788	10.894	9.248
134	129	113	114	82	244	248	211
504	476	407	415	413	910	919	889
25.000	16.690	23.500	25.500	18.500	44.945	50.500	35.190
4.000	1.774	3.671	3.890	2.700	7.471	7.890	4.474
24.100	19.980	19.400	29.500	20.500	35.757	53.600	40.480
8.030	4.901	6.800	9.150	6.400	12.306	17.180	11.301
255	8	150	144	45	397	399	53
837	540	1.965	2.400	770	2.629	3.237	1.310
247	113	578	643	216	745	890	329
4.063	3.645	4.078	4.855	1.500	6.196	8.918 ⁽¹⁾	5.145
4.942	1.700	11.827	12.772	3.600	16.754	17.714 ⁽²⁾	5.300

1374

numero delle leve elettriche in esercizio era di 14.831
 numero era di 19.748

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.



U N I T A'	E S I S T E N Z A						M A T E R I A L E		
	a Sud della linea Pisa - Rimini			a Nord della linea Pisa - Rimini			T o t a l e		
	1936	1939	1945	1936	1939	1945	1936	1939	1945
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
CARRI: Pianali <i>Alato</i>	3986	4700	3120	5379	7080	2021	9965	11780	514
Chiusi <i>Box</i>	28461	21819	12102	30698	31527	8203	51139	52546	203
Alte sponde <i>Gondole</i>	21708	18762	11020	32559	34217	15064	54267	52262	260
Poz	756	769	590	1131	1149	478	1888	1918	10
Refrigeranti <i>Refrigeratori</i>	1263	1840	821	1893	2760	1112	3556	4600	19
Serbatoi <i>Tanico</i>	694	628	1350	1041	1017	1281	1735	1675	26
Speciali	1508	960	310	2259	1017	246	3767	1977	5
CARROZZE <i>Passaggio</i>	2462	2822	512	3793	4227	842	6255	7049	13
BAGAGLIAI <i>Luggage Van</i>	1597	3585	402	2391	2373	607	3988	3958	10
CARROZZE RISTORANTI <i>Restaurant Cars</i>	23	32	1	30	48	7	53	80	
" LETTI <i>Sleeping Cars</i>	46	42	3	61	70	28	80	112	
AUTOMOTRICI A SCOPPIO <i>Diesel Cars</i>	65	431	353	120	273	179	185	704	
" ELETTRICHE <i>Diesel Electric</i>	43	82	65	29	76	42	72	158	
ELETTROTRENI <i>Electric</i>	-	4	4	6	10	2	6	14	
LOCOMOTIVE A VAPORE: <i>Loco Steam</i>									
tipo A (per viaggiatori)	862	754	500	1100	1080	662	1962	1837	1
" B (per merci celeri)	485	323	270	670	587	280	1155	910	
" C (per misti)	317	290	170	488	482	190	805	772	
per manovre <i>Shunting</i>	365	310	155	400	396	135	765	706	
LOCOMOTIVE DIESEL PER MANOVRE									
(carrelli Badoni)	30	60	25	45	67	39	75	127	
" ELETTRICHE <i>Electric Shunting</i>	380	463	140	209	965 853	564	1289	1428 1316	

N: dalle locomotive elettriche in or
sino di marcia che non possono esse-

TENZA			MATERIALE			Remarks.
1 a Nord della linea Pisa - Rimini			Totale			
1936	1939	1945	1936	1939	1945	Annotazioni (con riferimento alla colonna 9) <i>with reference to column No 9.</i>
(4)	(5)	(6)	(7)	(8)	(9)	
5379	7080	2021	9965	11780	5141	<i>more than</i> Oltre 2400 <i>units repair and damaged.</i> riparandi e disastri.
30698	31527	8203	51139	52546	20305	" 9200 " " "
32559	34217	15064	54267	52262	26084	" 18124 " " "
1131	1149	478	1888	1918	1068	" 580 " " "
1893	2760	1112	3556	4600	1933	" 860 " " "
1041	1017	1281	1735	1675	2631	" 1950 " " "
2259	1017	246	3767	1977	556	" 326 " " "
3793	4227	842	6255	7049	1354	" 2258 " " "
2391	2373	607	3988	3958	1007	" 1129 " " "
30	48	7	53	80	8	" 6 " " "
61	70	28	80	112	31	" 11 " " " <i>more than 130 units</i> oltre 18 a cas- sa di legno fuori servizio. <i>Constructors out of service.</i>
120	273	179	185	704	532	
29	76	42	72	158	108	
6	10	2	6	14	6	
1100	1080	662	1962	1837	1162	<i>more than</i> Oltre 408 <i>awaiting repair.</i> ferme in attesa riparazione
670	587	280	1155	910	550	" 376 " " " "
488	482	190	805	772	360	" 370 " " " "
400	396	135	765	706	390	" 106 " " " "
45	67	39	75	127	64	
209	965 853	564	1289	1428 1316	704	" 555 " " " "

Serbatoi		694	628	1350	1041	1017	1201	1157	1072	
Speciali		1508	960	310	2259	1017	246	3767	1977	
CARROZZE	<i>Passenger Coaches</i>	2462	2822	512	3793	4227	842	6255	7049	13
BAGAGLIAI	<i>Luggage Van</i>	1597	3585	402	2391	2373	607	3988	3958	10
CARROZZE RISTORANTI	<i>Restaurant Cars</i>	23	32	1	30	48	7	53	80	
" LETTI	<i>Sleeping Cars</i>	46	42	3	61	70	28	80	112	
AUTOMETRICI A SCOPPIO	<i>Diesel Coaches</i>	65	431	353	120	273	179	185	704	
" ELETTRICHE	<i>Diesel Electric</i>	43	82	65	29	76	42	72	158	
ELETTROTRENI	<i>Litteria</i>	-	4	4	6	10	2	6	14	
LOCOMOTIVE A VAPORE:	<i>Steam</i>									
tipo A (per viaggiatori)		862	754	500	1100	1080	662	1962	1837	
" B (per merci celeri)		485	323	270	670	587	280	1155	910	
" C (per misti)		317	290	170	488	482	190	805	772	
per manovre		365	310	155	400	396	135	765	706	
LOCOMOTIVE DIESEL PER MANOVRE										
(carrelli Badoni)		30	60	25	45	67	39	75	127	
" ELETTRICHE		380	463	140	209	965 853	564	1289	1428 1316	
N: delle locomotive elettriche in ordine di marcia che non possono essere messe in esercizio per mancanza di energia o per altre cause.										
		-	-	20	-	-	92	-	-	
Potenzialità delle Off.Loc.a vapore										
comprese le Off.dei Dep.Loc.		200	178	900	480	400	420	680	578	
id. come sopra loc.elettriche		-	40	290	159	191	510	159	231	
Potenzialità delle Off.Veicoli										
(riparazioni) carri		9963	10809	19500	8796	10851	10500	18729	21660	30
carrozze		2623	3049	1920	2554	2763	1080	5177	2812	
bagagliai		1074	1080	450	1515	1219	750	2589	2299	

Roma, li 20 luglio 1945

1041	1017	1201	1137	1077	2031	1970			
2259	1017	246	3767	1977	556	" 326	"	"	"
3793	4227	842	6255	7049	1354	" 2258	"	"	"
2391	2373	607	3988	3958	1007	" 1129	"	"	"
30	48	7	53	80	8	" 6	"	"	"
61	70	28	80	112	31	" 11	"	"	"
120	273	179	185	704	532				
29	76	42	72	158	108				
6	10	2	6	14	6				
1100	1080	662	1962	1837	1162				
670	587	280	1155	910	550				
488	482	190	805	772	360				
400	396	135	765	706	390				
45	67	39	75	127	64				
209	965 853	564	1289	1428 1316	704	" 555	"	"	"
-	-	92	-	-	112				
480	400	420	680	578	1320				
159	191	510	159	231	720	" 306	"	"	"
8796	10851	10500	18729	21660	30000				
2554	2763	1080	5177	2812	3000				
1515	1219	750	2589	2299	1200				

more than 100 other
oltre 18 a cas-
sa di legno fuori servizio.
Construction out of service.

more than awaiting repairs.
Oltre 408 ferme in attesa riparazione

1373

of which being repaired in private workshops.
di cui 594 nelle Officine Private

The numbers given in column 7 & 8 refer
Le cifre riportate nelle colonne (7) e (8) rela-
tive alle potenzialità delle Off. Veicoli (compre-
se le private) corrispondono al lavoro effettiva-
mente compiuto negli anni stessi, ma non alle mas-
sime produzioni che le Off. avrebbero potuto dare,
qualora fosse stato necessario.

UNITA'	E S I S T E N Z A						M A T E R I A L E		
	a Sud della linea Pisa - Rimini			a Nord della linea Pisa - Rimini			T O T A L E		
	1936	1939	1945	1936	1939	1945	1936	1939	1945
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	
CARRI; Piansali	3986	4700	3120	5379	7080	2021	9965	11780	5141
Chiusi	28461	21819	12102	30698	31527	5203	51139	52546	20305
Alte sponde	21708	18762	11020	32559	34217	15064	54267	52262	2608
Poz	756	769	590	1131	1149	478	1888	1918	106
Refrigeranti	1263	1840	821	1893	2760	1112	3556	4600	193
Serbatoi	694	628	1350	1041	1017	1281	1735	1675	263
Speciali	1508	960	310	2259	1017	246	3767	1977	55
CARROZZE	2462	2822	512	3793	4227	842	6255	7049	135
BAGAGLIAI	1597	3585	402	2391	2373	607	3988	3958	100
CARROZZE RISTORANTI	23	32	1	30	48	7	53	80	
CARROZZE LETTI	46	42	3	61	70	28	80	112	
AUTOMOTRICI A SCOPPIO	65	431	353	120	273	179	185	704	5
" ELETTRICHE	43	82	66	29	76	42	72	158	1
ELETTROTRENI	-	4	4	6	10	2	6	14	
LOCOMOTIVE A VAPORE;									
tipo A (per viaggiatori)	862	754	500	1100	1000	662	1962	1837	11
" B (per merci celeri)	485	323	270	670	587	280	1155	910	5
" C (permisti)	317	290	170	488	482	190	805	772	3
per manovre	365	310	155	400	396	135	765	706	2
LOCOMOTIVE DIESEL PER MANOVRE (carrelli BADONI)	30	60	25	45	67	39	75	127	

ISTENZA		MATERIALE					ANNO TAZIONI (con riferimento alla colonna 9)
linea Rimini	a Nord della linea Pisa - Rimini	TOTALE					
1945 (3)	1936 (4)	1939 (5)	1945 (6)	1936 (7)	1939 (8)	1945 (9)	
3120	5379	7080	2021	9965	11780	5141	Oltre 2400 riparandi e disastri
2102	30698	31527	8203	51139	52546	20305	" 9200 riparandi " "
1020	32559	34217	15064	54267	52262	26084	" 18124 " " "
590	1131	1149	478	1888	1918	1068	" 580 " " "
821	1893	2760	1112	3556	4600	1933	" 860 " " "
350	1041	1017	1281	1735	1675	2631	" 1950 " " "
310	2259	1017	246	3767	1977	556	" 326 " " "
512	3793	4227	842	6255	7049	1354	" 2258 " " "
402	2391	2373	607	3988	3958	1007	" 1129 " " "
1	30	48	7	53	80	8	" 6 " " "
3	61	70	28	80	112	31	" 11 " " " oltre 18 a cas sa di legno fuori servizio
353	120	273	179	185	704	532	
66	29	76	42	72	158	108	
4	6	10	2	6	14	6	
500	1100	1023	662	1962	1837	1162	Oltre 408 ferme in attesa riparazione
270	670	587	280	1155	910	550	" 376 " " "
170	488	482	190	805	772	360	" 370 " " "
155	400	396	135	765	706	390	" 106 " " "
25	45	67	39	75	127	64	

1372

CARROZZE	2462	2822	512	3793	4227	842	6255	7049	135
BAGAGLIAI	1597	3585	402	2391	2373	607	3988	3958	100
CARROZZE RISTORANTI	23	32	1	30	48	7	53	80	
CARROZZE LETTI	46	42	3	61	70	28	80	112	
AUTOMOTRICI A SCOPPIO	65	431	353	120	273	179	185	704	53
" ELETTRICHE	43	82	66	29	76	42	72	158	10
ELETTROTRENI	-	4	4	6	10	2	6	14	
LOCOMOTIVE A VAPORE;									
tipo A (per viaggiatori)	862	754	500	1100	1000	662	1962	1837	116
" B (per merci celeri)	485	323	270	670	587	280	1155	910	55
" C (permisti)	317	290	170	488	482	190	805	772	36
per manovre	365	310	155	400	396	135	765	706	39
LOCOMOTIVE DIESEL PER MANOVRE (carrelli BADONI)	30	60	25	45	67	39	75	127	6
" ELETTRICHE	380	463	140	209	955 853	564	1289	1428 1316	70
N. delle locomotive elettriche in ordine di marcia che non possono essere messe in esercizio per mancanza di energia o per altre cause	-	-	20	-	-	92	-	-	11
Potenzialità delle Off. Loc. a vapore comprese le Off. dei Dep. Loc.	200	178	900	480	400	420	680	578	132
id. come sopra loc. elettriche	-	40	290	159	191	510	159	231	72
Potenzialità delle Off. veicoli (riparazioni) carri	9963	10809	19500	8796	10891	10500	18729	21660	30000
carrozze	2623	3049	1920	2554	2763	1080	5177	2812	3000
bagagliai	1074	1080	450	1515	1219	750	2589	2299	1200

3793	4227	842	6255	7049	1354	"	326	"	"	"
2391	2373	607	3988	3958	1007	"	2258	"	"	"
30	46	7	53	80	8	"	1129	"	"	"
61	70	28	80	112	31	"	6	"	"	"
120	273	179	185	704	532	"	11	"	"	" oltre 18 a casa di legno fuori servizio
29	76	42	72	158	108					
6	10	2	6	14	6					

1100	1000	662	1962	1837	1162	Oltre 408	ferme in attesa riparazione
570	587	280	1155	910	550	"	376 " " "
488	482	190	805	772	360	"	370 " " "
400	396	135	765	706	390	"	106 " " "
45	57	39	75	127	64		
209	952 863	564	1289	1488 1316	704	"	555 " " "

1372

-	-	92	-	-	112		
480	400	420	680	578	1320	di cui 594	nelle Off. private
159	191	510	159	231	720	" "	306 " " "

8796	10851	10500	18729	21660	30000
2554	2763	1080	5177	2812	3000
1515	1319	750	2589	2299	1200

le cifre riportate nelle colonne (7) e (8) relative alla potenzialità delle Off. Veicoli (comprese le private) corrispondono al lavoro effettivamente compiuto negli anni stessi, ma non alle massime produzioni che le Off. avrebbero potuto dare, qualora fosse stato necessario.

Ext: 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

FPR/1a

INTER OFFICE MEMO

Ref: 255.1/3/Tn.2

23 July 1945

Subject : Italian State Railway requirements Programme.

To : Chief,
Rail Division, Tn.4

- (1) Herewith are submitted copies, Nos: 1 - 6 of the above programme, with Italian State Railways explanatory letter.
- (2) Will you kindly arrange for representatives of your division to discuss this programme with the Sub-Committees of the Allied Railway Board immediately and treat as urgent.
- (3) Will you and your representatives be present at a discussion to be held in this office, 2nd floor, room 14, H.Q.A.C., at 1700 hrs. tomorrow, Tuesday, 24 July. Representatives to be prepared to give Sub-Committees' views.
- (4) It is particularly requested that Lt. Col. Street, Major Baister and Major Long are present at the above meeting, in addition to any other representatives you may wish to delegate.

Small dictating Allepato No 6 has been amended concerning loco's only. A copy will be sent to Maj. Baister by Sup. Patucioni.

CHARLIE RYAN,
Chief,
Planning Staff.

1370

copies to: Chief, Movements Division Tn.3

file

8

Tel: 489081
ext: 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION
FPR/ld

21 June 1945

Ref: 255.1/2/Vn.2

Subject : Rehabilitation Programme of Italian State Railways.
To : His Excellency Gen. di Raimondo,
Director General of the Italian State Railways,
Ministry of Transport,
Rome.

(1) I thank you for your Segr/2°/4784/3 of 12 June 1945 and acknowledge your N.1694/4/C/S dated 27 May '45 addressed to the Heads of the Delegation of Milan and Verona and to Capi Compartimento in Northern Italy.

(2) When you receive this data concerning the North of Italy it must be collated with those of the South already in your possession for it is of the utmost importance that your final rehabilitation programme must be substituted by the Data for the whole of Italy, including Sicily and Sardinia.

Keep in mind that the programme of requirements which you are to submit by 12th July '45 is one thing and the statistics which you are now collating and which we have asked you to give is another. One is the programme; the other is the basis for its justification.

(3) As agreed at the Meeting held in this Headquarters yesterday estimates of data will be acceptable for the two districts, Trieste Area and the Aosta Valley.

(4) There is no need for me to stress the urgency of the preparation of this programme. Please phone this office on receipt of this letter.

For the Director:

Ministry of Transport,
Rome.

(1) I thank you for your Segr/2°/4784/9 of 12 June 1945 and acknowledge your M.1694/4/C/S dated 27 May '45 addressed to the Heads of the Delegation of Milan and Verona and to Capi Compartimento in Northern Italy.

(2) When you receive this data concerning the North of Italy it must be collated with those of the South already in your possession for it is of the utmost importance that your final rehabilitation programme must be substituted by the Data for the whole of Italy, including Sicily and Sardinia.

Keep in mind that the programme of requirements which you are to submit by 12th July '45 is one thing and the statistics which you are now collecting and which we have asked you to give is another. One is the programme; the other is the basis for its justification.

(3) As agreed at the meeting held in this Headquarters yesterday estimates of data will be acceptable for the two districts, Trieste Area and the Aosta Valley.

(4) There is no need for me to stress the urgency of the preparation of this programme. Please phone this office on receipt of this letter. For the Director:

F. F. RICHARDSON, Major,
Planning Staff,
Transportation Sub Commission.

Copy to:- Mail Division (Fn.4)
(all sections to note).

1309

9

Roma 12 GIUG 1945 194 - A

N. Segr^z/4784/9

Al N. _____ del _____



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

OGGETTO

Commissione Alleata
Sotto Commissione Trasporti

ROMA

Dati statistici per
la riattivazione del-
le F.S..

ALLEGATI N.

- 1 -

1 - Rispondo alla lettera FPR/i d 233/1/Tn 2 in data
29 maggio c.a.

2 - Con lettera ~~n.1694/4.0/S~~ n.1694/4.0/S in data 27 maggio
c.a. diretta ai Capi Delegazione e Capi Compartimento del-
l'Italia settentrionale di cui si unisce copia alla presen-
te si è già chiesto che sia provveduto d'urgenza ad un ac-
certamento preciso e rigoroso della consistenza degli im-
pianti, del materiale mobile e delle scorte di tutte le
linee dei Compartimenti del Nord.

3 - I dati relativi per quanto attiene ai materiali di
armamento alle linee telegrafoniche ed al segnalamento,
agli impianti fissi per la trazione elettrica, nonchè alla
consistenza delle locomotive elettriche ed a vapore, delle
automotrici, delle vetture, dei bagagliai e dei carri, do-
vranno essere comunicati a questa Sede entro il 16 giugno
c.m.. Entro e non più tardi del 30 giugno c.m. dovranno
qui giungere poi i dati relativi allo stato delle offici-
ne, dei depositi locomotive e squadre rialzo per la parte
che riguarda i rispettivi macchinari ed attrezzi nonchè
quelli relativi agli impianti telegrafonici, di blocco e de-
gli apparati centrali ed alle scorte del materiale di eser-
cizio e delle materie di consumo.

4 - Il Generale Di Raimondo ha provveduto personalmen-
1368

te a comunicare ed illustrare le disposizioni in parola ai funzionari dirigenti del Nord e si assicurerà, durante la sua permanenza in alta Italia, alla buona e sollecita organizzazione del lavoro in parola.

5 - Non appena pervenute le prime comunicazioni si farà seguito.

IL DIRETTORE GENERALE

Ludì Rainaldi

Rome 12 310-1945

Segr/2°/4784/9

Allied Commission
Transportation Sub Commission

R o m e

Subject:Statistic data for I S R rehabilitation

1) I reply to letter FPR/i d 233/1/Th.2 dated 29 May 1945.
2) By letter ~~n.~~ n. 1694/4/O/S dated 27 May, addressed to Heads of Delegation and Capi Compartimento in Northern Italy, herewith attached in copy, we request for urgent and exact statistics of the situation of plants, equipment and stores on all the lines of Northern Compartimenti.

3) The data covering permanent way materials, telegraph and telephone lines, signals, fixed plants for electric traction, number of electric and coal burning locomotives, Diesel cars, coaches, luggage vans and wagons, will be communicated to this Direction within 16 June 1945. The data covering the status of shops, roundhouses and cars shops, as for train machinery and tools, as well as those covering telegraph, telephone, block and interlocking plants, and stocks of stores and consumption materials will be communicated no later than 30 June 1945.

4) General Di Raimondo personally communicated these instructions to the higher officials in Northern Italy and he will make himself sure, during his stay in Northern Italy, that the above work be promptly and duly organised.

5) Further reference will be made, as soon as the first communication will be received .

Director General

Luigi Raimondo

Ca ng 5/6

2) By letter ~~1694/4/O/S~~ n. 1694/4/O/S dated 27 May, addressed to Heads of Delegation and Capi Compartimento in Northern Italy, herewith attached in copy, we request for urgent and exact statistics of the situation of plants, equipment and stores on all the lines of Northern Compartimenti.

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5) Further reference will be made, as soon as the first communication will be received .

Director General
Luigi Raimondo

Ca ng 5/6

13

Ministry of Transports
I S R Office of General Director

Rome 27th May 1945

n. 1694/4/OS

Subject: Ascertainment of the
status of plants, rolling
stock and stores.

To Delegation Head

Milan - Verona

" Capi Compartimento

Milan- Genua - Turin -
Bologna - Venice - Verona
Trieste.

copy to Works Service

" Tn.
Traction " (Nucleus)
Stores "
P.A.G. " Building

For your information I send herewith attached copy of the general program for the reconstruction of the railway system. The program has been made according to general data available prior to the liberation of Northern Italy. As concerns Northern areas, such data were not checked but only estimated, therefore said program is only to be considered as a direction for managing the future activity of I.S.R. in the reconstruction field.

The AC Tn. Sub Commission in the meeting held on 21st inst. noted this general program and emphasized the urgency and the great importance to have the referred data up to date, in order to state as soon as possible the requirements of materials.

It is necessary therefore that the data, covered by the inclosures attached to the report, be urgently made up to date by charging for this work skillful officials and agents.

Such work must be made separately in respect of:

a) fixed plants on stations and lines (rails, switches, sleepers,

" Capi Compartimento

Milan- Genua - Turin -
Bologna - Venice - Verona
Trieste.

copy to Works Service
Tn. "
Traction " (Nucleus)
Stores "
P.A.G. " Building

For your information I send herewith attached copy of the general program for the reconstruction of the railway system. The program has been made according to general data available prior to the liberation of Northern Italy. As concerns Northern areas, such data were not checked but only estimated, therefore said program is only to be considered as a direction for managing the future activity of I.S.R. in the reconstruction field.

The AC Tn. Sub Commission in the meeting held on 21st inst. noted this general program and emphasized the urgency and the great importance to have the referred data up to date, in order to state as soon as possible the requirements of materials.

It is necessary therefore that the data, covered by the inclosures attached to the report, be urgently made up to date by charging for this work skillful officials and agents.

Such work must be made separately in respect of:

- a) fixed plants on stations and lines (rails, switches, sleepers, small materials, tools, etc.)
- b) major repair workshops, locos depots, car workshops as regards their machinery and tools
- c) installations for electric traction

./.
130.

- d) telegraph and phone plants, block points, central apparatuses,
 - e) census of locomotives (of all kind) pointing out the supplies in progress or planned and the time of delivery;
 - f) census of rolling stock (freight and passenger) pointing out the date as for point (e).
 - g) stocks of equipment and of fuel, oil, lubricant, etc, considering those at hand.
- The materials for masonry ~~in~~ in the requirements ~~which~~ are not to be included, for the moment; on the contrary there are to be included sleepers, special timbers for switches and those needed for rolling stock repair. However, are always to be given: all metallic materials, those for electrical plants and for special apparatuses.

For the collection of the data whereof points a) c) d) e) f) the attached cards are to be used. If such cards will not be sufficient, they are to be requested to this office or have them printed at the local market.

The requirements for the first phase of reconstruction, in respect of permanent way materials (rail, switches, sleepers, small materials etc.) of electrical traction (piles, brackets, copper wire, apparatus for Substations etc.) of the rehabilitation of telegraph and phone lines and of signal plants, are to be sent to this Office within the 16th June 1945, as the very requirements are to be notified in the next days to the AC Th. S. Commission. Within the same date are also to be sent here all data that have been collected about the census of steam and electric locos., diesel engines, coaches, luggage vans and freight cars; for the latter cars the census is to be given in the attached cards, showing whether they are or not in good order to circulate; if not, in the column "note" is to be shown "to be repaired" or "to be scrapped". Also for coaches and luggage vans may be used said cards duly corrected by hand writing.

Also as regards locomotives and diesels, a special list is to be prepared, showing the type and giving separately those "in good order".

those at hand.

The materials for masonry in the requirements ~~which~~ are not to be included, for the moment; on the contrary there are to be included sleepers, special timbers for switches and those needed for rolling stock repair. However, are always to be given: all metallic materials, those for electrical plants and for special apparatuses.

For the collection of the data whereof points a) c) d) e) f) the attached cards are to be used. If such cards will not be sufficient, they are to be requested to this office or have them printed at the local market.

The requirements for the first phase of reconstruction, in respect of permanent way materials (rail, switches, sleepers, small materials etc.) of electrical traction (piles, brackets, copper wire, apparatus for Substations etc.) of the rehabilitation of telegraph and phone lines and of signal plants, are to be sent to this Office within the 16th June 1945, as the very requirements are to be notified in the next days to the AC (n. 5. Commission). Within the same date are also to be sent here all data that have been collected about the census of steam and electric locos., diesel engines, coaches, luggage vans and freight cars; for the latter cars the census is to be given in the attached cards, showing whether they are or not in good order to circulate; if not, in the column "note" is to be shown "to be repaired" or "to be scrapped". Also for coaches and luggage vans may be used said cards duly corrected by hand writing.

Also as regards locomotives and diesels, a special list is to be prepared, showing the type and giving separately those "in good order" "to be repaired" or "to be scrapped".

Naturally, by this first information it is not necessary to give exact data about the nature and the entity of the repairs. This ascertainment may be started at once and completed at the earliest convenience.

The other data whereof points b) d) and g) concerning the first phase of reconstruction are to be sent here within the 30th June 1945. Finally, the data regarding the other phases are to be communicated within the 15th July 1945. This said, it is to be noted that for the collection of the above data, the Capi Compartimento have to provide for, through all available means, by hiring motorcars, bicycles, horse trained cars, and by utilizing rail cars, four wheeled cycles and any other required means. The work of ascertainment is to be divided among the Depart Heads, Foremen, Plants Heads, so that by subdividing the tasks, the purpose may be reached at the utmost speed and exactness.

The reports concerning the above data are to be sent here through appropriate agents in order to avoid misleading.

The Capi Compartimento are directly responsible of the organization of this work - ascertainment and up to date of data - and they are authorized to pay to the personnel those allowances for extra time work, considered as indispensable.

Everyone will realize the very great importance attributed by the Allied Authorities to such a task. Indeed upon its good fulfillment are depending the most important decisions about the preparation and the supply of materials needed for the reconstruction, connected with the general plan of supply and assistance for all European countries.

I rely therefore on the comprehension of all concerned officials and agents so that this task may be duly fulfilled, bearing in mind that a delay in the sending of the above data might seriously jeopardize the plan of the assistance that the Allies intend to give to our Country.

Please confirm at once.
the Director General

within the 15th July 1945. This said, it is to be noted that for the collection of the above data, the Capi Compartimento have to provide for, through all available means, by hiring motorcars, bicycles, horse trained cars, and by utilizing rail cars, four wheeled cycles and any other required means. The work of ascertainment is to be divided among the Depart Heads, Foremen, Plants Heads, so that by subdividing the tasks, the purpose may be reached at the utmost speed and exactness.

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Please confirm at once.
the Director General

F.to DI RAIMONDO

Na ng 5/6

6

STAZIONE DI
 SITUAZIONE DEI PRINCIPALI IMPIANTI FISSI E MOBILI
 ACCERTATA IL GIORNO

NOMENCLATURA	SITUAZIONE			Annotazioni
	Presi- stente	inte- gri	Attuale dan- negg mar- canti	
Apparati telegrafici N.º				
" telefonici				
Selettivi Dirig. Centr. (appar. di appello) . . .				
" " Unico (" ") . . .				
Casseforti				
Casellari biglietti				
Macchine punzonatrici dei biglietti				
Armadietti custodia chiavi fermascambi . . .				
Rastrelliera custodia chiavi fermascambi di scorta				
Chiavi fermascambi in uso				
" " di scorta				
Bascule (peso del collettame)				
Lavagne				
Rifornitori acqua				

1589

telefonici	
Selectivi Dirig. Centr. (appar. di appello)	
Unico (.)	
Casseforti	
Casellari biglietti	
Macchine punzonatrici dei biglietti	
Armadietti custodia chiavi fermascambi	
Rastrelliera custodia chiavi fermascambi di scorta	
Chiavi fermascambi in uso	
di scorta	
Bascole (peso del collettame)	
Lavagne	
Rifornitori acqua	
Colonne idrauliche	
Ponti a bilico (peso carri)	

(r) Indicare nella colonna annotazioni se gli apparecchi sono ubicati nel F. V. o in Cabine isolate.

1303

Linea

Tratto da _____ a _____

Situazione di _____

IMPIANTI	Unità di misura	SITUAZIONE				Annotazioni
		Preesistente	Integri	Danneggiati	Distrutti	
Armamento (1)						
Ferro	ml.					
Traverse	n.					
Massicciata	ml.					
Opere del corpo stradale						
Muri di sostegno	ml.					
Muri di contropipa						
Ponti						
Ponti o viadotti metallici	Km.					
Ponti o viadotti in muratura	Km.					
Cavalavia o sottopassaggi	Km.					
Gallerie	Km.					
Caso Cantoniere (2)						
	Km.					
Linee telefoniche in sede ferroviaria o prossimi alla sede (3)						
Aeree	ml.					
In cavo						
Linea per trazione elettrica						
Linea aerea di contatto	ml.					
Pali di sostegno	n.					

1592

6

Linea

Traffico da

a

Situazione al

IMPIANTI	Unità di misura	SITUAZIONE			Annotazioni
		Preesistente	Integri	Danneggiati	
Armamento (t)					
Ferro	ml.				
Traverse	n.				
Massicciata	ml.				
Opere del corpo stradale					
Muri di sostegno	ml.				
Muri di contropipa					
Ponti					
Ponti o viadotti metallici	Km.				
Ponti o viadotti in muratura	Km.				
Cavalcavia o sottopassaggi	Km.				
Gallerie	Km.				
Cose Cantoniere (z)					
	Km.				
Linee telefoniche in sede ferroviaria o prossimi alla sede (3)					
Aeree	ml.				
In cavo					
Linea per trazione elettrica					
Linea aerea di contatto	ml.				
Pali di sostegno	n.				

988 Tipo-Litografia E. S. Roma, S-1015

4593

9983 Tipo Litografia F. S. - Roma, 5-1945

Massicciata	m.	
Opere del corpo stradale		
Muri di sostegno	m.	
Muri di controripa	m.	
Ponti		
Ponti o viadotti metallici	Km.	
Ponti o viadotti in muratura	Km.	
Cavalcavia o sottopassaggi	Km.	
Gallerie	Km.	
Case Cantoniere (2)		
	Km.	
Linee telefoniche in sede ferroviaria o prossimi alla sede (3)		
Aeree	m.	
In cavo	m.	
Linea per trazione elettrica		
Linea aerea di contatto	m.	
Pali di sostegno	n.	
Linea del blocco		
Segnali di blocco	n.	
Pasti di blocco	n.	

(1) Per le linee a due o più binari il computo deve essere fatto in base allo sviluppo complessivo dei binari. — (2) Indicare volume pressante in mc. (vuoto per pieno) e percentuali delle parti integre, danneggiato e distrutte nelle rispettive colonne. — (3) Precisare il numero dei conduttori nella colonna Annotazioni.
 N. B. — Per i bivi e per i raccordi che si trovarono nel tratto di linea considerato dovrà compilarsi apposita scheda aggiuntiva, usando i moduli predisposti per le stazioni e precisando il tratto in cui si trova l'impianto e il Km.

Cabine TE di sezio-
namento

Sezioni TE di tra-
sformazione

Rimessa locomotive

Altri edifici:

- (1) Le indicazioni devono essere date, nelle corrispondenti unità di misura, sottoforma di frazione, mettendo al numeratore le cifre relative alla consistenza ed al denominatore quelle relative alla parte danneggiata o distrutta.
- (2) Da calcolare vuoto per pieno.

Fabbricato Viagg.^o
Fabbricati accessori
per (3)

Magazzino merci

Casa cantoniera Km.

(4)

- (1) Le indicazioni devono essere date sottoforma di frazione, mettendo al numeratore le cifre relative alla consistenza ed al denominatore quelle relative alla parte danneggiata o distrutta.
- (2) Da calcolare vuoto per pieno.
- (3) Indicare separatamente se per Deposito P.V. o Trazione, alloggi personale, mense, ambulatori medici ecc.
- (4) Compresa nell'ambito della stazione entro i segnali di protezione (1^a o 2^a categ.).

489081
ext:513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

FPR/1d

Ref: ~~2371~~/Tn.2

29th May 1945

To : His Excellency Gen. di Raimondo,
Director General of the Italian State Railways,
Ministero dei Trasporti,
Piazza della Croce Rossa,
Rome.

Subject : Railway Statistics for the rehabilitation of the
Italian State Railways.

It is requested that every effort be made immediately to secure a complete census of all rolling stock, north of the Pisa-Fimini line, as well as locos, electric and steam; box cars, flats, open rail wagons high and low; cistern and refrigerator cars; passenger coaches, all classes, and sleeping and restaurant cars, also Diesel and Diesel electric cars.

From our conversations it was understood that you had given all Capi Compartimenti instructions in the North, during your recent visit, that this had to be carried out, but it is felt that it should be impressed upon them that accuracy is essential.

It is of the uttermost importance that this census is made before the link of the railway between north and south is established.

F.P. RICHARDSON, Major,
Planning Staff,
Transportation Sub Commission.

1303

File

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yale
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Rome 23 May 1945
PAG 11/11600

MINISTRY OF TRANSPORTS
GENERAL DEPARTMENT ISR

SUBJECT: Temporarily Arrangements concerning ISR Administration in Northern Italy.
To: The Chiefs of the Departments
" Capi Compartimenti
" Capo Delegazioni Cagliari

In order to reach a first urgent re-adjustment of the administration of the railways system in Northern Italy, following directions are issued in accordance with the instructions laid down by AFHQ:

- 1) The new Verona Compartment, having jurisdiction upon the lines shown in attached sketch, is temporarily set up.
- 2) on and from June 1st 1945 two delegations are set up; that of Milan, having jurisdiction on the compartments of Milan; Turin and Genoa; and the Verona Delegation, with jurisdiction on the Compartments of Verona, Venice, Trieste and Bologna.
To rule the Milan Delegation we have appointed Ing. Giuseppe Bianchi, while for the Verona Delegation we have appointed Ing. Raffaele Gotelli.
- 3) The Chiefs of a/m Delegations have the task to co-organise and to supervise the operation of the Compartments under their jurisdiction, in accordance with the directions issued by this General Direction, with particular reference to the reconstruction plans, to be carried out as agreed upon with Allied Military Authorities, as well as to the traffic to be moved in compliance with Allies' instructions for both military and civilian needs.

The Chiefs of the delegations have moreover following specific tasks to be carried out in accordance with the requirements of Competent Military Authorities:

- A) **WORKS**
- a) to prepare the projects for the definite rehabilitation of works, fixed plants, buildings, Work-shops, running repair sheds; said projects to be submitted to the competent Allied Offices for approval and to be eventually forwarded to this General Direction for provision of funds; they are granted the faculty to start at once, according to the rules of the General Accounting of the State, the works urgently disposed for by competent Allied Authorities.
 - b) to direct and to supervise above works.
 - c) to utilise the available staff where it is more requested for the execution of above projects, no more staff can be hired without the approval of this General Direction.

- 1) The new Verona Department, as temporarily set up, shown in attached sketch, is temporarily set up.
- 2) on and from June 1st 1945 two delegations are set up; that of Milan, having jurisdiction on the compartments of Milan; Turin and Genoa; and the Verona Delegation, with jurisdiction on the Compartments of Verona, Venice, Trieste and Bologna.

To rule the Milan Delegation we have appointed Ing. Giuseppe Bianchi, while for the Verona Delegation we have appointed Ing. Raffaele Gotelli.

3) The Chiefs of a/m Delegations have the task to co-organize and to supervise the operation of the Compartments under their jurisdiction, in accordance with the directions issued by this General Direction, with particular reference to the reconstruction plans, to be carried out as agreed upon with Allied Military authorities, as well as to the traffic to be moved in compliance with Allies' instructions for both military and civilian needs.

The Chiefs of the delegations have moreover following specific tasks to be carried out in accordance with the requirements of competent Military authorities:

A) Works

- a) to prepare the projects for the definite rehabilitation of works, fixed plants, buildings, Work-shops, running repair sheds; said projects to be submitted to the competent Allied Offices for approval and to be eventually forwarded to this General Direction for provision of funds; they are granted the faculty to start at once, according to the rules of the General Accounting of the State, the works urgently discussed for by competent Allied authorities.
- b) to direct and to supervise above works.
- c) to utilize the available staff where it is more requested for the execution of above projects, no more staff can be hired without the approval of this General Direction.

B) Movements

- a) to lay out the programmes covering all transports for both military and civilian needs to meet the requirements of Allied Military Authorities as well as those of the local civilian population, according to the availability of both stock and supplies.
- b) to shift the rolling stock in agreement with adjoining Operating Direction.

4
1.1.43

(2)

3) Mission and Equipment.

- a) To utilize the tractive power available of the depending Compartments.
- b) To re-organize the Work and Repair Shops, and running repair sheds as well as repair of rolling stock by above Shops and by the private industry.
- c) purchase of stores and supplies through the "Commissione Incestra ed Acquisti" of each compartment.
- d) agreements with adjoining Delegation in respect of distribution of both staff and equipment.
- e) supervision of the Test Offices in charge with Repair and Construction Shops for rolling stock.

In so far as the disciplines of the staff is concerned, the Chiefs of the Delegations are granted the same facilities presently granted to the Director General by existing Staff Regulations.

All matters dealing with economical treatment, hiring of new personnel, promotions and removal of staff remain competence of this General Direction and Higher Authorities.

- 4) The Chiefs of the Delegations spend directly on the undersigned.
- 5) The Offices of the Delegations are to be set up with the strictly indispensable staff to be drawn from Compartmental HQ and from the Compartments in order to secure a speedy operation.
- 6) The so-called General Direction of Verona is dissolved, as well as all Offices set up by said Direction of depending on it, even those not located in Verona HQ. Only small Liquidation Offices remain in operation for each operating Branch, with the task to collect and to despatch to Roma General Direction all documents from both Verona HQ and from the other Offices depending on it.

Further instructions and general directions will be eventually issued if necessary.

R.D. WAGHORN C.B.E.,
Brigadier,
Director, MRS - Italy.

The Director General
G.M. Reimondo

Construction Shops for rolling stock.

In so far as the discipline of the staff is concerned, the Chiefs of the Delegations are granted the same faculties presently granted to the Director General by existing Staff Regulations.

All matters dealing with economical treatment, hiring of new personnel, promotions and renewal of staff remain competence of this General Direction and Higher Authorities.

- 4) The Chiefs of the Delegations depend directly on the undersigned.
- 5) The Offices of the Delegations are to be set up with the strictly indispensable staff to be drawn from the Compartments in order to secure a speedy operation.
- 6) The so-called General Direction of Verona is dissolved, as well as all Offices set up by said Direction of depending on it, even those not located in Verona HQ. Only small Liquidation Offices remain in operation for each Operating Branch, with the task to collect and to despatch to Rome General Direction all documents from both Verona HQ and from the other Offices depending on it.

Further instructions and general directions will be eventually issued if necessary.

R.D. WACHOWSKI C.B.S.
Brigadier,
Director, MRS - Italy.

The Director General
G. Di Reimondo

4

Ref: ~~257/100~~ ^{265/1} in.2 REHABILITATION OF I.S.R.

Meeting held at A.C.H.Q. 21 May 1945. (F.R. Brown letter)

All representatives of Sub-Committees of the Allied Railway Board. Allied and Italian.

1. Mr. Taylor pointed out purpose of meeting was to determine what was required for rehabilitation.
2. In view of the fact that North Italy has been released with little damage and with the railway lines in fair condition, the programme necessarily must be revised, especially with regard to the requisitions of "A" and "B" programmes. Coal and P.O.L. to be seriously considered and a larger study made of overall Road, Shipping, Ports and Railways (principally).
3. No withdrawal of items indicated on present requisitions will be made but through above programme these must be amended as soon as possible.
4. Traffic.
1st study, to be the traffic flows necessary, materials - Personnel - Roads - Shipping - Railways.
2nd study, additional traffic to be considered.
5. (a) From A.C. viewpoint, Rail Division TN.4 will examine and determine work under general supervision of the Planning Staff.
(b) Traffic by A.C. Movements Division TN.3.
6. Gen. di Raimondo expressed thanks to A.C. transportation for their lively interest in the Reconstruction of I.S.R. and for everything they have done in the past. He explained that he had with him complete documents which include known destruction and estimated cost of reparation and would require slight modification on receipt of final reports from the North.

He said that reconstruction of the I.S.R. would be covered by four phases.

- 1st phase: Immediate necessity.
- 2nd " Military necessity and civil foodstuffs.
- 3rd " Economic life necessity.
- 4th " Complete reconstruction of lines as running before the war.

-2-

He said that the reconstruction of the electric system would also be in four phases.

1st phase: Essential lines and tunnels.

2nd phase more important for traffic.

3rd " less important for traffic.

4th " Other lines which were originally electrified.

7. Rolling Stock.

Rolling Stock would be repaired in conjunction with the lines so that each line will have sufficient rolling stock to operate.

8. Mr. Taylor emphasised that it was our immediate essential necessity for an accurate census to be taken of rolling stock for the whole of Italy. Gen di Raimondo replied that he had given instructions when visiting the compartimenti in the North that this census and destruction were to be included in their first reports. He emphasised the great difficulty in communications, telephone, telegraph, letter services. He asked if it were possible to have a regular road communication organised for this purpose.

9. He proceeded. Industrial factories and works were found to be intact and it was hoped to be able to produce great quantities of material from this source. That it must be borne in mind that this could not be immediate; say, in one year. Therefore during this period the I.S.R. relied upon A.C. Transportation to get delivered from abroad, through requisitions, sufficient material to carry on.

10. That there was sufficient electricity in the North for traction power but where not electrified, coal would be a considerable difficulty. It was hoped that coal would come from Germany or France and in sufficient quantities to allow the I.S.R. to maintain sufficient traffic moving to meet civil needs.

11. Mr. Taylor asked for a close daily contact between the I.S.R. employees and Transportation A.C. Officers so that progress might be reported. A.C. Transportation Officers were in a position to answer any questions asked by I.S.R. and if not in possession of the facts these officers knew of contacts where the information could be furnished. That A.C. had considerable knowledge of world supplies and were in a strong position to help. By this contact, Mr. Taylor pointed out, he hoped that when the I.S.R. presented their completed final programme it would be

-3-

so accurate that A.C. would accept it on sight.

12. Gen. di Raimondo wished to express his regret that he was in no position to contact the Capo Compartimento of the I.S.R. at Trieste.

13. Mr. Taylor announced that a similar meeting would be held four weeks from to-day. At this meeting it will be possible to determine progress.

14. Mr. Taylor proposed that Gen. di Raimondo approached his Government to ascertain if it were acceptable to them to hand over I.N.T. plus 3,000 trucks with Italian drivers to the I.S.R. to operate. If the Italian Government were in favour of this, then a very good experienced man must be presented who is capable of working out an operational programme so that A.C. may know that the favour will not be abused and the vehicles maintained and operated successfully.

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