

A.C / TIV / 9 / C.E

10000/148/1477
Nov '44

file 9
sent to JMR
TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (BR) MAIN, C. M. F.

RPM/lml

Tel. 843209
Ref. AC/100/50/Tm4

14 November 1945

SUBJECT : Reconstruction of Line 50 -
Rosignano - Leghorn.

TO : Director, Military Railway Service
Attention: Major S. E. London, Supt. Th.

1. Reference is your letter 9 November 1945 concerning the reconstruction of Line 50 between Rosignano and Leghorn Central Station.

2. Financial approval for the reconstruction of this section of the railway was given to the Italian State Railways 5 October 1945. The matter will be handled with the Italian State Railways to push the reconstruction of this portion of the line.

3. It must be remembered that there is a critical shortage of railway and other construction materials in Italy at the moment and certain priorities have been laid down by the Italian State Railways in their Reconstruction Program.

R. P. MOSS
Chief, Rail Division

Copy to: Major Buckley, Chief Engineer, Rail Division ✓

2250

RPM/lml

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (BR) MAIN, C. M. F.

Tel. 843209
Ref. AC/100/50/Tn4

15 November 1945

SUBJECT : Reconstruction of Line 50-
Rosignano - Leghorn.

TO : Major Buckley,
Chief, Engineer, Rail Division.

1. Please handle this matter with the Chief of the Works Section,
Ing. Losigno, as it is important that this Line be opened to traffic as
quickly as possible.

R. P. Moss
R. P. MOSS
Chief, Rail Division

Attachment

GRS/alc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

45

Tel : 478704

8 May 1945

285/30/Tn 3

SUBJECT : Rehabilitation of Railway Line
Ilva works to Piombino Station

TO : Regional Commissioner, Toscana Region
Port Liaison Officer, Piombino

1. Reference the various requests from Port Liaison Officer Piombino and Ports & Warehouse Division for the rehabilitation of the Railway line from Ilva works to Piombino station.
2. A reconnaissance of the line has been carried out by Rail Division who are recommending that the ISR take steps to reconstruct their portion of the line from the works to the Station.
3. It is understood that Ilva works are at present reconstructing various lines within the works area, which it is pointed out should provide additional stabling and off loading facilities for Railway wagons.

By Command of Rear Admiral STONE

W. Worthington
W. A. WORTHINGTON
Major

Copy to : HQ Livorno Province AMG
Shipping Branch
Ports and Warehouse Division
Rail Division (Tn 4)
M.C.S.F. Piombino

2248

FGM/ic

INTER-OFFICE MINUTE

Ref. AC/253/Tn 4

SUBJECT : Piombino

TO : Chief,
Rail Division - Bldg.

1. I made a reconnaissance of the Port of Piombino on May 2-3 in conjunction with the Rail facilities serving the port.
2. Any improvement in track facilities are to be made by the ILVA works who serve the port as far as Rail activities within the Port are concerned.
3. ILVA have gangs now at work and the necessary work is being done on their portion of the tracks.
4. As for the ISR part of the track, from the ILVA works to the Station, this work should naturally get started, practically all that is required is labour to put this line in shape and I suggest that the ISR get started on this job because there is a good shunting loco and a serviceable 3rd class bogie coach at the station that could be pulled out if the tracks were repaired. However, I fail to see how the rehabilitation of the ISR lines between ILVA works and Piombino Station is going to do much to improve the working of the port and I place a very low priority on the job.

P.G. MATSON, Major

Transportation Sub-Comm. (Rails)
Tel. 843238
4 May 1945

Copy to: Major Baister - Bldg.
" " " Street " "

2247

AHS/ei

TRANSPORTATION SUB-COMMISSION A.C. ,
(RAIL DIVISION)
C/o. Transportation Increment,
C.M.F.

43.

Tel : 843239

Our ref: AC/Tn/9/43/C.E.

14th April 1945

TO : Transportation Sub-Commission
Movements Division.

SUBJECT : Reactivation Line Piombino Port
to Piombino station.

1. Reference your letter 285/26/Tn 3 of 21st April.
2. On receipt of the Port Liaison Officer's letter dated 14th April immediate action was taken and as soon as the information is available, it will be forwarded to you.

For Chief Rail Division

A.H. STREET,
Major.

2246



MINISTERO
~~XXXXXXXXXXXXXX~~
DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Lavori

OGGETTO

Linea: Vada-Rosignano
Riattivazione

ALLEGATE N. _____

Roma 29 ~~1944~~ 1945

NL.5/13/15811

Al N. _____

del _____

42

ALLA COMMISSIONE ALLEATA

SOTTOCOMMISSIONE TRASPORTI (FERROVIE)

di Maggiore Street
STANZA 52 3° PIANO

S E D E

- 1) Si fa riferimento alla vostra lettera n°A.C./En/9/38/C.E. del 12/3/1945.
- 2) Si avverte che la travata metallica messa a disposizione da codesta Commissione è già stata montata sul fiume Fine fra Vada e Rosignano e che per il 27/3/1945 era previsto il passaggio del treno di prova.

IL CAPO DEL SERVIZIO

Lo Regu

2245

MAEA V MBWU NR 50
FROM AMG (TN) FLORENCE (MJR BUCKLEY)
TO MRS TN ROME FOR MAJOR STREET
GR17



RESTRICTED . 07 FINI BRIDGE ADVISEABLE SEND TECHNICAL SERGT TO CHECK
UP . THEN COMPLETION DATE TWENTY SEVENTH MARCH
THI 211620
SENT WAD 1625 B

49 50 RD TOR 1624A MITCHELL AR .

2244

INTER-OFFICE MEMORANDUM

JWB/elc

391

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division - Rail)

Tel : 478704

9 March 1945

331/11/Tn 3

SUBJECT : Solvay Plant, Resignano
Repairs to the Vada Bridge

TO : Industry Sub-Commission

1. Reference your AC/5605/IND dated 3 March 1945.
2. Owing to changes in Military priorities for rail reconstruction, delivery of the bracing for the Vada Bridge from MRS resources was delayed. However, the bracing is being railed to the site on 12 March. The bridge will be completed not later than 30 March '45 but every effort is being made to finish the work before this date.

Chaplin

for MERRITT H. TAYLOR

Director, Transportation Sub-Commission

Copy to : Transportation Sub-Commission -
Rail Division

2243

AHS/em

TRANSPORTATION SUB-COMMISSION, A.C.
(RAIL DIVISION)
C/o. Transportation Increment
C.M.F.

38,

Tel. 843239

12th March 1945

Reference: AC.Tn/9/38/C.E.

TO : Ing. LO CIGNO,
Chief of the Work Service,
Building.

SUBJECT : Vada-Rosignano.
Bridge over River Pine.

1. The following wagons loaded with the girders will leave Rome tomorrow consigned to Vada Station :
418430, 494330, 411962, 459755, 483540, 460770.
2. Please have men on the site to unload and erect the bridge as soon as possible.
3. As soon as the bridge is erected arrangements should be made with the operating division for a rest train.

O.H. LINDBERG,
Lieut-Colonel,
Tn.S.C., A.C.

Copy to : Major BUCKLEY.

371
Inter Office Memo.

Subject: Line 110 ft. U.C.R.E.

Military Railway Service.
C.M.F.

To: Tn. 2.

Tele. Firebox 12
Outside Line 343071
Ref. Tn.A.4/145.
8th March 1945.

Copy for Major H.E. o/o R.E. Tn. 2.
Major Street, A.C. (Eldg)

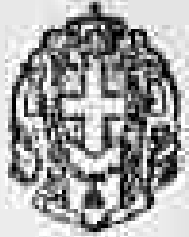
(60)
Owing to deficiencies in S.37 (flange cover plates) - 2. No.
Mark S. 8 (flange cover plates - light section) will be used at
the two end joints.

H.M. Paddy hq RE

(H.M. Paddy)
Major R.E.
D.A.D. Tn. (Bridging)

Letter to Major Paddy
Copy to Major Paddy

2241



MINISTERO
DELLA COMUNICAZIONE
DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Lavori

Roma 25 FEB 1945

N. L. 5/13/9601

Al N. _____ del _____

OGGETTO

Linea: Campiglia-Piombino
Riattivazione.

ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti (Ferrovie)

Stanza N°52 - Piano 3°

S E D E

ALLEGATI N. _____

- 1) Si fa riferimento alle Vostre lettere N°A.C./Tn/9/25 C.E. e N°A.C./Tn/9/27/C.E. del 21 c.m.
- 2) Appena ricevuta la Vostra lettera N°AC/Tn/55/3 del 29 Novembre 1944 (giunta a questo Servizio il 3 dicembre 1944) con la quale avete autorizzato la riattivazione della linea Campiglia Piombino, si è dato incarico al Gruppo Riparti Lavori di Siena ed al Capo Riparto interessato, che risiede a Follonica, di provvedere alle gare per l'affidamento dei lavori.
- 3) Il capo Riparto di Follonica, causa la ben nota lentezza dei mezzi di comunicazione, ha ricevuto detto incarico il 12 dicembre 1944 ed ha immediatamente interpellato più Ditte, suddividendo i lavori delle opere d'arte in due lotti.
- 4) Le gare però, fissate a termini abbreviatissimi per il 22 dicembre 1944, andarono completamente deserte e nello stesso giorno il citato Capo Riparto passò alla trattativa privata riuscendo così ad affidare, verso la fine del dicembre 1944, i lavori del 2° lotto alla Cooperativa Muratori Associati di Piombino (Ricostruzione dei ponticelli ai Km. 6+300 e 6+650 e formazione di rilevato in corrispondenza al sottovia Km. 11+250) e quelli del 1° lotto alla Ditta Fiornovelli Renato di Grosseto (Ricostruzione dei ponticelli ai Km. 0+612, 2+800 e 3+350 e alla

2240

ciamento in stazione di Campiglia)

- 5) Ambedue le imprese suddette hanno offerto il ribasso dell'8,50% sui prezzi di gara e ciò prova che i prezzi previsti dal Riparto Lavori erano ~~ripun~~erativi e che quindi la mancata risposta delle imprese alle gare a licitazione privata era dovuta ad altre cause quali, si ritiene, le difficoltà di trasporti, la mancanza di attrezzatura e l'instabilità dei costi.
- 6) E' stato quindi indispensabile servirsi di due imprese che, anche se non munite di grandi mezzi, sono le uniche di quella zona che hanno accettato di eseguire i lavori.
- 7) E' da tenere poi presente che, dato il limitato importo dei lavori (circa Lire 500.000 per ciascun lotto) non si poteva sperare nell'intervento di grandi imprese o di imprese residenti fuori zona: la suddivisione in due lotti aveva avuto lo scopo di rendere la gara accessibile alle ditte locali che sono provviste di mezzi assai limitati.
- 8) I lavori sono stati consegnati ai primissimi del gennaio scorso e subito sono stati iniziati quelli che non richiedevano l'impiego di materiali bloccati e precisamente l'allacciamento ~~ca~~ Campiglia del 1° lotto ed il rilevato al Km. 11+250 nel secondo lotto.
- 9) Circa quindici giorni prima, già si era posto mano ai lavori all'armamento con nostre squadre cantonieri ed alla costruzione di fasci provvisori nei manufatti del 1° lotto per poter effettuare i trasporti con carrelli ferroviari.
- 10) La costruzione del rilevato al Km. 11+250 avviene a mezzo di carri a cavalli e quindi non procede con la speditezza desiderata ma ciò è dovuto anche al fatto che non è stato mai possibile utilizzare, come si era previsto, l'autocarro dell'impresa Fiornovelli cui non è stato ancora accordato il permesso di circolazione richiesto all'A.M.G. di Grosseto alcune settimane or sono.

MINISTERO
DELLE COMUNICAZIONIFERROVIE DELLO STATO
DIREZIONE GENERALE

194 . A.

N.

Al N.

del

OGGETTO

ALLEGATI N.

- 2 -

- 11) Si è ottenuta tempestivamente l'assegnazione di benzina, di olio lubrificante e di cemento: invece i mattoni occorrenti per le opere d'arte non sono ancora stati assegnati e soltanto alla fine dello scorso gennaio sono giunti a Campiglia i 106.000 mattoni prestati dalla Società Solvay.
- 12) Tale quantitativo non copre neppure la metà del fabbisogno e perciò, onde non procrastinare ulteriormente l'attivazione della linea, si sta ricorrendo parzialmente a sistemazioni provvisorie delle opere d'arte con fasci di rotaie appoggiate su catoste di traverse.
- 13) Si fa presente infine che soltanto con lettera n°9/19/C.E. del 12 8.m. codesta Commissione ha comunicato che i lavori devono essere ultimati entro questo stesso mese e che quindi è mancato il tempo materiale occorrente per le misure del caso.
- 14) Ad ogni modo si conferma quanto già si è detto nella lettera n°L.5/13/9348 del 20 c.m. e cioè che i lavori verranno ultimati ^{se non il 28 corrente} ai primi del prossimo mese di marzo e — quindi con un lieve ritardo rispetto alla data segnalata da Codesta Commissione.

IL CAPO DEL SERVIZIO

2239

AHS/ef *29*

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB -COMMISSION
(Railway Division)

U R G E N T

Tel : 843239

28th February 45

Our reference: AC/Tn/9/29/C.E.

TO : A.C. Movements (Rail)

SUBJECT : Line 50. Vada-Rosignano.
Fine river Bridge.

1. I have just been informed by the Engineering section of the M.R.S. that due to a change in priorities it will not be possible to supply the bracing for above bridge, before the 12th of March, consequently it will be impossible to complete the work before the 20th March.

O.H. LINDBERG,
Lieut-Colonel,
Tn-Sub.Comm.A.C.

2238

AHS/ef 28..

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB -COMMISSION
(Railway Division)

Tel : 843239

23rd February 1945

Our reference: AC/Tn/9/28/C.E.

TO : Eng. Lo Cigno
Chief of Works Service

SUBJECT : Piombino-Campiglia.

1. Reference conversation in your office on above line.
2. Engineer Guerra said that Dr. Opatowski, arranged and was agreeable to the 15th March for the completion of this line.
3. Please ask Engineer Guerra to confirm this and if possible give the approximate date when this was arranged.
4. Please hasten reply as much as possible.

O.H. LINDBERG,
Lieut-Colonel,
Tn-Sub.Comm.A.C.

2237

28-

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

MJS/vb

Ex. 310

22nd February, 1945.

265/15/Tn.3.

SUBJECT: Piombino-Campiglia Line.

TO : Rail Division,
Transportation S/C.

1. Reference your AC/Tn/9.25.C.E., dated 16th February, 1945.

2. Dr. Opatowski did not arrange for any date with the ISR engineer for the completion of the railway line Piombino-Campiglia.

3. Dr. Opatowski is interested in the reactivation of the Solvay plant, and consequently in the development of Piombino. He has, I believe, been of considerable assistance in providing materials, etc., in the past for this work and also for rebuilding the railway. When he was last in the Piombino area he discussed the date when the line would be finished as the date of the completion of the line affects the reactivation of the plant, and the plans which Industry Sub-Commission are preparing. According to Dr. Opatowski the ISR engineer informed him that the work would not be completed until the 15th March.

4. It would appear that some misunderstanding has arisen. Dr. Opatowski is quite clear that the responsibility for agreeing dates for the completion of Transportation work is not his.

5. It is noted that every effort will be made to improve on the date of the 15th March.

6. I shall be grateful if you will advise me when the Vada bridge on the line to Rossignano will be completed.

M. J. Sieff 2236

M. J. SIEFF, Col.
Chief, Movements Division.

AHS/em

TRANSPORTATION SUB-COMMISSION, C.C.
(RAIL DIVISION)
C/o. Transportation Increment
C.M.F.

Tel.: 843239

21st February 1945

Reference : AC.Tn/9/27/C.E.

TO : Ing. Lo CIGNO,
Chief of the Work Service,
Building.

SUBJECT : Piombino - Campiglia.

1. Reference your letter L.5.13/9348 of 20th Feb.

2. I would point out that the delay in completing the work on above line is not due to the delay in delivery of briks, but to the delay in letting the contract and the contractor not having the plant available for carrying out the work.

3. The key point of this work is the bridge at Km. 11 + 356 which requires no briks. Please see my letter AC.Tn/9/25/C.E. of today's date on this matter.

O.H. LINDBERG,
Lieut-Colonel,
Tn.S.C., A.C.

TO : Ing. LO GIOMO,
Chief of the Work Service,
Building.

SUBJECT : Piombino - Campiglia.

1. Reference your letter L.5.13/9348 of 20th Feb.

2. I would point out that the delay in completing the work on above line is not due to the delay in delivery of briks, but to the delay in letting the contract and the contractor not having the plant available for carrying out the work.

3. The key point of this work is the bridge at Km. 11 + 356 which requires no briks. Please see my letter AC.Tn/9/35/C.E. of today's date on this matter.

O.H. LINDBERG,
Lieut-Colonel,
Tn.S.C., A.C.

223



MINISTERO
~~DELL'ECONOMIA~~
DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Lavori e C.

OGGETTO

Linea CAMPIGLIA-PIOMBINO
Riattivazione

ALLEGATI N. _____

Roma, li 20 FEB 1945 194 Ag

NL.5.13/9348

Al N. _____ del _____

ALLA COMMISSIONE ALLEATA
SOTTOCOMMISSIONE TRASPORTI (FERROVIE)
Stanza 52 - 3° piano

S E D E

=====

- 1°) Si fa riferimento alla vostra lettera N°A.C/Tn/9/24 C.E. del 16/2/1945.
- 2°) I lavori per il ripristino della linea Campiglia-Piombino procedono alacremente anche con turni straordinari ma non potranno essere ultimati entro il 23 c.m., a causa del ritardo col quale si è avuta la prima partita di mattoni che ci è stata anticipata dalla Società Solvay dietro interessamento del dott. Opatowski della Sottocommissione per l'Industria.
- 3°) Ad ogni modo, essendosi previsto di ricorrere a ripristini provvisori delle opere d'arte, si conta che la linea in oggetto possa essere riaperta allo esercizio ai primi del prossimo mese di marzo.

Riferro ulteriori comunicazioni.

IL CAPO DEL SERVIZIO

Volpe

F.I.

2234

AHS/em

TRANSPORTATION SUB-COMMISSION, A.C.
(RAIL DIVISION)
C/o. Transportation Increment,
C.M.F.

21st Feb. 1945

Tel. : 843239

REFERENCE : AC.Tn/9/26/C.E.

TO : Eng. LO CIGNO,
Chief of the Work Section,
Building.

SUBJECT : Piombino-Campiglia.

1. Yesterday visited the reconstruction of the above line and was extremely disappointed to find the lack of cooperation and sense of responsibility existing on this work both by contractor and I.S.R. Engineer.

2. Although the Proposte di Massima was dated 21st November and the approval given on 29th November for the work to be carried out, the contract was not let till 11th Jan. a delay of 6 weeks.

3. The filling up of the demolished bridge at Km. 11 + 350 is a simple matter and work could easily have been started on this as soon as the carrying out of the work was approved.

4. The contractor now claims that he is short of motor transport to carry out the work.

5. Before contracts are let the Engineer in charge should satisfy himself that the Contractor to whom it is proposed to consign the work has the requisite plant to enable him to complete the work on time.

6. I would point out that the A.M.G. Officer in Piombino has not been approached either by the State Railway engineer, or the contractor with a view to obtain help.

7. I had made arrangements with the A.M.G. Officer to help in the matter of transport.

2233

1 3 2

SUBJECT : Piombino-Campiglia.

1. Yesterday visited the reconstruction of the above line and was extremely disappointed to find the lack of cooperation and sense of responsibility existing on this work both by contractor and I.S.R. Engineer.
2. Although the Proposta di Massima was dated 21st November and the approval given on 29th November for the work to be carried out, the contract was not let till 11th Jan. a delay of 6 weeks.
3. The filling up of the demolished bridge at Km. 11 + 350 is a simple matter and work could easily have been started on this as soon as the carrying out of the work was approved.
4. The contractor now claims that he is short of motor transport to carry out the work.
5. Before contracts are let the Engineer in charge should satisfy himself that the Contractor to whom it is proposed to consign the work has the requisite plant to enable him to complete the work on time.
6. I would point out that the A.M.C. Officer in Piombino has not been approached either by the State Railway engineer, or the contractor with a view to obtain help.
7. I had made arrangements with the A.M.C. Officer to help in the matter of transport. 2233
8. As the completion of this line is of vital importance and will cause serious delay to shipping if not completed, I must ask you to apply the penalty clause to the contractor, if the work is not completed on time and to take disciplinary action with the engineer responsible for the delay in letting the contracts.

9. I would again draw your attention to the fact that the repair of the State railway lines is in many cases a matter of military importance, and ask you to take steps to obviate the delays now occurring in carrying out these works.

O.H. LINDBERG,
Lieut-Colonel,
Tn.S.C., A.C.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB -COMMISSION
(Railway Division)

AHS/ef

Tel: 843239

Our reference: AC/Tn/9.25.C.E.

16th February 1945

TO : A.C.Tn.Movements
Rail Section

SUBJECT : Piombino-Campiglia line.

1. Reference telephone conversation Major Worthington-Major Street, of this morning, re opening of the above line.
2. The request for the opening of the line was made by the Industry Sub-Commission.
3. It was arranged by Lt.Col.Lindberg and Mr. Vaughan, that the Industry Sub-Commission would supply all material for the work.
4. The completion date arranged with Chief Engineer I.S.R. was 15th Feb. but due to bad weather it was necessary to extend this till 28th Feb.
5. To day the engineer (I.S.R.) in charge of the work reported to the Chief Engineer and said that the work would not be completed till 15th March.
6. The Engineer stated that this date had been arranged with Dr.Opatocoski of the Industry Sub-Commission.
7. This delay is regretted, but the fault does not rest with this Sub-Commission.
8. Every effort will be made to improve on the date and you will be kept advised of any alteration.

2231

O.H.LINDBERG,
Lieut-Colonel.

Our reference: AC/Tn/9.25.C.E.

TO : A.C.Tn.Movements
Rail Section

SUBJECT : Piombino-Campiglia line.

1. Reference telephone conversation Major Worthington-Major Street, of this morning, re opening of the above line.
2. The request for the opening of the line was made by the Industry Sub-Commission.
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8. Every effort will be made to improve on the date and you will be kept advised of any alteration.

2291

O.H.LINDBERG,
Lieut-Colonel,
Tn-Sub.Comm.A.C.

C O P Y

21

ILVA Factory of Piombino.

Piombino 31st January 1945.

Ref : N° 885/S

ILVA COMPANY
Commissioner Office.
R o m e

Works to settle tracks at the landing stage.

As agreed we have started the works to settle the tracks. We will try to end this work in the fixed period of time, in spite of the fact that no material is supplied by the Allies.

It is necessary to inform the Transportation Sub-Commission that they continue to take away switches from the factory in order to use them on the rail section Livorno-Pisa.

Up to now 22 complete switches size 46 have been taken away, the requisitions are done by the company A. 75th Rail Battalion APO 514 without the control of the P.B.S.

If they continue like that we will not be able to finish our work at the harbour and it will be impossible for us to supply the switches necessary to the railways to reoperate the section Campiglia-Piombino.

Best regards:

ILVA ALTI FORNI E ACCIAIERIE d'ITALIA
Factory of Piombino
s/s Eng. Salvi

2230

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR ITALY

A.P.O. 512
14 February 1945

531.7 OP

SUBJECT: Piombino Port.

TO: Rail Section, Tn Sub-Commission, Allied Commission.

1. Reference letter 7 February, file AC/Tn/9/17/C.E., subject Piombino Port. Returning copy of letter of the representative of the I.L.V.A. Steel Works regarding the removal of switches from the I.L.V.A. Works at Piombino.

2. The material drawn from the stock at I.L.V.A. was ordered and requisition approved several weeks ago. New 46 KG switch material is vitally needed for main track replacements and reconstruction in the forward areas. 36 KG should suffice for the Piombino yard tracks and no doubt they can be located on unused tracks to take care of the reconstruction work at Piombino Yard. If the switches are not available at Piombino it should be handled with the I.S.R. to produce them.

For the Director:

R. P. Moss
R. P. MOSS
Lt.Col. T.C.
Deputy Director-Operations

Incl-1

2229

AHS/ef

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB -COMMISSION
(Railway Division)

12th February 1945

Tel : 843239

Curreference: AC/Tn/9/20/C.E.

TO : M.R.S.
Attn: Col Ratter

SUBJECT : Pine River Bridge
Line 50.

1. The opening of the Solway Plant has been given high priority by A.F. H.Q. and the date given for the reconstruction of the line was given as Feb. 28th.

2. It was originally intended to repair the existing span but due to a severe flood this was badly twisted and repairs rendered impossible.

3. On 7th January a request was received from the I.S.R. to use some german girders lying beside the Tiber bridge on the Rome-Orte line.

4. On 17th January at a meeting of the Rehabilitation meeting, Major Williams stated that the german girders could not be made available and offered instead U.C.R.B. girder spans, these were accepted by the I.S.R. advised.

5. As the time for completion of the bridge is now drawing close, may the despatch of the complete girders be hastened as much as possible.

6. The I.S.R. have been instructed to erect false work for the erection of the bridge.

7. The contractors Ditta Lenzi are conversant with the U.C.R.B. construction.

SUBJECT : Tine River Bridge
Line 50.

1. The opening of the Solway Plant has been given high priority by A.F. H.Q. and the date given for the reconstruction of the line was given as Feb. 28th.

2. It was originally intended to repair the existing span but due to a severe flood this was badly twisted and repairs rendered impossible.

3. On 7th January a request was received from the I.S.R. to use some german girders lying beside the Tiber bridge on the Rome-Orte line.

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7. The contractors Ditta Lenzi are conversant with the U.C.R.B. construction.

2228

O.H. LINDBERG,
Lieut-Colonel,
Tr-Sub. Comm. A.C.

COPY

18

ILVA Factory of Piombino

Piombino 31st January 1945.

Ref : N° 885/S

ILVA COMPANY
Commissioner Office.
Rome

Works to settle tracks at the landing stage.

As agreed we have started the works to settle the tracks. We will try to end this work in the fixed period of time, in spite of the fact that no material is supplied by the Allies.

It is necessary to inform the Transportation Sub-Commission that they continue to take away switches from the factory in order to use them on the rail section Livorno-Pisa.

Up to now 22 complete switches size 46 have been taken away, the requisitions are done by the company A. 75th Rail Battalion APC 314 without the control of the P.B.S.

If they continue like that we will not be able to finish our work at the harbour and it will be impossible for us to supply the switches necessary to the railways to reoperate the section Campiglia-Piombino.

Best regards:

ILVA ALTI FORNI E ACCIAIERIE D'ITALIA
Factory of Piombino
s/s Eng. Salvi

2227

AHS/ef 17

TRANSPORTATION SUB-COMMISSION, A.C. ,
(RAIL DIVISION)
O/o. Transportation Increment,
C.M.F.

Tel : 843239
Our reference: AC/Tn/9/17/C.E.

7th February 1945

TO : The Director
Military Railway
Service.
SUBJECT : Piombino Port.

1. Attached is copy of letter by the representative of I.L.V.A. Steelworks at Piombino.
2. As it has been decided that the port shall be reactivated it will be necessary to reconstruct the sidings.
3. Will you please issue instructions that no more rail material be removed from the I.L.V.A. Co's property.

O.H. LINDBERG,
Lieut-Colonel,
Tn-Sub.Comm.A.C.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

17 January 1945

RECONNAISSANCE PORT PIOMBINO

1. Introduction. Party consisting of
- | | |
|------------------------------|---------------------|
| Lt. Col. W.A. Balfour M.B.E. | Tn 3 Trans Sub Comm |
| Mr. C.C. Crooks | Tn 6 Trans Sub Comm |
| Maj. G.R. Worthington M.B.E. | Tn 3 Trans Sub Comm |
| Commander Romano | P.O. Min of Marine |
| Capt. U. Birman | Min of Marine |
- assembled Rome 0600 hours 16th. Owing to limited space in car, Mr. Crooks to follow in car with Maj A.H. Street of Tn 5. Party arrived Piombino shortly before 11.00 hours and were met by Mr. R.F. Fairley D.M.W.I.R. who piloted party to rendezvous with N.O.I.C. and Captain del Porto. Recce of Port completed shortly after noon, party returned to office of N.O.I.C. for conference at 12.30 Tn 5 & 6 party not arrived, conference proceeded with additional members of party.

- | | |
|-------------------------------------|----------------|
| Major W. Maigher | Eng. 8 Reg. |
| Ten. Vascello Attilio Zanella | N.O.I.C. |
| Capt. Francesco Beegund | Harbour Master |
| in attendance Chief and 2nd Pilots. | |

In the following information it must be appreciated that unconfirmed and irrelevant statements have been omitted and that only information considered necessary to the directed Policy has been used.

2. Demolitions.

Considerable damage has been caused to the Port and temporary operational repairs have already been accomplished. Considerable improvement could still be made at comparatively small cost in finances and material.

3. Port.

Piombino is almost an open Roadstead. There is no breakwater. Land on the west side given protection from the prevailing winds.

2225.

4. Weather.

Like most north west Italian Ports the rapid change of wind from South to South West is the condition most likely to endanger shipping. Local opinion considers the normal 5/6 hours

Maj. C.R. Werthington M.B.E.
 Commander Romano
 Capt. J. Birtam
 P.O. Min of Marine
 Min of Marine

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Major W. Knigher
 Ten. Vascello Attilio Zanella
 Capt. Francesco Beegund
 Eng. 8 Reg.
 M.O.I.C.
 Harbour Master
 in attendance Chief and 2nd Pilots.

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Piombino is almost an open Roadstead. There is no breakwater. Land on the west side given protection from the prevailing winds.

2225

4. Weather.

Like most north west Italian Ports the rapid change of wind from South to South West is the condition most likely to endanger shipping. Local opinion considers the normal 5/6 hours warning ample. The absence of breakwater permitting easy passage to sea confirms this.

...../2

- 2 -

5. Capacity.A. Alongside Berths at present there are available :-

1. liberty - 23 ft draft, 3 ft mud bottom, North sea and of Pontile Ilva.
1. coaster - 16 ft draft, South, shore end of Pontile Ilva.

B. Holding Berths.

3. liberty - mooring buoy and ships anchor.
2. liberty - stern to and ships anchor.

C. Future Berths. with economic repairs and construction 3 further berths could be made available:-

1. liberty - 23 ft draft at sea end, south side of Pontile Ilva outside wreck, replacing over wreck of 4 Platform partially removed, would make this berth available for 4 hatches to shore.

1. coaster - 24 ft draft, shore end, north side of Pontile Ilva. Removal of 2 wrecks (largest wreck German assault landing barge)

1. coaster - 18 ft draft, situated north side of Port at Ilva works. 3/4 ft of soft mud dredging required.

D. Estimated discharge. The present liberty and coaster alongside berths should be capable of 1000 T.P.D. (2-8 Hour shifts) The three "Future Berths" should increase capacity by a further 1000 T.P.D. Overseas discharge is possible at all holding berths, the capacity being limited by Craft discharge berths (3/10 new available, consider difficult to construct others)E. General layout showing berths, future berths and wrecks is attached as annexure 1.6. Clearance.

- A. Roads are in fair condition and able to handle the tonnage referred to in para 5.

- B. Rail track serving Pontile Ilva should not require unusual material or labour. Expert report and proposed layout re attached at annexures 2 and 3.

7. Labour.

In spite of information that labour is in abundance it is the opinion of the Recce. Party that skilled labour is not available in excess of 25 hatches.

8. Warehousing.

No facilities exist in the Port area for covered storage.

9. Water.

There is no watering and access on 18 ft

outside wreck, replacing over wreck of 4 Platform partially removed, would make this berth available for 4 hatches to shore.

1 coaster - 24 ft Draft, shore end, north side of Pontile Ilva. Removal of 2 wrecks (largest wreck German assault landing barge)

1 coaster - 18 ft draft, situated north side of Port at Ilva works. 3/4 ft of soft mud dredging required.

D. Estimated discharge. The present liberty and coaster alongside berths should be capable of 1000 T.P.D. (2-3 Hour shifts) The three "Future Berths" should increase capacity by a further 1000 T.P.D. Overside discharge is possible at all holding berths, the capacity being limited by Craft discharging berths (9/10 now available, consider difficult to construct others)

E. General layout showing berths, future berths and wrecks is attached as annexure 1.

6. Clearance.

A. Roads are in fair condition and able to handle the tonnage referred to in para 5.

B. Rail track serving Pontile Ilva should not require undue material or labour. Expert report and proposed layout re attached as annexures 2 and 3.

7. Labour.

In spite of information that labour is in abundance it is the opinion of the Recce. party that skilled labour is not available in excess of 25 hatches.

8. Warehousing.

No facilities exist in the Port area for covered storage.

9. Water.

1 hydrant at Pontile Ilva is in working order - see access on 18 ft draft - 100 ft of hose available. It is recommended that the present pipe line to Pontile Ilva be repaired. Regional Engineer submitting separate report on time and cost.

10. Telephones - only civilian system in operation.

11. Electrical supply.

The nearest point at present is 500 yds from Main berths. Supply general spasmodic. Region Engineer reporting fully.

...../3

12. Facilities.

- A. Tugs 1-95 HP and 1-175 HP available, only useful for small craft (Tugs unnecessary for berthing steamers)
- B. Barges. 2-450 steel, in good condition 2-130 wooden, require minor repairs which can be done with local resources. Several good barges could be salvaged economically. Naval S/C should be instructed to take immediate action here.
- C. Cranes. 5 steam, slewing, Rail tracks capacity 30 cwt, are in Port area, in working conditions. 2 Electric, slewing, luffing, Rail truck, capacity 5 tons, near port area, are in working condition. All could be moved with little track repair.

D. Cargo Handling Gear. none available.

13. Dumping areas.

All stacking space in dock area requires transport from ships side.

- 14. Conclusions. Civilian contol exist in the form of shipagents and master stevedores. The import of coal to Solway, Rosigniana would relieve unemployment considerably more than any other project. This area can be filled by diverting shipping to port when rail is in working order. The restoration of Electrical power and water is not essential on the figure of 1000 T.P.D. but is recommended for satisfactory work.

W. J. McFarlane
C. J. A. BALFOUR Lt. Col.
A. J. M. G. (M) Shipping
Movements Div.

DISTRIBUTION:-

D.O.O.S.
Director Tn. S/C.
P.V. & U. S/C.
Industry S/C.
Rail Div.
Mov. Rail
Planning Tn. S/C.
Ports & Warehouse Div. Tn. S/C.
Navy S/C.
Shipping S/C.
AFHQ C-4 (Nov & Tn) (2)

2224

D. Cargo Handling Gear, not available.

13. Dumping areas.

All stowing space in deck area requires transport from ships side.

14. Conclusions. Civilian contract exist in the form of ship agents and master stevedores. The import of coal to Selway, Resigniana would relieve unemployment considerably more than any other project. This area can be aided by diverting shipping to port when rail is in working order. The restoration of Electrical power and water is not essential on the figure of 1000 T.P.D. but is recommended for satisfactory work.

[Signature]

C. J. A. BALFOUR Lt. Col.
A. J. M. G. (M) Shipping
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Navy S/C.
Shipping S/C.
AFHQ G-4 (Mov & Tn) (2)

2224

1148

PORTO VECCHIO DI PIOMBINO.

2223

LEGEND.

WRECKS



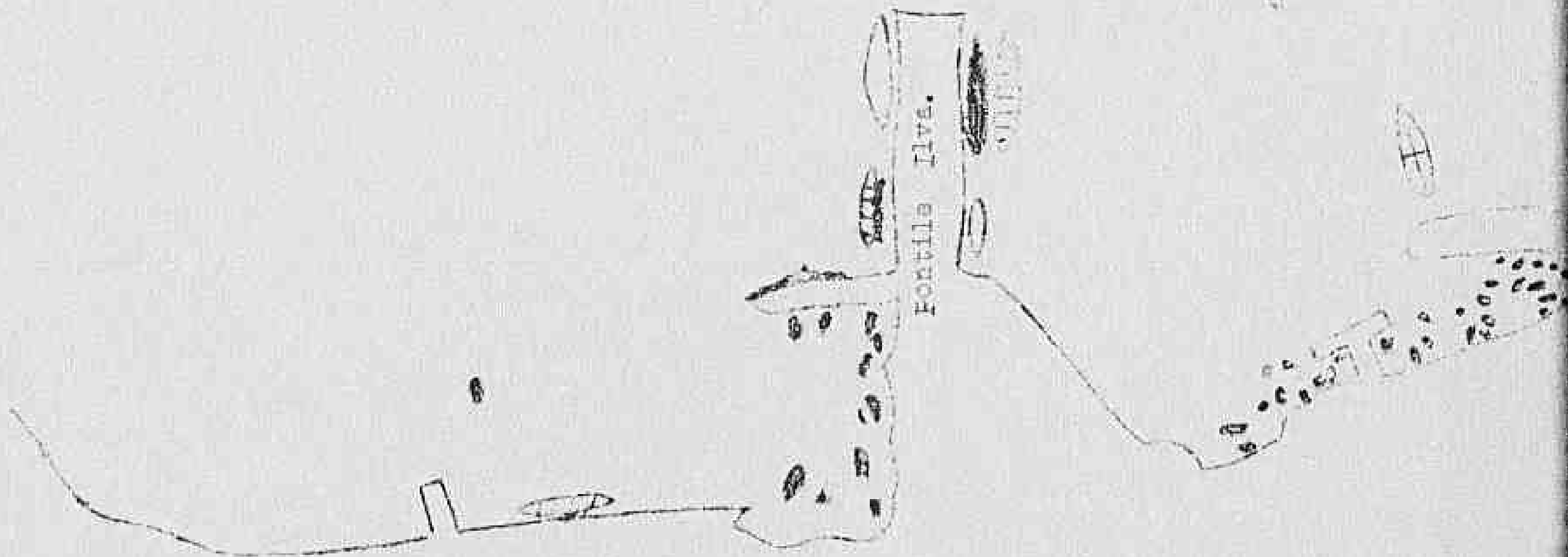
PRESENT BERTHS



FUTURE BERTHS



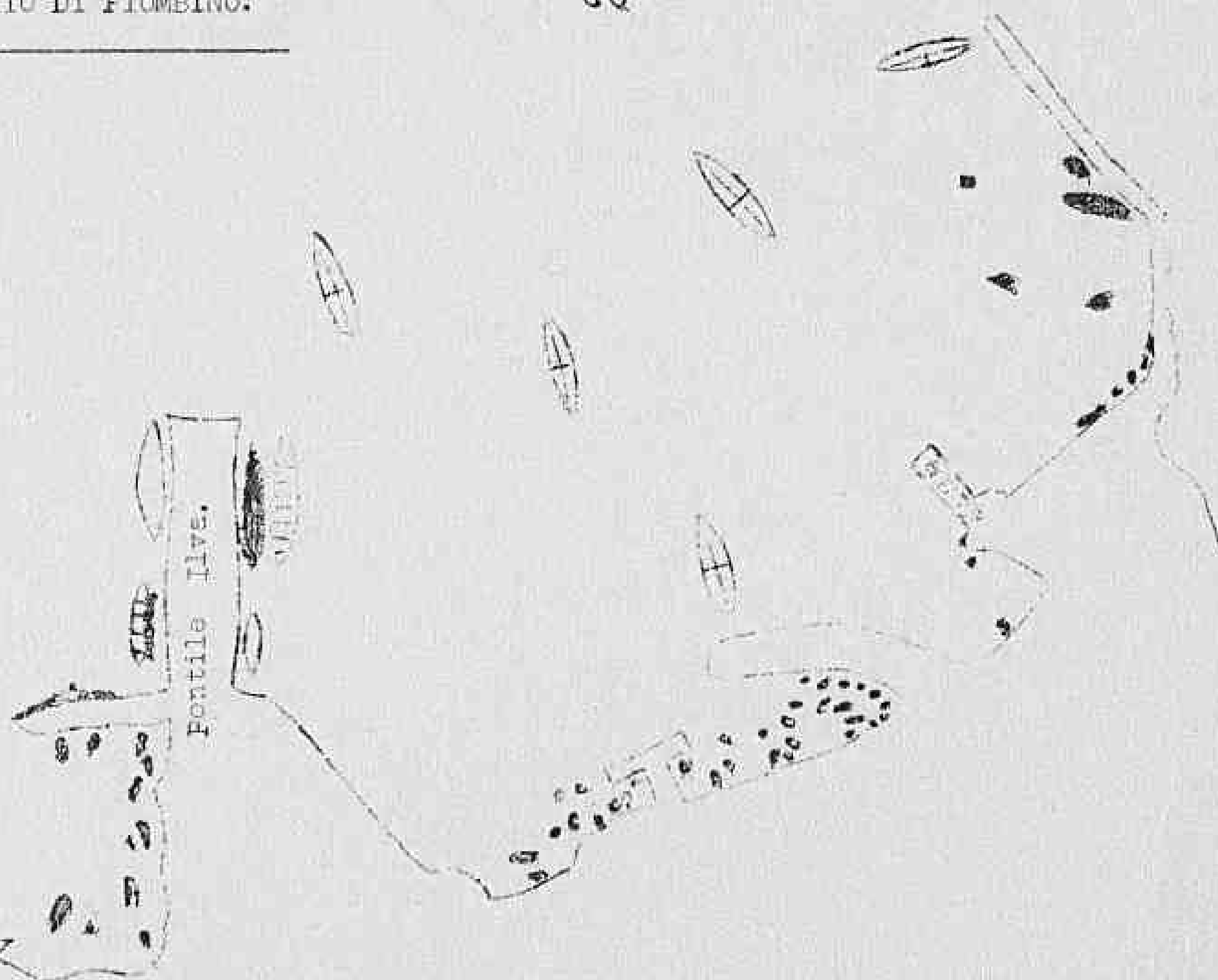
HOLDING BERTHS



PORTO VECCHIO DI FIOMBINO.

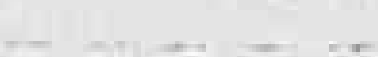
2223

ANNEXURE I.

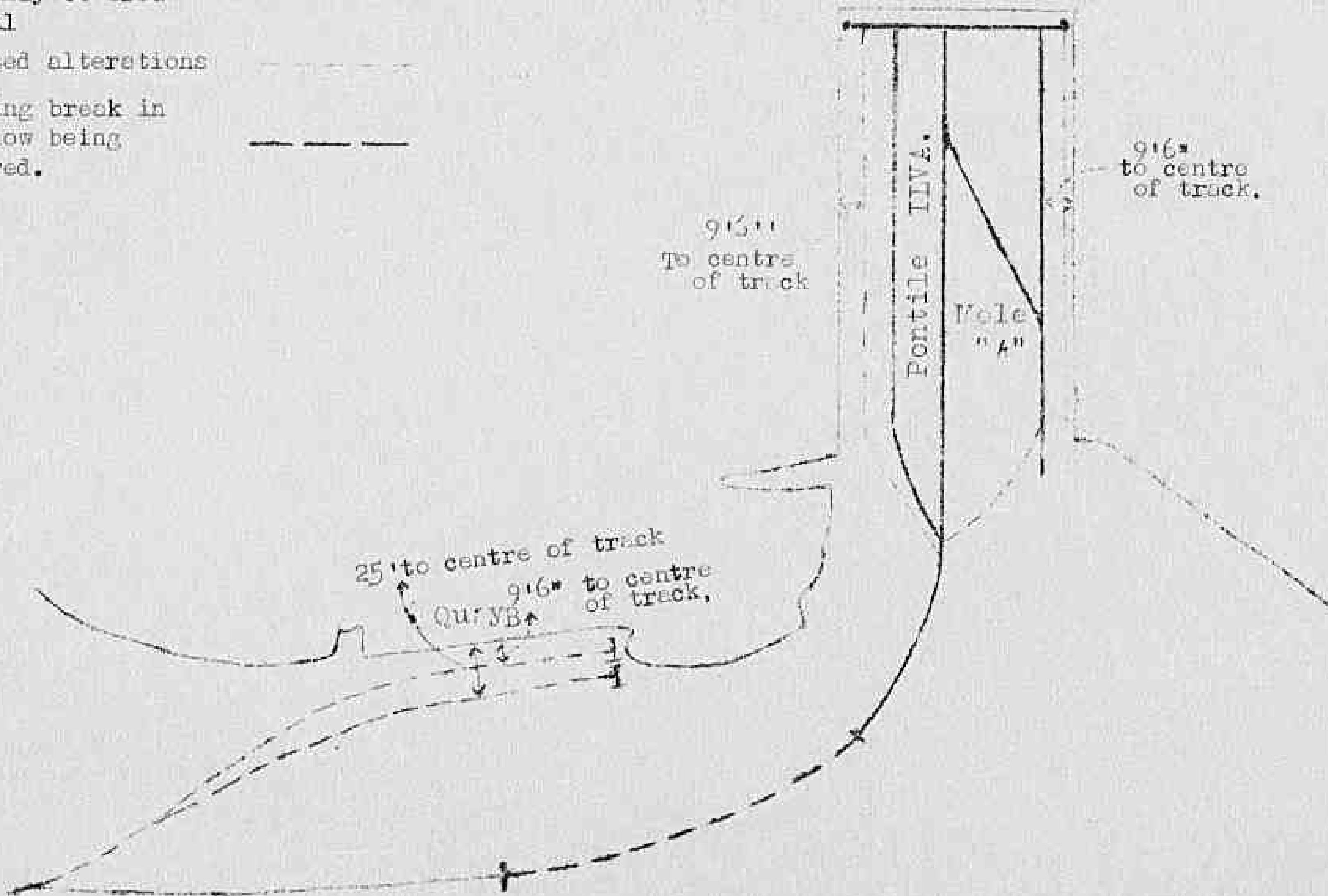


PORTO VECCHIO DI POMBINO
EXISTING RAIL FACILITIES AND PROPOSED ALTERATIONS.

ANNEXURE II

1. Disused mobile Crane 
2. Crane Track 
3. Existing line now partially covered by soil 
4. Proposed alterations 
5. Existing break in line now being repaired. 

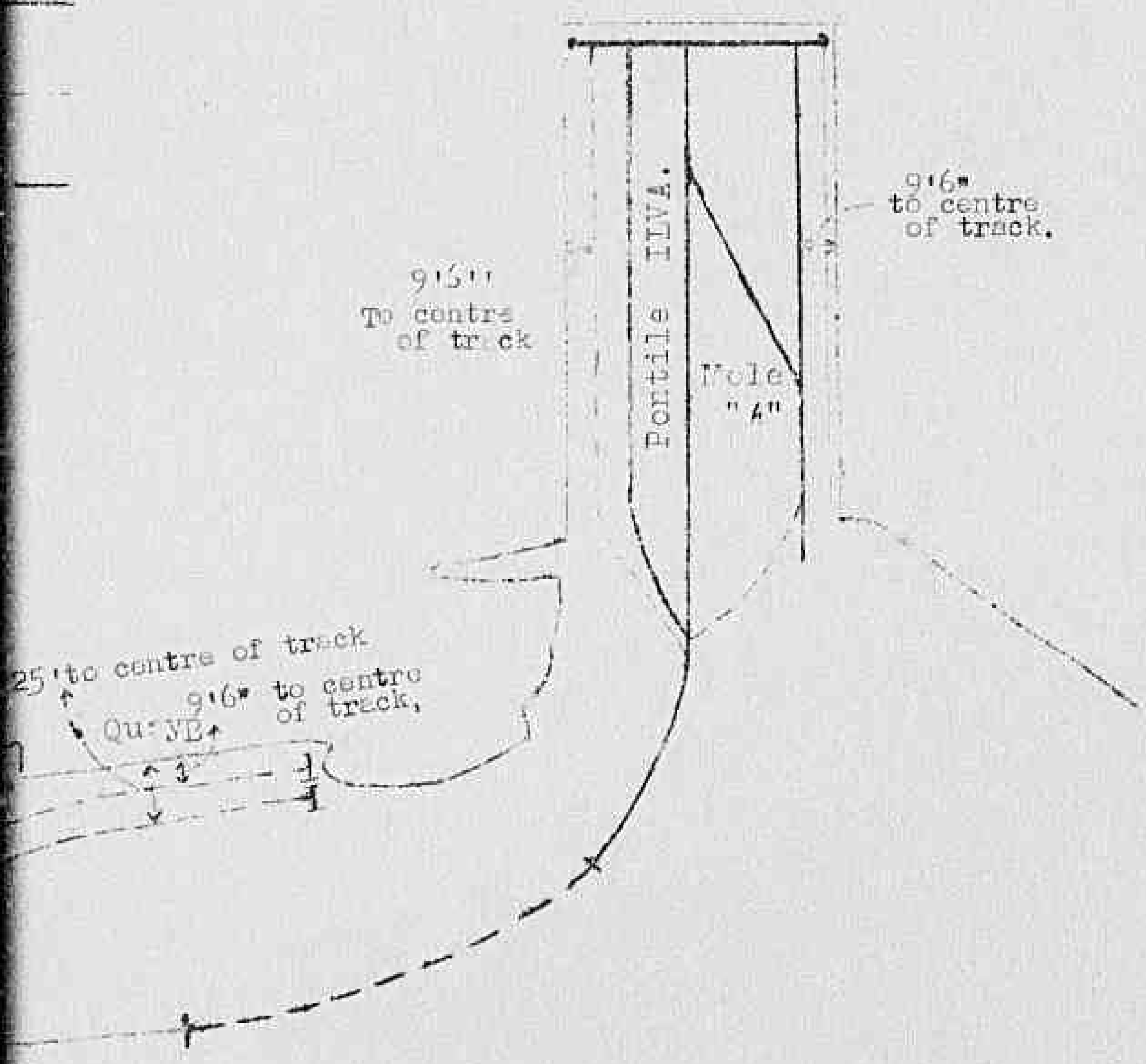
2222



PORTO VECCHIO DI PIOMBINO
EXISTING RAIL FACILITIES AND PROPOSED ALTERATIONS.

ANNEXURE II.

2222



ANNEXURE III.

Rail Reconstruction Port of Piombino.

1. The object of the Rail reconstruction scheme, is to enable a daily clearance by Rail through the Port of Piombino of 1000/2000 Tons.
2. As set out at Annexure II. it is proposed :-
 - (a) To make good the three existing tracks from the main Mole "A" connecting them with the branch line Piombino to Campiglia.
 - (b) To construct two new spurs from the branch line to serve quay "B".
3. The constructional work referred to in para 2 above has been outlined to Transportation Sub-Commission (Rail Division) who state that the work will have to be carried out by the Ilva works, who are the proprietors, but that any assistance both technical or material that they may require will be given.
4. Transportation Sub-Commission (Rail Division) have informed Industry Sub-Commission of the proposed new project in order that they can sanction the work to be carried out by Ilva. 15 February has been given as completion date.

AHS/em

14
TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL SECTION)
C/o. Transportation Increment,
C.M.F.

Tel/ 843239

18th January 1945

Our Ref. :

TO : Ing. LC CIGNO,
Chief Works Service,
Ministry of Communications.

SUBJECT : Vada - Rosignano reconstruction.

1. The Director of Military Railways has agreed to the release of a military span of 30 metres for the Fine river bridge.
2. Delivery will be effected as soon as possible.
3. Please hasten the masonry so that the work can be completed as soon as possible.
4. For the erection of the bridge it will be necessary to erect temporary cribs in the river every 15 feet. Arrangements should be made for this.
5. The span will be ready for delivery 1st Feb.

O.H. LINDBERG,
Lieut-Colonel,
Tn.S.C., A.C.

Tel/ 843233

18th January 1945

Our Ref. :

TO : Ing. LO CIUNO,
Chief Works Service,
Ministry of Communications.

SUBJECT : Vada - Rosignano reconstruction.

1. The Director of Military Railways has agreed to the release of a military span of 30 metres for the Pine river bridge.
2. Delivery will be effected as soon as possible.
3. Please hasten the masonry so that the work can be completed as soon as possible.
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5. The span will be ready for delivery 1st Feb.

O.H. LINDBERG,
Lieut-Colonel,
Tn.S.C., A.C.

2220

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

tele : 478704

3 January 1945

AC Tn/34/1/RM

SUBJECT : Piombino Port.

TO : Rail Section, Tn. Sub-Commission

1. The re-opening of Piombino Port for discharge of general cargo is under investigation.
Extract of Navy Sub-Commission letter NSC/1325 dated 14 Dec. reads as follows :-

"The port of Piombino has one berth which by using ships' gear for unloading, and motor vehicles for transport of supplies, could immediately be used by a Liberty ship. In addition, there is docking space which is capable of handling simultaneously, several coastal schooners. Both the Liberty berth and the schooner berth have been served by a rail spur in the past. The I.L.V.A. Company, whose now damaged steel plant was served both by the docks and the rail line, is sponsoring limited efforts to place the rail line in operation and to join it to the main north-south railroad line. From local representatives of the Company, it was determined that the I.L.V.A. Company hopes to have the line in operating condition by the end of January, 1945. It is not known whether the I.L.V.A. Company is being assisted in its rehabilitation efforts by an AC/AMG office or whether its activity is entirely the result of its own initiative. In any event, it appears that the rail line could be made operational in a shorter time if Allied assistance were given to the Company."

2. This Office letter AC Tn/94/3/RM dated 2 Jan. '45 - subject Solvay Plant, Rosignano - asked for early advice of expected completion date for re-opening of the line Piombino Port to Campiglia.

3. Please say whether the re-opening of the line Piombino Port to Campiglia will automatically provide rail service to Liberty and Schooner berths. If not, how much additional work would be necessary and how long for completion? How many wagons could be placed for simultaneous loading on Liberty and Schooner berths?

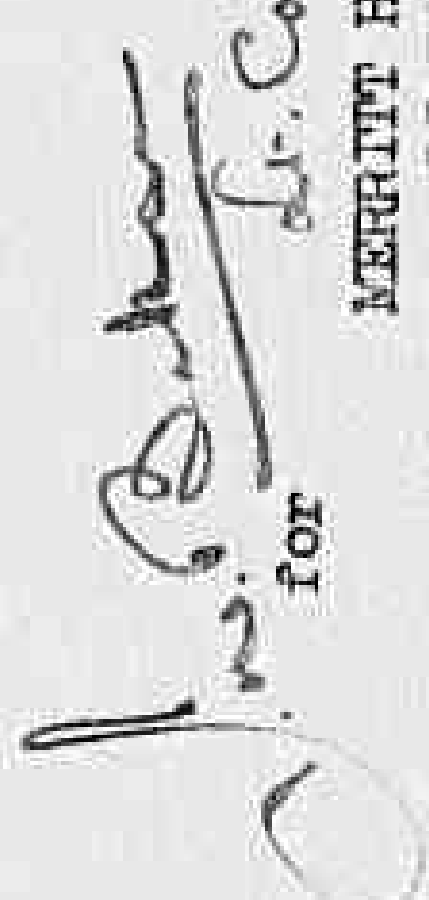
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2219


for
MERRITT H. TAYLOR
DIRECTOR

Copy to : file AC Tn/94/AM
" AC Tn/5/1

TRANSPORTATION SUB - COMMISSION, A.C.,
(RAIL SECTION)
C/o. Transportation Increment,
C.M.F.

Tel : 043239
Our reference : AC/Tn/2/12.C.B.

17th January 1943

TO : Industry Subcommission
SUBJECT : Repairs to track I.L.V.A.
Works - Piombino.

1. The Italian State Railway are carrying out the repair to the line Campiglia-Piombino up to the point where the line enters the property of I.L.V.A.
2. To render the jetty and coaster berth suitable for A.C. operation the following work will have to be carried out:
 - a) Repair of track leading to the mole.
 - b) Repair of three tracks on the mole including the shifting of the left hand track (looking seaward) so that the center line is 9ft 6 ft from the edge of mole.
 - c) Laying of two dead end sidings to the berth where at present there is a decauville track and light cranes.

4. As these sidings are the property of the I.L.V.A. Company the work should be carried out by them, and supervised by your Sub Commission. Should technical advice be required arrangements will be made for the I.S.R. to supply this.

5. This work should be completed by Feb. 14th.

6. Since writing the above there appears to be a doubt as to whether or no there are three sidings on the mole, if not two extra sidings must be laid with centre line 9ft 6ft from the edge of mole.

7. This scheme is put forward assuming that there will be no interference with the present of future working of the I.L.V.A. plant.

Tel : 343239

17th January 1945

Our reference : AC/Tn/3/12.C.P.

TO : Industry Subcommission

SUBJECT : Repairs to track I.L.V.A.
Works - Piombino.

1. The Italian State Railway are carrying out the repair to the line Caspiglia-Piombino up to the point where the line enters the property of I.L.V.A.
2. To render the jetty and coaster berth suitable for A.C. operation the following work will have to be carried out:
3.
 - a) Repair of track leading to the mole.
 - b) Repair of three tracks on the mole including the shifting of the left hand track (looking seaward) so that the center line is 9ft 6 ft from the edge of mole.
 - c) Laying of two dead end sidings to the berth where at present there is a decauville track and light cranes.

4. As these sidings are the property of the I.L.V.A., Company the work should be carried out by them, and supervised by your Sub Commission. Should technical advice be required arrangements will be made for the I.S.P. to supply this.

5. This work should be completed by Feb. 14th.

6. Since writing the above there appears to be a doubt as to whether or no there are three sidings on the mole, if not two extra sidings must be laid with centre line 8ft 6ft from the edge of mole.

7. This scheme is put forward assuming that there will be no interference with the present of future working of the I.L.V.A. plant.

2218

Copy to : A.C.Tn.Mov.Rails.
MERRITT H. TAYLOR
Director,
Transportation Sub-Comm

AHS/cf

TRANSPORTATION SUB-COMMISSION, A.C.

(RAIL SECTION)

C/o. Transportation Increment,

C.M.F.

Cal/ 343239

12th January 1945

Our reference : AC/TN/9/11/C.E.

TO : The Director

Transportation Sub-Commission.

SUBJECT : Solway Plant Rosignano.

1. Reference your letter AC/TN/94/3/RM of 2nd January.

2. The completion dates for above works are expected to be as follows:

a) Piombino Port to Campiglia
15th February 1945.

Delay has been caused to this work due to lack of transportation and delay in obtaining release of cement.

b) Vado - Rosignano
30th February 1945.

This work has been seriously delayed due to severe flooding causing extra damage to the old steel span, which is been hoped to be able to use. New arrangements have been made and the work is progressing.

O.H. LINDBERG,
Lieut-Colonel,
En. Sub-Comm. A.C.

2217

Tel. 478090

10.
RSO/hh

Ref. : AG/5616/IND

12 December 1944

SUBJECT : Transportation bid for movement of
cement from Colleferro-Segni to
Solvay-Rosignano.

TO : Transportation Sub-Commission
(Attention: Rail Section - Capt. Boddy)

FROM : Industry Sub-Commission

1. Enclosed please find our transportation bids
MD 22 and MD 23, dated 12 December 1944 for movement
by rail of:

- a 130 tons cement in bags from Colleferro-Segni
to S. Vincenzo,
- b 110 tons cement in bags from Colleferro-Segni
to Vada,

on behalf of Industry Sub-Commission.

2. For your action please.

(Signed) W. S. VAUGHAN
W. S. VAUGHAN
Director,
Industry Sub-Commission

Copy to :-
(w/o incl.) Transportation S/O
(Attn: Liaison Off. MRS -
Maj. Street)
File 5605
Economic Section

Encl. :- TSC/3 form bid MD 22,
dated 12 Dec. 44
TSC/3 form bid MD 23,
dated 12 Dec. 44

2216

AHS/ ef

8

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB -COMMISSION
RAILS

Ref.AC/Tn /55/S

Nov.29th 1944

SUBJECT : Solvay Plant

TO : Eng. Lo Cigno
Capo Servizio Lavori, I.S.R.

1. Reference letter IS/13/27139 of 21st.Nov.
2. Please put the repairs of the railway Piombino-Campiglia in hand at once at an estimated cost of 9.400.000 lire.
3. The Solvay Plant will assist with labour if required.
4. Materials required such as bricks; cement, petrol and lubricating oil can be obtained through the Industry Sub Commission representative Dr. Opatcoski, Ministero Corporazioni, who should be contacted.
5. Please hasten the completion of this work as much as possible.

O.H.LINDBERG, LT.COL., R.E.
TRANSPORTATION SUB COMMISSION
RAILS.

Copy to : Economic Section
" " : Industry Sub Commission
in reply to letter A.C./5605/IND
of 25th November.

2215

AHS/ef

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB -COMMISSION
RAILS

Ref. AG/Tn/55/S

Nov. 29th 1944

SUBJECT : Solvay Plant.

TO : Director Transportation
Subcommission.

1. A request has been received from the Industry Sub-Commission for the repair of the line Piombino-Campiglia.
2. This line is required for the handling of 9.500 tons of coal monthly from the Port of Piombino to Rosignano for the Solvay Plant. AHS/ef
3. The cost of the work will be 9.400.000 lire and will take two months.
4. Materials required will be bricks, cement, Petrol and oil. No steelwork necessary.
5. May this work be put in hand at once.
6. This request should be read in conjunction with my letter ACC/Tn/55/S of 15th Nov.

2214

A.E. STREET, Major
TRANSPORTATION SUB COMMISSION
RAILS.

tel: 478090

Major Street
COPY

RSO/ag

Ref: AC/5605/IND

25 November 1944

SUBJECT: Reactivation of the Rosignano plant;
repairs of the railroad Piombino -
Stazione di Campiglia -

TO : Transportation Sub Commission
(Attn. : Lt.Col.Lindberg -
Maj. Street)

FROM: Industry Sub Commission

1. Pursuant to our conversation it is confirmed that the Port of Piombino is designated by this Sub Commission to receive coal supplies for the Solvay Rosignano plant (8,000 tons/month Sardinian coal; 1500 tons/month metallurgical coke).

2. Information supplied by the Solvay Co. states that the railroad Piombino-Campiglia Station (about 14 kms.) and several bridges on the above route are damaged.

3. The reactivation of the Solvay plant is strongly recommended by AFHQ G-5 Section for the following reasons:

- a) it will obviate the necessity of imports of caustic soda and sodium carbonate for civilian essential needs;
- b) it will implement demands for supplies of caustic soda for the Army.

It is therefore requested that repairs to the above railroad commence at the earliest possible date.

4. The Solvay Co; has assured this Sub Commission that they will render all possible technical assistance and provide labour, should the Italian State Railways require same.

5. As agreed with Lt.Col. Lindberg, this Sub Commission will immediately start to secure cement. It would be appreciated if a meeting could be held with you and a representative of the Italian Railways in order to coordinate effort for supplying all materials required for the above repairs.

sgd: W.S. VAUGHAN
Director,
Industry S/C.

2213

copy to Economic Section

MINISTERO DELLE COMUNICAZIONI
Ferrovie dello Stato
Direzione Generale

Roma 21 NOV 1944
N° L. 5/13/27139

OGGETTO:

Riattivazione Linea:
Campiglia-Piombino

ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti (Ferrovie)

R O M A

All. 1

- 1°) Per le ragioni esposte nell'unita relazione, è opportuno provvedere al più presto alla riattivazione della linea Campiglia-Piombino della lunghezza di Km. 12,500 circa.
- 2°) La spesa occorrente per i lavori è prevista in L. 9.400.000.
- 4°) E' necessario che codesta Commissione disponga per l'assegnazione dei seguenti materiali 350.000 mattoni, 1.200 quintali di cemento, 4.200 litri di benzina e 210 Kg. di lubrificante.
- 5°) Si prega concedere l'autorizzazione per l'inizio dei lavori.

IL DIRETTORE GENERALE,

2212

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE
Servizio Lavori e Costruzioni

PROPOSTA DI MASSIMA PER LA RIATTIVAZIONE DELLA LINEA
CAMPAGLIA-PIOMBINO -

RELAZIONE

PREMESSA

La linea Campiglia-Piombino è lunga circa Km. 12.500 e collega l'importante centro industriale di Piombino con la linea Roma-Pisa e quindi con l'intera Rete ferroviaria italiana.

Tale linea è ora fuori esercizio per i danni subiti in dipendenza della guerra e la sua riattivazione si presenta necessaria ed urgente soprattutto nell'interesse di questa Amministrazione ferroviaria poiché dal modo di ritirare da servizio un buon numero di rotaie nuove tuttora esistenti nello Stabilimento della Società "ILVA" e di rimettere in attività, anche se parzialmente, il citato Stabilimento la cui produzione comprenderà esclusivamente materiale per armamento ferroviario e grossi profilati.

Inoltre la riattivazione della Campiglia-Piombino permetterà l'utilizzazione del porto di Piombino anche per il carbone della Sardegna.

221
Come si è detto, affinché lo Stabilimento "ILVA" di Piombino possa perfettamente funzionare è indispensabile rimettere in efficienza la linea ferroviaria fino a Piombino poiché al caso dovranno giungere via terra ogni mese circa 13.000 Tonn. di minerali (piombo, zinco, rottami di acciaio, minerali di ferro, soda, refrattari, ecc.), prodotti di acciaio, minerali di ferro, soda, refrattari, ecc.

la linea Campiglia-Piombino è lunga circa Km. 11.500 e collega l'importante centro industriale di Piombino con la linea Roma-Pisa e quindi con l'intera rete ferroviaria italiana.

Tale linea è ora fuori esercizio per i danni subiti in dipendenza della guerra e la sua riattivazione si presenta necessaria ed urgente soprattutto nell'interesse di questa amministrazione ferroviaria poiché darà modo di rivivere ed ricambiare un buon numero di rotaie nuove tuttora giacenti nello Stabilimento della Società "ILVA" e di rimettere in attività, anche se parzialmente, il citato Stabilimento la cui produzione comprenderà esclusivamente materiale per armamento ferroviario e grossi profilati.

Inoltre la riattivazione della Campiglia-Piombino permetterà l'attivazione del porto di Piombino anche per il carbone della Sardegna.

221
Come si è detto, affinché lo Stabilimento "ILVA" di Piombino possa parzialmente funzionare è indispensabile rimettere in efficienza la linea ferroviaria fino a Piombino poiché il peso dovranno giungere via terra ogni mese circa 13.000 Tonn. di materiali (di ferro, acciaio, rottami di acciaio, minerali di ferro, soda, refrattari ecc..) che è possibile trasportare soltanto a mezzo ferrovie.

DANNI

Lungo la linea Campiglia-Piombino le principali distruzioni complete possono così riassumerle: - 1 ponticello in muratura

= 2 =

della luce di M.2; 1 ponticello in muratura della luce di M.3;
3 ponticelli in cemento armato della luce di M.4; 1 sottovia
a 2 luci in cemento armato della luce complessiva di M.14; 1 fab-
bricato viaggiatori; 1 magazzino cantoniera; 1 magazzino merci; 2 fab-
bricati accessori; 1 rifornitore d'acqua ed una colonna idraulica.

Risultano invece danneggiati più o meno gravemente 10 case
cantoniere; 2 magazzini merci; 2 fabbricati viaggiatori; 2 fab-
bricati all'acqua; 1 rimessa locomotive; 1 fabbricato accessori
ed 1 piano caricatore.

I danni dell'armamento si compendiano in M.275 di binario
di corsa e di stazione distrutti o danneggiati ed in 25 deviatori
pure distrutti o danneggiati.

LAVORI DI RIPRISTINO

Per la riattivazione della linea si prevede, per ora, il ri-
pristino delle opere d'arte, dell'armamento del binario di corsa
ed il minimo indispensabile del binario di stazione; la ripara-
zione dei fabbricati meno danneggiati e più indispensabili e
lavori vari per gli impianti merci, telefonici e d'acqua.

Per le opere d'arte si prevede di ripassare con volto in mu-
ratura sia il ponticello di luce M.1 che quello di luce M.3;
di ripristinare i 3 ponticelli in cemento armato della luce
M.4 mediante nuove spalle in muratura e fasci di rotaie e di
ricostruire il sottovia a due luci per complessivi M. 14 con
sottostruttura murarie e con travi di acciaio a parete piena
dell'altezza di M.0,15.-

2210

MATERIALE OCCORRENTE

per l'esecuzione dei lavori è necessario che da parte degli
1.000.000

bricato viario; 1 rifornitore d'acqua ed una colonna idraulica, bricati accessori; 1 rifornimento al condottino in m. 2575 di binario ed 1 piano caricatore.

I danni dell'armamento al condottino in m. 2575 di binario di corsa e di stazione distrutti e danneggiati ed in 25 deviatori pure distrutti e danneggiati.

LAVORI DI RIPRISTINO

Per la riattivazione della linea si prevede, per ora, il ripristino delle opere d'arte, dell'armamento del binario di corsa ed il minimo indispensabile del binario di stazione; la riparazione del fabbricato treno danneggiati e più indispensabili e lavori vari per gli impianti merci, telefonici e d'acqua.

Per le opere d'arte si prevede di ripartire con volto in muratura sia il ponticello di luce n. 2 che quello di luce n. 3; di ripristinare i 3 ponticelli in cemento armato dello luce n. 4 mediante nuove spalle in muratura e fasci di rotaie e di ricostruire il sottovia a due luci per complessivi m. 14 con sottostruttura murarie e con travi di acciaio a parete piena dell'altezza di m. 0,45.-

2210

MATERIALI OCCORRENTI

Per l'esecuzione dei lavori è necessario che da parte degli Alleati venga fatta l'assegnazione di 350.000 mattoni, 1200 m. di cemento, 4200 litri di benzina e 240 kg. di lubrificanti.

Al ripristino dell'armamento si prevede di poter provvedere prelevando il materiale da altri impianti non in esercizio o da Piombino.

./.

SPESA OCCORRENTE

La spesa occorrente per i lavori sopradescritti ammonta complessivamente a L.3.400.000= delle quali L.1.100.000= riguardano la opera d'arte; L.7.100.000= per il materiale e massicciata; L.400.000 i fabbricati e L.500.000 impianti e lavori vari.

TEMPO OCCORRENTE PER L'ESECUZIONE DEI LAVORI

Si presume che la durata dei lavori, qualora non interven-
gano speciali cause di perditempo per condizioni atmosferiche
avverse o per difficoltà di approvvigionamento dei materiali,
potrà essere preventivata in noni due.

Roma li 21 - 11 - 1944

IL CAPO DEL SERVIZIO
LAVORI E COSTRUZIONI

riguardano le opere d'arte; L.7.000.000 per l'adattamento
e massicciata; L.400.000 i fabbricati e L.500.000 impianti
e lavori vari.

TEMPO OCCORRENTE PER L'ESECUZIONE DEI LAVORI

Si presume che la durata dei lavori, qualora non interven-
gano speciali cause di perditempo per condizioni atmosferiche
avverse o per difficoltà di approvvigionamento dei materiali,
possa essere preventivata in dieci mesi.

Roma li 21 - 11 - 1944

IL CAPO DEL SERVIZIO
LAVORI E COSTRUZIONI

2209

MINISTRY OF COMMUNICATIONS
GENERAL DIRECTION

Rome, 18/11/44
N° L.5/13/27135

WORK AND CONSTRUCTION SECTION

SUBJECT:

Rehabilitation of line :
Vada - Rosignano.

TO THE ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION

R O M E
==O==

1. Reference is made to your letter N.A.C.C.Tn/155/S, dated 16th October 1944.
2. We thank you for the authorization to start the rehabilitation works of the line Vada - Rosignano.
3. Instructions have been issued to start immediately with the recovery and repair to the steel girder of bridge over the Fine river, and to the firm Solvay, in order to execute the masonry works necessary for the bridges and for the permanent way.
4. The Solvay Plant have not all the necessary materials for the works, and therefore it is requested, that the Allied Commission, issues orders to release materials listed in the preceding letter N°5/13/2459S dated 14.11.44. which are 130.000 bricks, 700 ql. of cement, 2000 kx litres of petrol and 100 kg. lubricating oil.
5. The Solvay plant can ^{only} supply the bricks if the Administration return them back, and needs urgently the supply of cement, petrol and lubricating oil.
6. The Allied Commission has foreseen, that the works will be completed by the 15th December, we point out, that the firm Lenzi in Lucca, declared to need 35 + 40 days, to repair the girder over the Fine river. Due to the flooding, the conditions of the girder are worse, and therefore it was not possible to issue instructions to the Lenzi Company to start the works before the 9th November. The recovering and repair to the girder, can not be completed before the end of the current month.
7. Regarding the works handed over to the Solvay plant, no date of its completion is foreseen, as it depends of the supply of the listed material.

THE CHIEF OF THE WORK AND CONSTRUCTION
SERVICE
s/s Io Cigno

1. Reference is made to your letter N.1.3.C.14/155/3, dated 16th October 1944.

2. We thank you for the authorization to start the rehabilitation works of the line Vada - Rosignano.

3. Instructions have been issued to start immediately with the recovery and repair to the steel girder of bridge over the Fine river, and to the firm Solvay, in order to execute the masonry works necessary for the bridges and for the permanent way.

4. The Solvay Plant have not all the necessary materials for the works, and therefore it is requested, that the Allied Commission, issues orders to release materials listed in the preceding letter N°5/13/24599 dated 14.11.44. which are 180.000 bricks, 700 ql. of cement, 2000 kx litres of petrol and 100 kg. lubricating oil.

5. The Solvay plant can ^{only} supply the bricks if the Administration return them back, and needs urgently the supply of cement, petrol and lubricating oil.

6. The Allied Commission has foreseen, that the works will be completed by the 15th December, we point out, that the firm Lenzi in Lucca, declared to need 35 + 40 days, to repair the girder over the Fine river. Due to the flooding, the conditions of the girder are worse, and therefore it was not possible to issue instructions to the Lenzi Company to start the works before the 9th November. The recovering and repair to the girder, can not be completed before the end of the current month.

7. Regarding the works handed over to the Solvay plant, no date of its completion is foreseen, as it depends of the supply of the listed material.

THE CHIEF OF THE WORK AND CONSTRUCTION
SERVICE
s/s Io Cigno

2208

MINISTERO DELLE COMUNICAZIONI
Ferrovie dello Stato
Direzione Generale

Roma 18 /11/ 1944

N° L.5/13/27135

Servizio Lavori e Costruzioni

OGGETTO:

Riattivazione linea:
Vada - Rosignano.

ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti (Ferrovie)

R O M A

- 1°) Si fa riferimento alla vostra lettera N.A.C.C.Tn/155/S del 16 ottobre 1944.
- 2°) Si ringrazia per l'autorizzazione ufficiale a cominciare i lavori di riattivazione del tratto Vada-Rosignano.
- 3°) Già si è disposto sia per l'immediato inizio dei lavori di recupero e riparazione della travata metallica del ponte sul torrente Fine, sia perchè la Società Solvay esegua tutti i lavori murari occorrenti per il ripristino delle opere d'arte e sia per il ripristino dell'armamento.
- 4°) Si avverte però che la Società Solvay non possiede tutti i materiali occorrenti per i lavori e che perciò è necessario che codesta Commissione disponga per la fornitura dei materiali già segnalati nella precedente lettera di questa Direzione Generale n°L.5/13/24599 del 14/11/44 e precisamente 180.000 mattoni, 700 quintali di cemento, 2000 litri di benzina e 100 Kg. di lubrificante.
- 5°) La Società Solvay può soltanto anticipare i mattoni con carico di restituzione da parte di questa Amministrazione, ma ha bisogno assoluto di ottenere subito il cemento, la benzina e i lubrificanti.
- 6°) Circa la data di ultimazione dei lavori, prevista da code=

OGGETTO:

Riattivazione linea:
Vada - Rosignano.

ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti (Ferrovie)

R O M A

- 1°) Si fa riferimento alla vostra lettera N.A.C.C.Tn/155/S del 16 ottobre 1944.
- 2°) Si ringrazia per l'autorizzazione ufficiale a cominciare i lavori di riattivazione del tratto Vada-Rosignano.
- 3°) Già si è disposto sia per l'immediato inizio dei lavori di recupero e riparazione della travata metallica del ponte sul torrente Fina, sia perchè la Società Solvay esegua tutti i lavori murari occorrenti per il ripristino delle opere d'arte e sia per il ripristino dell'armamento.
- 4°) Si avverte però che la Società Solvay non possiede tutti i materiali occorrenti per i lavori e che perciò è necessario che codesta Commissione disponga per la fornitura dei materiali già segnalati nella precedente lettera di questa Direzione Generale n°L.5/13/24599 del 14/11/44 e precisamente 180.000 mattoni, 700 quintali di cemento, 2000 litri di benzina e 100 Kg. di lubrificante.
- 5°) La Società Solvay può soltanto anticipare i mattoni con carico di restituzione da parte di questa Amministrazione, ma ha bisogno assoluto di ottenere subito il cemento, la benzina e i lubrificanti.
- 6°) Circa la data di ultimazione dei lavori, prevista da codesta Commissione per il 15 dicembre s.a., si fa presente che la Società Lenzi di Lucca, nell'offerta presentata direttamente a codesta Commissione stessa, ha richiesto 35 + 40

giorni di tempo per il ripristino della sola travata del ponte sul Fine.

Considerando poi che le recenti piene, posteriori alla suddetta offerta, hanno sensibilmente peggiorato le condizioni della travata e che non è stato possibile consegnare alla Società Lenzi l'ordine di cominciare i lavori prima del giorno 9 c.m., si deve presumere che, nell'ipotesi più favorevole, le opere di recupero e riparazione della travata stessa non possano essere ultimate prima della fine del corrente anno.

7°) Nessuna previsione è invece possibile fare per i lavori affidati alla Soc. Solvay poichè il tempo occorrente per la loro esecuzione dipende direttamente dalla fornitura dei materiali suelencati.

IL CAPO DEL SERVIZIO LAVORI E COSTRUZIONI

Delegato

11761

3

AHS/em

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub Commission
Railways
APO 394

REF. : ACC.Tn/155/s November 15th 1944

SUBJECT : Repair of Railway Vado - Rosignano.

TO : Ing. Lo Cigno
Capo del Servizio Lavori

1. Reference to your letter L.5/13/24599 of 14th Nov.
2. We confirm verbal order to commence the work.
3. Please hasten in every way possible the rehabilitation of the line Vado - Rosignano, at an estimated cost of 2.000.000 lire.
4. This work must be completed by Dec. 15th.
5. The Solway Plant will give all possible help in material and labour.

A.H. STREET, Major,
A.C., Tptn.S.C. (Rails).

11771
Capo del Servizio
Reference to your letter L.5/13/24593 of 14th Nov.

2. We confirm verbal order to commence the work.

3. Please hasten in every way possible the rehabilitation of the line Vado - Rosignano, at an estimated cost of 2.000.000 lire.

4. This work must be completed by Dec. 15th.

5. The Solway Plant will give all possible help in material and labour.

A.H. STREET, Major,
A.C., Tptn.S.C. (Rails).

2206

1178

21

ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION
RAIL SECTION

Ref. ACG/Tm/55/S

15 th November 1944

SUBJECT : Repair of track
Rosignano - Vado

TO : Director
Transportation Subcommittee.

1. Attached is translation of request received for repair of above line, from the Director General, Italian State Railways.
2. The estimated cost of the work is 2.000.000 Lire.
3. The work has been put in hand due to the urgency.
4. Formal approval is now requested.

A.H. STREET, Major
TRANSPORTATION SUB COMMISSION
RAILS.

2935

1. Attached is translation of request received for repair of above line, from the Director General, Italian State Railways.
2. The estimated cost of the work is 2,000,000 Lire.
3. The work has been put in hand due to the urgency.
4. Formal approval is now requested.

A.H. SURRET, Major

TRANSPORTATION SUB COMMISSION
RAILS.

2205.

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
RAIL SECTION

Ref. ACC/TN/55/S

15th November 1944

SUBJECT: Repair of track
Roelgnano-Vado

TO : Director
Transportation Subcommission

1. Attached is translation of request received, for repair of above line, from the Director General Italian State Railways.
2. The estimated cost of the work is 2,000,000 Lire.
3. Your authorization to put the work in hand is requested.

O.H. LINDBERG, LT. COL., R.E.
TRANSPORTATION SUB COMMISSION
RAILS.

1. Attached is translation of request received, for repair of above line, from the Director General Italian State Railways.
2. The estimated cost of the work is 2,000,000 Lire.
3. Your authorization to put the work in hand is requested.

O.H. LINDBERG, LT. COL., R.E.
TRANSPORTATION SUB COMMISSION
RAILS.

2204

1

MINISTRY OF COMMUNICATIONS
GENERAL DIRECTION STATE RAILWAYS.

Rome, 14th November 1944

REF/ L/5/13/24599

SUBJECT: RECONSTRUCTION OF SECTION VADA - ROSIGNANO

TO : A.G. TRANSPORTATION SUB COMMISSION (RAILS)

Reference to your letter ACC/Tn/55/s dated 30th
1 October 1944.

2. For the reconstruction of the section Vada - Rosignano, only the following materials are requested for the repair of the bridges and of the buildings : 330.000 bricks, 700 qls. cement, 2000 litres petrol, and 100 kg. lubricating.

The estimate for all work is about 2.000.000 lire.

3. For the bridge on the Pine river, the reconstruction of the abutments and the repair and recovering of the steel girder, lying in the river, are foreseen.

We have at our disposal the materials for said works.

4. We inform you, that some Allied soldiers have carried and are still carrying away some track-material and permanent way material from the above section, to use them elsewhere. It is therefore requested that said material will not be carried away anymore.

S/ General Director
Di Raimondo

October 1944.

2. For the reconstruction of the section Vada - Rosignano, only the following materials are requested for the repair of the bridges and of the buildings : 180.000 bricks, 700 qle. cement, 2000 litres petrol, and 100 ^{kg.} Kg. lubricating.

The estimate for all ^{the} work is about 2.000.000 lire.

3. For the bridge on the Fiume river, the reconstruction of the abutments and the repair and recovering of the steel girder, lying in the river, are foreseen.

We have at our disposal the materials for said works.

4. We inform you, that some Allied soldiers have carried and are still carrying away some track-material and permanent way material from the above section, to use them elsewhere. It is therefore requested that said material will not be carried away anymore.

S/S General Director
Di Reimondo

2203

MINISTERO DELLE COMUNICAZIONI

Ferrovie dello Stato
Direzione Generale

Roma 14 NOV 1944

L.5/13/24599

OGGETTO:

Ripristino tratto
Vada - Rosignano

ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti (Ferrovie)

R O M A

- 1°) Si risponde alla vostra lettera n°ACC/Tn/55/s del 30/10/44
- 2°) Per la riattivazione del tratto Vada-Rosignano occorrono soltanto i seguenti materiali necessari per riparare le opere d'arte e i fabbricati: 180.000 mattoni, 700 quintali di cemento, 2000 litri di benzina e 100 Kg. di lubrificante. La spesa occorrente per tutti i lavori è prevista in Lire 2.000.000. circa.
- 3°) Per il ponte sul fiume Fine si prevedono il rifacimento delle spalle e la riparazione e il recupero della travata metallica ora giacente nel fiume.
Per tale lavoro si possiedono i materiali necessari.
- 4°) Si segnala che reparti di militari Alleati hanno asportato e stanno asportando dal tratto in oggetto, per impiegarli altrove, tratti di binario e materiali d'armamento e che è pertanto opportuno che tali asportazioni non vengano più attuate.

IL DIRETTORE GENERALE

Luigi Sarinardi

ROMA

- 1°) Si risponde alla vostra lettera n°ACC/Tn/55/s del 30/10/44
- 2°) Per la riattivazione del tratto Vada-Rosignano occorrono soltanto i seguenti materiali necessari per riparare le opere d'arte e i fabbricati: 180.000 mattoni, 700 quintali di cemento, 2000 litri di benzina e 100 Kg. di lubrificante. La spesa occorrente per tutti i lavori è prevista in Lire 2.000.000. circa.
- 3°) Per il ponte sul fiume Fine si prevedono il rifacimento delle spalle e la riparazione e il recupero della travata metallica ora giacente nel fiume.
Per tale lavoro si possiedono i materiali necessari.
- 4°) Si segnala che reparti di militari Alleati hanno asportato e stanno asportando dal tratto in oggetto, per impiegarli altrove, tratti di binario e materiali d'armamento e che è pertanto opportuno che tali asportazioni non vengano più attuate.

IL DIRETTORE GENERALE

Luigi Sarinardi

2202

1186