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

ACC AC/TN/44/C.E. 10000/148/1517

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

10000/148/1517

NORTHERN ITALY
MAR. - DEC. 1945

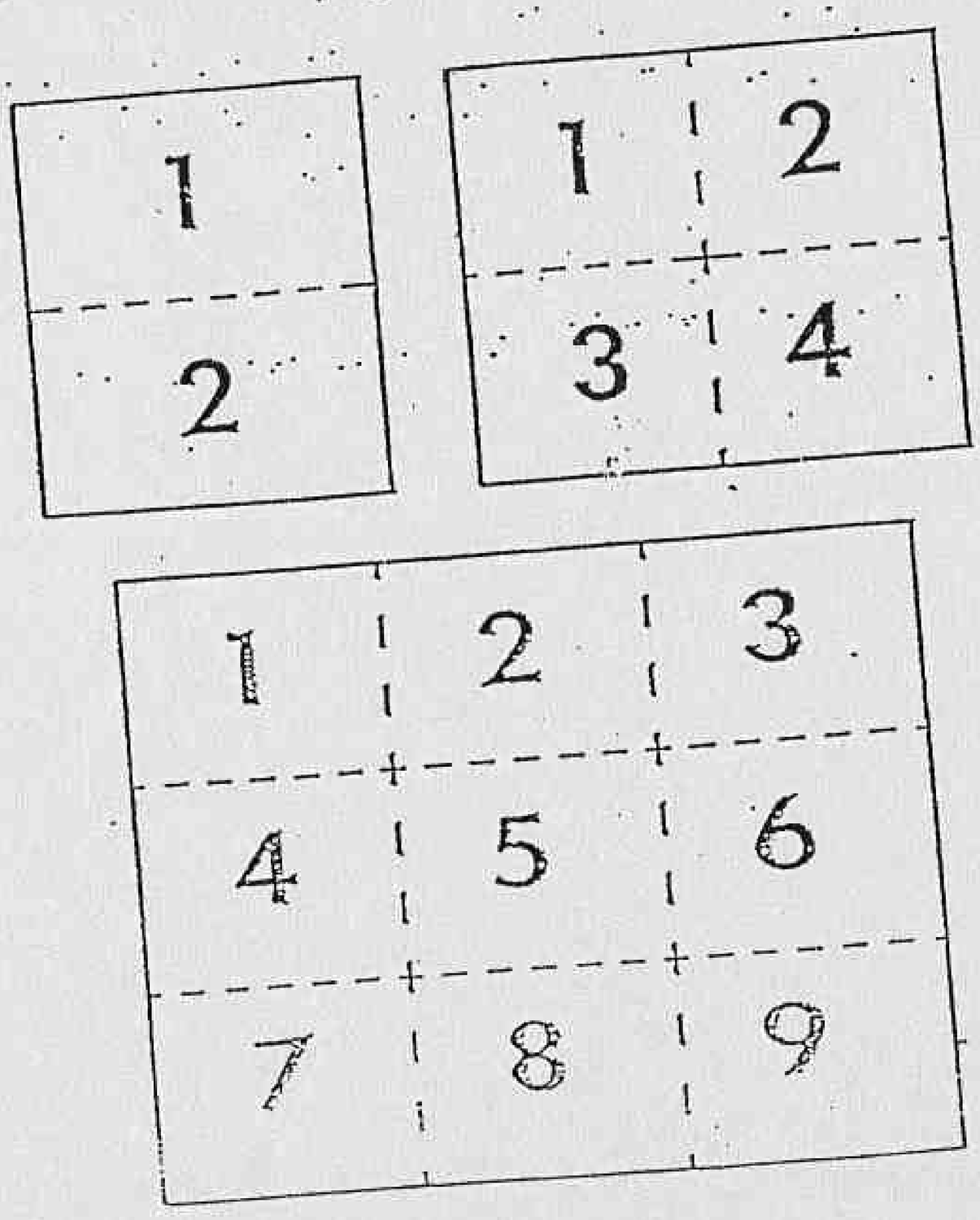
Declassified E.O. 12356 Section 3.3/NND No. 785021

(USC 57)

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

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.

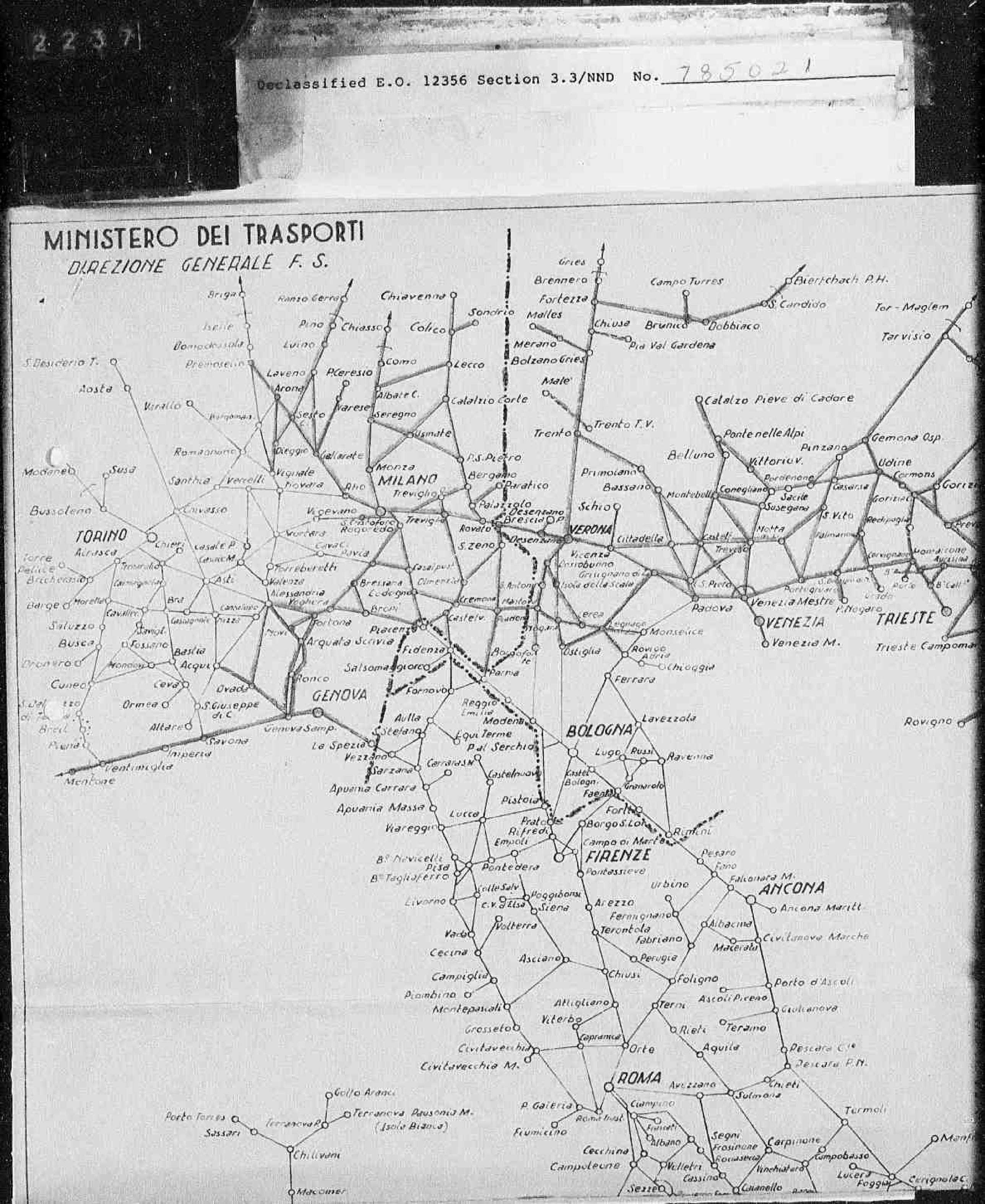


2 2 3 71

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

MINISTERO DEI TRASPORTI

DIREZIONE GENERALE F. S.


Briga
Domodossola
Premosello
Iselle
S. Benedetto T.
Aosta
Varallo
Borgomanero
Romagnano
Modane
Susa
Bussoleno
Santhia
Vercelli
Novara
Oleggio
Vegiate
Arona
Laveno
Luino
Ranzo Cerro
Pino
Chiasso
Como
P. Ceresio
Varese
Sesto C.
Gallarate
Albate C.
Seregno
Usmate
Monza
Chiavenna
Colico
Sondrio
Lecco
Calolzio Corte
P.S. Pietro
Bergamo
Treviglio
Paratico
Palazzolo
Desenzano
Brescia P.
Rovato
Rogoredo
Vigevano
Mortara
Cavaglia
Casalpusterlengo
Cremona
Codogno
Bressana
Alessandria
Voghera
Tortona
Novi
Arquata Scrivia
Piacenza
Fidenza
Salsomaggiore
Parma
Fornovo
Reggio Emilia
Modena
Aulla
S. Stefano
Equi Terme
Pal Serchio
Le Spezia
Vezzano
Sarzana
Carrara S.M.
Castelnuovo
Apuania Carrara
Apuania Massa
Viareggio
Lucca
Pistoia
Prato
Empoli
Pontedera
Pisa
Livorno
Volterra
Cecina
Campiglia
Piombino
Orbetello
Grosseto
Civitavecchia
Civitavecchia M.
Asciano
Chiusi
Arezzo
Fernigiano
Terontola
Fabriano
Perugia
Foligno
Albacina
Macerata
Civitanova Marche
Ancona Marit.
Falconara M.
Urbino
Fano
Pesaro
Rimini
Campo di Marte
Pontassieve
Bagni di Tagliaferro
Bagni di Nevicelle
Poggibonsi
Colle Salv.
C.V. d'Elsa
Siena
Ortè
Capranica
Viterbo
Attigliano
Terni
Rieti
Aquila
Teramo
Pescara C.le
Pescara P.M.
Giulianova
Porto d'Ascoli
Ascoli Piceno
Roma
Avezzano
Sulmona
Chieti
Campino
Fiumicino
P. Galeria
Roma Trast.
Segni
Frosinone
Velletri
Albano
Cecchina
Campoleone
Cassino
Sezze
Carpinone
Termoli
Campobasso
Lucera
Foggia
Manfr.
Cerignola
Golfo Aranci
Porto Torres
Terranova Pausania M.
(Isola Bianca)
Sassari
Terranova P.
Chilivani
Macomer
Bolzano Gries
Merano
Malles
Brennero
Gries
Fortezza
Chiusa
Pla Val Gardena
Male'
Trento
Trento F.V.
Campo Turres
Brunico
Dobbiaco
Bierlchach P.H.
S. Candido
Calalzo Pieve di Cadore
Ponte nelle Alpi
Belluno
Primolano
Bassano
Montebelluna
Conegliano
Vittorio V.
Pordenone
Sacile
Susegana
Schio
Vicenza
Ostiglia
Verona
Cittadella
Castelf.
Treviso
Mestre
Venezia Mestre
Venezia
Venezia M.
Padova
Monselice
Rovigo
Adria
Chioggia
Ferrara
Lavezzola
Bologna
Lugo
Russi
Ravenna
Castel Bolognese
Granarolo
Faenza
Forlì
Borgo S. Lor.
Pesaro
Fano
Falconara M.
Ancona
Ancona Marit.
Porto Tolle
Porto Garibaldi
Comacchio
Ostellato
Portomaggiore
Argenta
Ferrara
Codigoro
Mesola
Rovigo
Adria
Chioggia
Padova
Venezia
Venezia M.
Mestre
Treviso
Conegliano
Vittorio V.
Sacile
Susegana
Belluno
Ponte nelle Alpi
Calalzo Pieve di Cadore
Gemona Osp.
Udine
Cormons
Gorizia
Trieste
Trieste Campoma
Tor-Meglem
Tarvisio
Pontebba
Carnia
Casarsa
Sacile
Pordenone
Conegliano
Montebelluna
Bassano
Primolano
Trento
Trento F.V.
Male'
Merano
Bolzano Gries
Malles
Brennero
Gries
Fortezza
Chiusa
Pla Val Gardena
Campo Turres
Brunico
Dobbiaco
Bierlchach P.H.
S. Candido
Verona
Desenzano
Peschiera
Mantova
Castiglione
Mantova
Suzzara
Guastalla
Reggiolo
Rolo
Novellara
Correggio
Reggio Emilia
Modena
Sassuolo
Vignola
Bologna
Castelbolognese
Faenza
Forlì
Cesena
Rimini
Pesaro
Fano
Falconara M.
Ancona
Ancona Marit.
Civitanova Marche
Macerata
Albacina
Fabriano
Foligno
Perugia
Terontola
Fernigiano
Arezzo
Chiusi
Asciano
Siena
Poggibonsi
Colle Salv.
C.V. d'Elsa
Empoli
Prato
Pistoia
Lucca
Viareggio
Pontedera
Pisa
Livorno
Volterra
Cecina
Campiglia
Piombino
Orbetello
Grosseto
Civitavecchia
Civitavecchia M.
Attigliano
Viterbo
Orte
Capranica
Terni
Rieti
Aquila
Teramo
Pescara C.le
Pescara P.M.
Giulianova
Porto d'Ascoli
Ascoli Piceno
Roma
Avezzano
Sulmona
Chieti
Termoli
Campobasso
Lucera
Foggia
Manfr.
Cerignola
Carpinone
Segni
Frosinone
Velletri
Albano
Cecchina
Campoleone
Cassino
Sezze
Fiumicino
P. Galeria
Roma Trast.
Ciampino
Fiuggi
Porto Torres
Sassari
Terranova P.
Terranova Pausania M.
(Isola Bianca)
Golfo Aranci
Chilivani
Macomer
Torino
Rivoli
Rivarolo
Chieri
Casale P.
Casale M.
Asti
Torre Pellice
Bricherasio
Trofarello
Carmagnola
Moretta
Cavallerm.
Brà
Cavallermaggiore
Savigliano
Fossano
Saluzzo
Busca
Dronero
Mondovì
Bastia
Acqui
Cuneo
Ceva
Ormea
Ovada
S. Giuseppe di C.
Altare
Savona
Imperia
Ventimiglia
Mentone
Genova
Genova Samp.
Ronco
Arquata Scrivia
Novi
Tortona
Voghera
Alessandria
Bra
Castelnuovo Scrivia
Fossano
Cavallermaggiore
Carmagnola
Trofarello
Chieri
Casale P.
Casale M.
Asti
Torre Pellice
Bricherasio
Moretta
Cavallerm.
Brà

2238

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

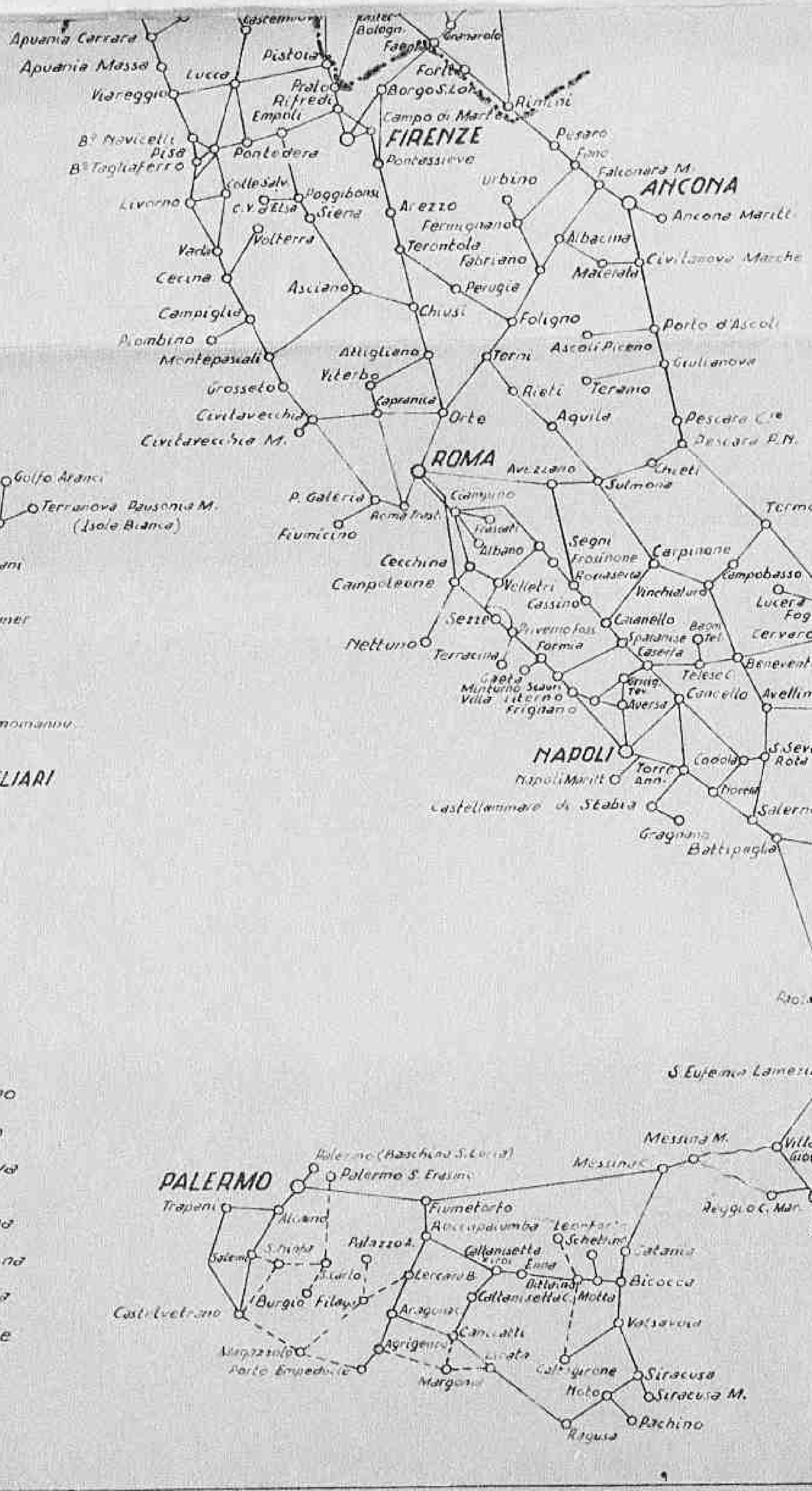
RASPORTI

E F. S.

Ponte Cerna
Piano
Chiasso
Lugano
Lavena
Arona
Pt Ceresio
Sesto
Varese
Chiavenna
Sondrio
Como
Albate C.
Seregno
Colico
Lecco
Calalzio Corte
Oleggio
Galliate
Vignale
Novara
Rho
MILANO
Monza
Usmate
P.S. Pietro
Bergamo
Paratico
Treviglio
Palazzolo
Desenzano
Brescia P.
Vigevano
S. Cristoforo
Rogoredo
Rovato
Treviglio
Mortara
Cavaz.
Pavia
Torreberetti
Sesto
Alessandria
Voghera
Bressana
Codogno
Broni
Tortona
Piacenza
Arquata Scrivia
Fidenza
Salsomaggiore
Parma
Ronco
GENOVA
Fornovo
Reggio Emilia
Modena
Aulla
Genova Samp.
S. Stefano
Le Spezia
Equi Terme
Pal Serchio
Vezzano
Carrara S.M.
Sarzana
Castelnuovo
Apuania Carrara
Pistoia
Apuania Massa
Lucca
Prato
Viareggio
Rifredi
Empoli
Pontedera
B.ri Navicelli
Pisa
B.ri Tagliaferro
Livorno
Colle Salv.
C.v. d'Elsa
Poggibonsi
Siena
Volterra
Vada
Cecina
Asciano
Campiglia
Piombino
Monte Pescali
Grosseto
Civitavecchia
Civitavecchia M.
Gries
Brennero
Fortezza
Malles
Merano
Bolzano Gries
Male'
Trento
Trento T.V.
Primolano
Bassano
Schio
Chiusa
Campo Turres
Bruneck
Dobbiaco
S. Candido
Bierschach R.H.
Pla Val Gardena
Calalzo Pieve di Cadore
Ponte nelle Alpi
Belluno
Vittorio V.
Conegliano
Sacile
Susegana
Montebelluna
Castelf.
Treviso
Cittadella
VERONA
Vicenza
Grisignana di Z.
Isola della Scala
S. Zeno
Desenzano
Castelv.
Peschiera
Legnago
Montagnana
Este
Monselice
Rovigo
Adria
Chioggia
Ferrara
Lavezzola
BOLOGNA
Lugo
Russi
Ravenna
Castel Bologn.
Granarolo
Faenza
Forlì
Borgo S. Lor.
Rimini
Pesaro
Fano
Urbino
Fermignano
Terontola
Foriano
Perugia
Foligno
Falconara M.
ANCONA
Ancona Marit.
Albacina
Macerata
Civitanova Marche
Porto d'Ascoli
Ascoli Piceno
Giulianova
Teramo
Pescara C.le
Pescara P.M.
Chieti
Sulmona
Avezzano
Aquila
Rieti
Terni
Orte
Viterbo
Attigliano
Capranica
ROMA
Roma Trast.
P. Galeria
Fiumicino
Campino
Frattocchie
Albano
Segni
Frosinone
Ceprano
Cecchina
Velletri
Campoleone
Cassino
Sezze
Ceprano
Carpinone
Termoli
Campobasso
Manfredonia
Lucera
Foggia
Cerignola C.
Margherita di Savoia
Barletta
Trani
Bisceglie
Molfetta
Bari
Mola di Bari
Polignano
Monopoli
Fasano
Ostuni
Brindisi
Francavilla
Taranto
Gallipoli
Otranto
Lecce
Gioia del Colle
Altamura
Gravina
Spinazzola
Rocchetta
Potenza
Metaponto
Golfo Aranci
Terranova Pausania M.
(Isola Bianca)
Terranova P.
Chilivani
Macomer
Tor - Maglem
Tarvisio
Fusine Laghi
Belo Lec
Bistrica Boh-lezero
Piedicolle
Gemona Osp
Pinzano
Udine
Cormons
Gorizia Montesanto
Aidussina
Prevacina Gradiscutta
Pastumia Grotte
S. Pietro del Carso
Gorizia
Redipuglia
Monfalcone
Aurisina
Opicina
Opcina
Trieste Campomarzio
TRIESTE
Erpelle Cosina
Giordani
Fiume
Baker
Canfanaro
Rovigno
Pola
Venezia Mestre
Venezia M.
VENEZIA
Parrova
Portogruaro
S. Giorgio al T.
Torre
P. Nogaro

2239

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



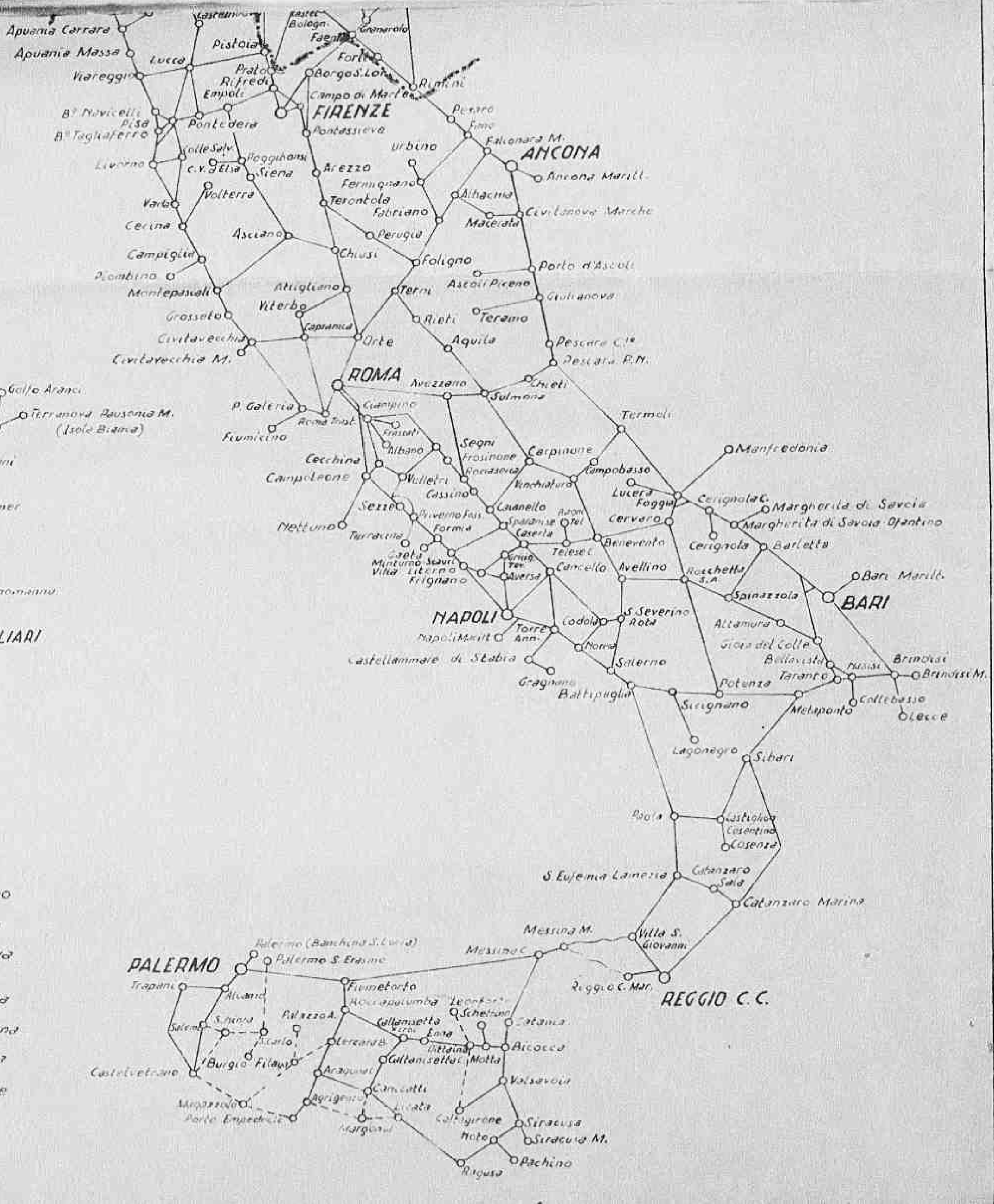
LEGGENDA

Delegazione F.S. "Milano"
- Comp. Milano
- " Torino
- " Genova

Delegazione F.S. "Verona"
- Comp. Verona
- " Bologna
- " Venezia
- " Trieste

2240

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


Apuania Carrara
Apuania Massa
Viareggio
Lucca
Pistoia
Prato
Rifredi
Empoli
Pisa
Pontedera
Livorno
Volterra
Varco
Cecina
Campiglia
Piombino
Monteponali
Grosseto
Civitavecchia
Civitavecchia M.
Asciano
Chiusi
Attigliano
Viterbo
Capranica
Orte
Foligno
Terni
Rieti
Aquila
Fabriano
Perugia
Ascoli Piceno
Teramo
Pescara C.le
Pescara P.M.
Chieti
Sulmona
Avezzano
ROMA
P. Galeria
Fiumicino
Albano
Segni
Frosinone
Velletri
Cassino
Cecchina
Campoleone
Sezze
Terracina
Gaeta
Minturno
Villa Literno
Frignano
Aversa
Caserta
Caianello
Cancello
Avellino
Benevento
Telese
Cerreto
Cervaro
Foggia
Lucera
Campobasso
Larino
Vinchiaturo
Carpinone
Isernia
Venafro
Formia
Sparanise
Roccaravindola
Cancello
Rocchetta S.A.
Spinazzola
Barletta
Cerignola
Cerignola C.
Margherita di Savoia
Margherita di Savoia Ofantino
Manfredonia
Termoli
Ancona
Ancona Marittima
Jesi
Macerata
Civitanova Marche
Porto d'Ascoli
Giulianova
Pescara
Ortona
Lanciano
Chieti
Sulmona
Avezzano
Rieti
Aquila
Terni
Foligno
Perugia
Chiusi
Asciano
Attigliano
Viterbo
Capranica
Orte
Grosseto
Civitavecchia
Civitavecchia M.
Campiglia
Piombino
Monteponali
Volterra
Varco
Cecina
Livorno
Pisa
Pontedera
Empoli
Rifredi
Prato
Pistoia
Lucca
Viareggio
Apuania Massa
Apuania Carrara
Lastra a Signa
Castel Bolognese
Faenza
Forlì
Borgo S. Lorenzo
Rimini
Campo di Marte
FIRENZE
Pontassieve
Arezzo
Terontola
Urbino
Fano
Falconara M.
ANCONA
Ancona Marittima
Jesi
Macerata
Civitanova Marche
Fabriano

MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO

COMPARTIMENTO DI BOLOGNA — SEZIONE LAVORI

PONTE SUL PO TRA REVERE ED OSTIGLIA

LINEA VERONA BOLOGNA

DIAGRAMMA DEI LAVORI di RICOSTRUZIONE

SCALE 1:500
1:200

4929

AGGIORNATO A TUTTO IL 30·9·'945

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

Military Railway Service,
Italy.

Tel: Firebox 49.
Outside line 843332.

MW.A.1/229.

25 May 1945.

Subject: Re-organisation of
I.S.R. in Northern Italy.

To: See Distribution List.

Attached for information is a copy of an instruction being issued concerning the re-organisation of the I.S.R. in Northern Italy.

This re-organisation is of a temporary nature and it is proposed that, as soon as communications permit, full control will again be centralised in ROME.

(R.D. MACHORN)
Brigadier,
Director, Military Railway Service,
Italy.

Distribution:
G-4 (Mov & Tn) AFHQ. (3 copies)
M.G., 15 Army Group. (3 copies)
D.D.Tn., Venice. (4 copies)
O.C., R.E. H Composite Op Coy. (4 copies)

Internal Distribution:
D.D.M.R.S. (6 copies for distribution to 701 Grand Div etc.)
Tn.1.
Tn.2.
Tn.3. (Mech)
Tn.3. (Ops)
Tn.3. (Elect)

4928

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

To: See Distribution List.

Attached for information is a copy of an instruction being issued concerning the re-organisation of the I...R. in Northern Italy.

This re-organisation is of a temporary nature and it is proposed that, as soon as communications permit, full control will again be centralised in ROME.

(R.D. HAGHORN)
Brigadier,
Director, Military Railway Service,
Italy.

Distribution:

G-4 (Mov & Tn) AFHQ. (3 copies)
M.G., 15 Army Group. (3 copies)
D.D.Tn., Venice. (4 copies)
O.C., R & H Composite Op Coy. (4 copies)

Internal Distribution:

D.D.M.R.S. (6 copies for distribution to 701 Grand Div etc.)

Tn.1.
Tn.2.
Tn.3. (Mech)
Tn.3. (Ops)
Tn.3. (Elect)
Tn.4.
Liaison Officer.
Tn.F.

4928

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

Ministry of Transp rts
I.S.R. General Direction.

Rome, 23 May 1945.

D

D.G/11.

CAPI DEI SERVIZI.
CAPI COMPARTIMENTO.
CAPO DELEGAZIONE -
CAGLIARI.

Subject: Temporary organisation of I.S.R. Administration in Northern Italy.

In accordance with the instructions issued by the Allied H.Q., in order to give a first urgent administrative organisation to the Railway Compartimenti of Northern Italy, the following directives are issued:-

1. A new Compartimento is temporarily established with Headquarters at VERONA, having jurisdiction on the lines shown on the attached graph. The Head of this Compartimento will have all the powers and faculties granted to him by the laws and regulations in force.

2. Furthermore, effective from 1st June 1945, two Operating Delegations will be established, one in MILAN, having jurisdiction over the Compartimenti of Milan, Turin and Genoa, the other in VERONA, with jurisdiction over the Compartimenti of Venice, Verona, Bologna and Trieste.

The ex-Superior Chief Inspector recalled in service Eng. Giuseppe MANCHI will remain as chief of the Delegation of Milan; the Superior Chief Inspector Eng. Raffaele GOTELLI will be chief of the Delegation of Verona.

3. The Heads of Delegations will be responsible for the co-ordination and supervision of the functioning of the subordinate Compartimenti, according to instructions which will be issued by this Headquarters, chiefly with regard to programmes of rehabilitation arranged between the Allied Military Authorities and this H.Q., and of traffic requested by same authorities both for military and civilian transports.

In particular the following powers are assigned to the above mentioned Chiefs of the Delegations, so they may comply also with eventual requests directly forwarded to them by the competent Allied Military Commands.

4927

Concerning the Engineering Branch.

(a) to compile projects for the definitive rehabilitation

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

In accordance with the instructions issued by the Allied H.Q., in order to give a first urgent administrative organisation to the Railway Compartimenti of Northern Italy, the following directives are issued:-

1. A new Compartimento is temporarily established with Headquarters at VERONA, having jurisdiction on the lines shown on the attached graph. The Head of this Compartimento will have all the powers and faculties granted to him by the laws and regulations in force.

2. Furthermore, effective from 1st June 1945, two Operating Delegations will be established, one in MILAN, having jurisdiction over the Compartimenti of Milan, Turin and Genoa, the other in VERONA, with jurisdiction over the Compartimenti of Venice, Verona, Bologna and Trieste.

The ex-Superior Chief Inspector recalled in service Eng. Giuseppe BIANCHI will remain as chief of the Delegation of Milan; the Superior Chief Inspector Eng. Raffaele GOTELLI will be chief of the Delegation of Verona.

3. The Heads of Delegations will be responsible for the co-ordination and supervision of the functioning of the subordinate Compartimenti, according to instructions which will be issued by this Headquarters, chiefly with regard to progrennes of rehabilitation arranged between the Allied Military Authorities and this H.Q., and of traffic requested by same authorities both for military and civilian transports.

In particular the following powers are assigned to the above mentioned Chiefs of the Delegations, so they may comply also with eventual requests directly forwarded to them by the competent Allied Military Commands.

4927

Concerning the Engineering Branch.

(a) to compile projects for the definitive rehabilitation of masonries, plants, buildings, workshops and car sheps and to forward them to the concerned Allied Branches, for their approval, and to I.S.R. H.Q. Rome, for the financing, with authority to start immediately, in accordance with the regulations laid out by the General State Accountancy, those works that should be ordered as urgent by the competent Allied Authorities.

(b) direction and supervision of works.

(c) utilisation of available personnel in localities where they are more needed to carry out the projects; the employment of new personnel remains forbidden, unless authorised by the I.S.R. HQ.

/to Sheet 2.

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

Concerning the Movement Branch.

(a) programme of transports, military and civilian, according to the requests from the Allied Military Authorities, and the local civil requirements, in connection with the availability of rolling stock and consumption materials.

(b) transfer of rolling stock, in agreement with the neighbouring Delegation if concerned.

Concerning the Equipment and Traction Branch.

(a) utilisation of motive power in the subordinate Compartimenti.

(b) organisation of Workshops, Car Shops etc., and of the repairs of equipment to be carried out in these shops and by private owned factories.

(c) provisioning of materials for consumption through the "Requisitioning and Purchase Commissions" established in each Compartimento.

(d) arrangements with the neighbouring Delegation concerning the allocation of equipment and personnel.

(e) superior control of Testing Offices of plants for repair and construction of rolling stock.

Concerning the discipline of the personnel, the Chiefs of the Delegations will have all the faculties at present assigned to the Director General by the Staff Regulations actually in force.

All matters concerning employment, wages, promotions and dismissals of personnel will remain under the jurisdiction of this General H.Q. and higher Authorities.

4. The Chiefs of the Delegations are under the direct control of the undersigned.

5. The Executive and Staff Offices of the Delegations will be composed of the minimum number of personnel. Such personnel will be taken from this H.Q. or from the Compartimenti with a view to simple and rapid functioning.

4926

6. The former Railway H.Q. in VERONA and the subordinate offices, also those located out of Verona, created by that H.Q. are disbanded, only a small office for each Department will continue its activity temporarily, their only duty being to [illegible] and consign to the General H.Q. Rome all documents and

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

Concerning the Equipment and Traction Branch.

(a) utilisation of motive power in the subordinate Compartimenti.

(b) organisation of Workshops, Car Shops etc., and of the repairs of equipment to be carried out in these shops and by private owned factories.

(c) provisioning of materials for consumption through the "Requisitioning and Purchase Commissions" established in each Compartimento.

(d) arrangements with the neighbouring Delegation concerning the allocation of equipment and personnel.

(e) superior control of Testing Offices of plants for repair and construction of rolling stock.

Concerning the discipline of the personnel, the Chiefs of the Delegations will have all the faculties at present assigned to the Director General by the Staff Regulations actually in force.

All matters concerning employment, wages, promotions and dismissals of personnel will remain under the jurisdiction of this General H.Q. and higher Authorities.

4. The Chiefs of the Delegations are under the direct control of the undersigned.

5. The Executive and Staff Offices of the Delegations will be composed of the minimum number of personnel. Such personnel will be taken from this H.Q. or from the Compartimenti with a view to simple and rapid functioning.

4926

6. The former Railway H.Q. in VERONA and the subordinate offices, also those located out of Verona, created by that H.Q. are disbanded, only a small office for each Department will continue its activity temporarily, their only duty being to forward and consign to the General H.Q. Rome all documents and materials of the former Verona H.Q. and its subordinate offices.

Reservation is made for the issue of further orders and general directives.

(Sgd) R.D. WAGHORN
Brigadier,
Military Railway Service.

(Sgd) Di Raimondo
Director General,
I.S.R.

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

Italian Desk

MINISTERO DEI TRASPORTI
E' STRADE DELLO STATO
COMPARTIMENTO DI NAPOLI
SEZIONE LAVORI

---oOo---

R A P P O R T O

per la compilazione della relazione sull'ammontare dei lavori di ricostruzione degli impianti durante il periodo dal 1° al 15 luglio 1945.-

---oOo---

4925

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

A)- LAVORI ALL'ARMAMENTO

1)- LINEA MILANO-VENEZIA - Stazione di Milano Smistamento -
Ricostruzione di binari per i capannoni treubordi.- per ml.800.-
- I lavori continuano regolarmente.- Lavoro eseguito 40%.-

2)- LINEA ARONA - DOMODOSSOLA -
Ricostruzione di ml.500 di binario di corsa tratti scoperti fra Mergozzo e Ghiffa e di N.6 deviatoi nelle stazioni di Lesa e di Belgirate.-
Il lavoro non é stato ancora iniziato poichè
- Mancano le traverse ed i deviatoi.-

3)- LINEA BERGAMO - LECCO -
Ripristino di ml.1260 di binario e di N.3 deviatoi.-

4)- LINEA LECCO - COLICO -
Ripristino di ml.120 di binario e di N. 2 deviatoi

5)- LINEA LECCO - ALBATE CAMERLATA -
Ripristino di ml.70 di binario di corsa.-

6)- LINEA COLICO - SONDRIO -
Ripristino di ml.250 di binario e di 2 deviatoi.-

7)- LINEA COLICO - CHIAVENNA -
Ripristino di ml.300 di binario di corsa.-

Lavori già eseguiti

8)- LINEA MILANO ROGOREDO - PAVIA -
Ricostruzione di ml.1.500 circa di binario in diverse tratte fra le stazioni di Milano Rogoredo e di Pavia.-
-Proseguono i lavori di ricostruzione.- Lavoro eseguito 15%.

9)- LINEA CODOGNO-MANTOVA -
Ripristino di ml.2000 circa di binari in stazione di Cremona.-
I lavori proseguono.- Lavoro eseguito 15%

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

Ricostruzione di ml.500 di binario di corsa treni d.esperi fra Mergozzo e Cassago e di N.6 deviatoi nelle stazioni di Lesa e di Belgirate.-
Il lavoro non é stato ancora iniziato poichè
- Mancano le traverse ed i deviatoi.-

3)- LINEA BERGAMO - LECCO -
Ripristino di ml.1260 di binario e di N.3 deviatoi.

4)- LINEA LECCO - COLICO -
Ripristino di ml.120 di binario e di N. 2 deviatoi

5)- LINEA LECCO - ALBATE CAMERLATA -
Ripristino di ml.70 di binario di corsa.-

Lavori già eseguiti

6)- LINEA COLICO - SONDRIO -
Ripristino di ml.250 di binario e di 2 deviatoi.-

7)- LINEA COLICO - CHIAVENNA -
Ripristino di ml.300 di binario di corsa.-

8)- LINEA MILANO ROGOREDO - PAVIA -
Ricostruzione di ml.11.500 circa di binario in diverse tratte fra le stazioni di Milano Rogoredo e di Pavia.-
-Proseguono i lavori di ricostruzione.- Lavoro eseguito 15%.

9)- LINEA CODOGNO-MANTOVA -
Ripristino di ml.2000 circa di binari in stazione di Cremona.-
I lavori proseguono.- Lavoro eseguito 15%.

10)- LINEA MILANO-PIACENZA -
Ripristino dei binari di corsa per ml.40.925 in diverse tratte fra i Km.159+708 e 203+880.-
I lavori proseguono.- Lavoro eseguito 3%.-

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

GESTIONE LAVORI FIRENZE

SERVIZIO LAVORI

Situazione lavori di ricostruzione al 15 luglio 1945

I° LAVORI ALL'ARMAMENTO

Linea Piombino Portovecchio

Ripristino piazzali di Portovecchio e di Piombino e tratta Portovecchio Piombino.

Linea Roma - Pisa

Rinnovo rotaie corte da Km. 216+000 a 218+500

Sost zione materiale per raddoppio binario tra S.Marinella e Orbetello.

Linea Pisa - Orcia

Prolungamento binari nelle stazioni di Rosignano - Orciano e Castellina - Soc. " IL PIAVE" - Consegna 12/3/45 percentuale eseguita 65%

II° OPERE D'ARTE

Linea Firenze - Arezzo

Lotto 0° di lavori di terra e murari occorrenti per il ripristi dei manufatti al Km. 304+506; 301+823; 300+436; 299+122; 298+ 814; 296+510 fra Firenze e Pontassieve.

Importo presunto L.6.500.000

Ditta Berni Architetto Gaetano - Consegna 1/3/45

Percentuale di lavoro eseguito (il manufatto al Km.301+823)50%

ultimazione presunta 1/9/45

Percentuale di lavoro eseguito per gli altri manufatti 30%

Ultimazione presunta 2/8/45

Esecuzione delle riparazioni di un capannone e di altri piccoli locali delle Officine M.F. di Pontassieve.

Importo presunto L.7.000.000.

Ditta Martini Enrico - Consegna 28/5/45

Percentuale di lavori eseguiti 35%

Ultimazione presunta 24/9/45

4924

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

Linea Rom. - Pisa

Ricambio totale corta da Km. 215+000 a 218+400

Ceci sono materiale per raddoppio binario tra S.Marinella e Orbetello.

Linea Pisa - Ortona

Prolungamento binari nelle stazioni di Pomaglia - Orciano e Castellina - Soc. " IL PIAVE" - Consegna 12/3/45 percentuale eseguita 65%

II° OPERE D'ARTE

Linea Firenze - Arezzo

Lotto 0° di lavori di terra e murari occorrenti per il ripristino dei manufatti ai Km. 304+506; 301+823; 300+436; 299+122; 296+014; 296+510 fra Firenze e Pontassieve.

Importo presunto L.8.500.000

Ditta Berni Architetto Gaetano - Consegna 1/3/45

Percentuale di lavoro eseguito (il manufatto al Km.301+823)90%

ultimazione presunta 1/9/45

Percentuale di lavoro eseguito per gli altri manufatti 90%

Ultimazione presunta 2/8/45

Esecuzione delle riparazioni di un espansione e di altri piccoli locali delle Officine M.F. di Pontassieve. 4924

Importo presunto L.7.000.000.

Ditta Martini Enrico - Consegna 28/5/45

Percentuale di lavori eseguiti 35%

Ultimazione presunta 24/9/45

:://::

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

I° LOTTO DI LAVORI - Linea Arezzo Firenze= Ripristino ponti e viadotti e di tutte le opere d'arte fra Rignano e Pontassieve. Muro di sostegno Km 286+160; viadotto Km 288+309; ponticello Km 286+450; ponticello Km.286+981; viadotto Km.287+211; ponte in ferro Km.289+215, ponte Km.291+777; ponte Km.294+131, sottovia Km.294+351.

Importo presunto L: 67.606.900.

Ditta A.DI PIETA - Consegna 2/5/45

Percentuale di lavoro eseguito 27%

Data prevista per l'ultimazione 28/10/45

Ripristino e ripristino travate in ferro ponti al Km.279+175 e 289+213.

Ditta Terni. Importo presunto L: 33.000.000 Consegna 27/6/45.

Percentuale lavori eseguiti 10%

Data prevista per l'ultimazione 24/12/45

IIº LOTTO DI LAVORI - Ripristino opere d'arte nella tratta Rignano - deviazione Incisa. Ripristino Ponte in ferro a 3 luci al Km.279+175, ponte in muratura a 5 luci al Km.280+286 sull'Arno delle gallerie Palazzotto e S.Leo fra i Km. 279 e 280+936.

Importo presunto L.50.955.500.

Ditta Di Pitti Veglio - Consegna 2/5/45

Percentuale lavori eseguito 12,35%

Data prevista ultimazione 28/10/45

IIIº LOTTO DI LAVORI - Ripristino opere d'arte tratta Rignano - Montevarchi, viadotto a 7 luci di m.10 al Km.280+936, Nº 22 ponticelli e sottopassaggi nel tratto dal Km.281 al Km.286

Importo presunto L.59.064.000.

Ditta Eugenio Parrini - Consegna 2/5/45.

Percentuale lavori eseguiti 40% - data prevista per l'ultimazione 28/10/45

IVº LOTTO DI LAVORI - Ripristino opere d'arte tratta Rucine - Montevar-

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

351.

Importo presunto L. 67.608.300

Ditta A. DI PENZA - Consegna 2/5/45

Percentuale di lavoro eseguito 27%

Data prevista per l'ultimazione 28/10/45

Ripristino e ripristino travate in ferro ponti al Km.279+175 e 280+213.

Ditta Torni. Importo presunto L. 33.000.000 Consegna 27/5/45.

Percentuale lavori eseguiti 10%

Data prevista per l'ultimazione 24/12/45

IIº LOTTO DI LAVORI - Ripristino opere d'arte nella tratta Rignano - deviazione Incisa. Ripristino Ponte in ferro a 3 luci al Km.279+175, ponte in muratura a 3 luci al Km.280+296 sull'Arno delle gallerie Palazzetto e S.Leo fra i Km. 279 e 280+956.

Importo presunto L.50.956.500.

Ditta Di Zitti Vegilo - Consegna 2/5/45

Percentuale lavori eseguito 12,55%

Data prevista ultimazione 28/10/45

IIIº LOTTO DI LAVORI - Ripristino opere d'arte tratta Rignano - Montevaroni, viadotto a 7 luci di m.10 al Km.280+936, Nº 22 ponticelli e sottopassaggi nel tratto dal Km.281 al Km.286

Importo presunto L.59.064.000.

Ditta Eugenio Parrini - Consegna 2/5/45.

Percentuale lavori eseguiti 40% - data prevista per l'ultimazione 28/10/45

IVº LOTTO DI LAVORI - Ripristino opere d'arte tratta Bucine - Montevarchi. Viadotto a 9 luci m.10 al Km.255+404, 5 luci m.15 al Km. 255+950; 13 luci m.10 Km.257+156 galleria La Croce 4 ponticelli e sotto passaggi.

11//12

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

Importo presunto L.85.000.000 = consegna 23.4.45

Ditta Sacca - Pontelio.

Percentuale di lavori eseguiti 35% - Data prevista per l'ultimazione 19.10.1945.

LINEA FIRENZE = EMPOLI = PISA =

Ripristino opere d'arte ai Km.15+592, 19+907, 27+640 e manufatti minori tratte Firenze - Carmine e Ponte sul Torrente Pesa al Km.27+640 - Ditta F.Parrini.

Importo presunto L.31.990.000.-consegna 30.4.45.

Percentuale lavori eseguiti 20% - Data prevista per l'ultimazione

Ripristino opere d'arte ai Km.30+247, 39+625, 45+129, 46+163, 52+780, 60+496, 65+358 e manufatti minori occorsi nella tratta fra il Km.27+670 e la stazione di Pisa C.

Importo presunto L.45.680.000.

Ditta A.Parri - consegna 30.4.45

Percentuale lavori eseguiti 25% - Data prevista per l'ultimazione

Ponte sul Fiume Arno al Km.22+149.

Importo presunto L.54.956.000.

Ditta Ferrobeton - consegna 7.2.45

Percentuale lavori eseguiti 40% - Data prevista per l'ultimazione

LINEA FIRENZE = PISTOIA =

Ricostruzione fogna per il T.V. di Pistoia ed il sottopassaggio della via Urbana.

4923

Importo presunto L.3.000.000

Ditta Rosi Leopoldo - consegna 28/5/45 - data prevista per l'ultimazione 25.6.45 - Percentuale lavoro eseguito 40%

Ricostruzione del sottovia di Porta al Naviglio al Km.17+672

1° LOTTO: Ricupero travi in ferro del vecchio sottopassaggio.

Importo presunto L.350.000 D.tta Coop. Ind.Pistoiese -

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

Torrente Pesa al Km 27+540 - Ditta E Perrini.

Importo presunto L 31.996.000.-consegna 30.4.45.

Percentuale lavori eseguiti 20% - Data prevista per l'ultimazione

Ripristino opere d'arte ai Km.30+247 33+125 45+129, 45+163, 52+180 60+498 65+358 e manufatti minori compresi nella tratta fra il Km.27+670 e la stazione di Pisa C.

Importo presunto L.40.680.000

Ditta A.Parri - consegna 30.4.45

Percentuale lavori eseguiti 25% - Data prevista per l'ultimazione

Ponte sul Fiume Arno al Km.22+149.

Importo presunto L.64.956.000.

Ditta Ferrobeton - consegna 7.2.45

Percentuale lavori eseguiti 40% - Data prevista per l'ultimazione

LINEA FIRENZE - PISTOIA -

Ricostruzione fogna per il P.V. di Pistoia ed il sottopassaggio della via Urbana.

Importo presunto L.3.000.000

Ditta Rosi Leopoldo - consegna 28/5/45 - data prevista per l'ultimazione 25.8.45 - Percentuale lavoro eseguito 40%

Ricostruzione del sottovia di Porta al Naviglio al Km.17+672

I° LOTTO: Ricupero travi in ferro del vecchio sottopassaggio .

Importo presunto L.350.000 Ditta Coop. Ind.Pistoiese - consegna 11.6.45. Percentuale lavori eseguiti 60% - Data previste per l'ultimazione 24.10.45.

LINEA FIRENZE - PARMA - Ricostruzione ponticello a due luci al Km 8+204 - Importo presunto L.950.000. Ditta Bianchini Ott consegna 1.6.45.

./.

4923

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

Percentuale lavoro eseguito 75%.

Data previsti per l'ultimazione dei lavori 28.9.45.

LINEA CHIUSI = EMPOLI =

Riparazione muro d'ala a monte lato Chiusi ponte a due luci Km.226+303 -

Importo presunto L.250.000.

Ditta Parabesi Artemio - consegna 15.5.45-

Percentuale lavori eseguiti 11%.

Data prevista per l'ultimazione 22.8.45.

RIPRISTINO OPERE D'ARTE E MANUFATTI MINORI LINEA CHIUSI = EMPOLI

1° LOTTO. Ripristino ponti in ferro ai Km.172+470; 179+004; 184+319; 189+983 e di altri 24 manufatti minori compresi fra Chiusi e Sinalunga.

Importo presunto L.29.359.50

Ditta S.A. Tiberine - Consegna 3.7.45

Percentuale lavori eseguiti 20%- Data prevista per l'ultimazione 30.10.45.

2° LOTTO. Ripristino dei ponti in muratura ai Km.201+609; 228+710; dei viadotti ai Km.223+806; 224+645, di altri sette manufatti minori nonchè delle gallerie ai Km.224+784; 226+902; 227+134; 234+979; 235+504; 242+435, compresi fra Sinalunga e Arbia.

Importo presunto L.64.625.100

Ditta Falorsi Demetrio - Consegna 3.7.45

Percentuale lavori eseguiti 5% - Data prevista per l'ultimazione 29.11.45.

3° LOTTO. Ripristino dei ponti in muratura ai Km.243+920; 245+121; 245+382; 259+181; 259+665; 266+865; del viadotto Km.249+207 di altri 5 manufatti minori, nonchè delle gallerie ai Km.245+454, 245+478 comprese fra Arbia e Castellina.

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

Ditta Barabesi Artemio - consegna 15.6.45-

Percentuale lavori eseguiti 11%.

Data prevista per l ultimazione 22.8.45.

I PERISTIMO OPERE D'ARTE E MANUFATTI MINORI LINEA CHIUSI - MONTALI

1° LOTTO. Ripristino ponti in ferro al Km.172+470; 179+004; 184+310; 189+985 e di altri 24 manufatti minori compresi fra Chiusi e Sinalunga.

Importo presunto L.29.359.50

Ditta S.A.Tiberine - Consegna 3.7.45

Percentuale lavori eseguiti 20%- Data prevista per l'ultimazione 30.10.45.

2° LOTTO. Ripristino dei ponti in muratura al Km.201+609; 208+710, dei viadotti al Km.223+806, 224+645, di altri sette manufatti minori nonchè delle gallerie al Km.224+784; 226+902; 227+134; 234+979; 235+504; 242+435, comprese fra Sinalunga e Arbia.

Importo presunto L.64.625.100

Ditta Falorsi Demetrio - Consegna 3.7.45

Percentuale lavori eseguiti 5% - Data prevista per l'ultimazione 29.11.45.

3° LOTTO. Ripristino dei ponti in muratura al Km.243+920 245+121; 245+382; 259+181; 259+664; 265+865; del viadotto Km.249+207 di altri 5 manufatti minori, nonchè delle gallerie al Km.245+454, 245+478 comprese fra Arbia e Castellina.

Importo presunto L.55.541.542.

Ditta S.A. S.A.I.D.A. - consegna 3.7.45

Percentuale lavori eseguiti 3% - data prevista per l'ultimazione 29.11.45.

./.

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

LINEA VICARELLO = PISA =

Lavori di ricostruzione delle opere d'arte distrutte.

Importo presunto L.10.000.000

Ditta Ferdi A. - consegna 16.3.45.- lavori ultimati.

LINEA VADA = ROSIGNANO = LIVORNO =

Ponti al Km.2+653 e 2+516

Ditta Lenzi - Consegna 15/10/44

Importo presunto L.300.000

Percentuale lavoro eseguito 75% - Data prevista per l'ultimazione.

LINEA PISA LA SPEZIA -

Sistemazione travata in ferro sul fiume Serchio al Km.105+826

Importo presunto L.12.000.000.

Ditta Lenzi Guglielmo - Consegna 4/6/45.

Percentuale Lavori eseguiti 50%

Data presunta per l'ultimazione 2/9/45

XII FABBRICATI

LINEA AREZZO = FIRENZE

S.Giovanni Valdarno. Ripristino fabbricati alloggi e dormitorio..

Importo presunto L.450.000 - Ditta Ballli Armando

Consegna 18/6/45 - Percentuale lavoro eseguito 40%.

Data prevista per l'ultimazione 15/8/45

LINEA GROSSETO = PISA

Riparazione impianti stazione di Grosseto

Importo presunto L.600.000

Ditta Fiorucelli Renato - Consegna 1/1/45. Lavori ultimati

Ricostruzione Officine I.R.S. e Lavori - Follonica .

Importo presunto L.350.000 - Ditta Pancini Gino - Consegna 26/2/45 - Percentuale lavori eseguiti 80%

Data presunta per l'ultimazione dei lavori 25/8/45.

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

Ditta Lensi - Consegna 15/10/44

Importo presunto L.500.000

Percentuale lavoro eseguito 75% - Data prevista per l'ultimazione.

LINEA PISA LA SPEZIA -

Sistemazione travata in ferro sul fiume Serchio al Km.105+826

Importo presunto L.12.000.000.

Ditta Lenzi Guglielmo - Consegna 4/8/45.

Percentuale lavori eseguiti 30%

Data presunta per l'ultimazione 2/9/45

III FABBRICATI

LINEA AREZZO = FIRENZE

S.Giovanni Valdarno. Riparazione fabbricati alloggi e dormitorio..

Importo presunto L.450.000 - Ditta Fulli Armando

Consegna 18/6/45 - Percentuale lavoro eseguito 40%.

Data prevista per l'ultimazione 16/8/45

LINEA GROSSETO = PISA

Riparazione impianti stazione di Grosseto

Importo presunto L.600.000

Ditta Fiorentelli Renato - Consegna 1/1/45. Lavori ultimati

Ricostruzione Officine L.B.S. e Lavori - Follonica .

Importo presunto L.350.000 - Ditta Pancini Gino - Consegna 26/2/45 - Percentuale lavori eseguiti 80%

Data prevista per l'ultimazione dei lavori 25/8/45.

Riparazione e parziale ricostruzione F.V. e F.A. di Castagneto.

Importo presunto L. 300.000

Ditta Biagi Gino - Consegna 15/1/45 - Percentuale lavoro eseguito 90%. Data prevista per l'ultimazione 23/8/45

///

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

Riparazione al F.V. Viaggiatori di S.Vincenzo - Importo presunto L.350.000

Ditta Fiaschetti Alfredo - Consegna 2/5/45 - Percentuale lavoro eseguito 80% - Data prevista ultimazione 9/8/45

Ripristino 2° e 3° piano dormitorio P.V. e P.M. di Grosseto

Importo presunto L. 350.000

Consegna 20/3/45 - Percentuale lavori eseguiti 95% - Data prevista per l'ultimazione 28/6/45

Riparazione infissi 3° piano del dormitorio P.V. e P.M. di Grosseto

Importo presunto L.250.000

Ditta Rabissi Torquato - Consegna 15/5/45 - Lavori ultimati

Riparazione Caselli ferroviari e fabbricati alloggi tratto Pombolo Pisa

Importo presunto L. 400.000

Ditta Pasquini Alessandro - Consegna 5/4/45

Percentuale lavori eseguiti - Data prevista per l'ultimazione

Lavori occorrenti per la sistemazione del F.V. di Rosignano (carreggiata in mine

Ditta S.A.Coop. di Produzione di Rosignano

Importo previsto L.350.000 - Consegna 9/4/45

Percentuale lavori eseguiti - Data prevista per l'ultimazione 26/8/45

LIVORNO DEPOSITO LOCOMOTIVE

Riparazione impianti e Fabbricati

Importo presunti L.10.640.000

Ditta Civili Antonio - Consegna 16/5/45

Percentuale lavori eseguiti 50% . Data prevista per l'ultimazione fine Settembre 1945.

LINEA PISA - LUCCA

Riparazione fabbricati - Importo presunto L.I.200.000

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

Importo presunto L. 350.000

Consegna 20/5/45 - percentuale lavori eseguiti 95% - Data prevista per l'ultimazione 26/6/45

Riparazione infissi 3° piano del dormitorio F.V. e P.M. di Grosseto

Importo presunto L.250.000

Ditta Rabissi Torquato - Consegna 15/4/45 - Lavori ultimati

Riparazione Caselli Ferroviari e fabbricati alloggi tratto Tombolo - Pisa

Importo presunto L. 430.000

Ditta Pasquini Alessandro - Consegna 5/4/45

Percentuale lavori eseguiti - Data prevista per l'ultimazione

Lavori occorrenti per la sistemazione del F.V. di Rosignano danneggiati da mine

Ditta S.A.Coop.di Produzione di Rosignano

Importo previsto L.950.000 - Consegna 9/4/45

Percentuale lavori eseguiti - Data prevista per l'ultimazione 26/6/45

LIVORNO DEPOSITO LOCOMOTIVE

Riparazione impianti e fabbricati

Importo presunti L.10.640.000

Ditta Civili Antonio - Consegna 16/5/45

Percentuale lavori eseguiti 50% . Data prevista per l'ultimazione fine Settembre 1945.

LINEA PISA - LUCCA

Riparazione fabbricati - Importo presunto L.I.200.000

Ditta Fardi Luigi - Consegna 1/4/45

Data presunta per l'ultimazione 15/8/45 - Percentuale lavori eseguiti 90%

Declassified E.O. 12356 Section 3.3/NND No. 79021

LINEA LUCCA - VIAREGGIO

Riparazione fabbricati - Importo presunti L.900.000

Ditta Bini Giuseppe - Consegna 27/12/44

Percentuale lavori eseguiti 90% - Data prevista per l'ultimazione 15/6/45

LINEA PISA - LA SPEZIA

Riparazione fabbricati tratta Pisa Viareggio

Importo presunto L. 300.000

Ditta Della Lotta Versilio - Consegna 19/12/45

Percentuale lavori eseguiti 98% - Data prevista per l'ultimazione lavori 15/6/45

LUCCA

Sistemazione del casamento dell'Officina Rialzo

Importo presunto L.400.000

Ditta Masi Alfeo - Consegna 15/2/45 - Lavori ultimati

PISA

Recinzione Magazzino Armamento ed Officina Rialzo a Pisa C.

Importo presunto L. 515.129

Ditta Benini Otello - Consegna 3/4/45. Lavori ultimati

Restauro dell'ex Fabbricato Gruppo Lavori PISA

Importo presunto L.600.000

Ditta Cooperativa fra il ceto al Pino - Consegna 3/5/45

Percentuale lavori eseguiti 95% - Data prevista per l'ultimazione 20/6/45

IL CAPO DELLA SEZIONE LAVORI

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

H)- O P E R E D' A R T E

11) - STAZIONE DI MILANO Centrale - Riparazione delle tettoie.-

- Importo L. 2.000.000
- Ditta S.A.Officine Nelle Carlina
- Consegna dei lavori: 5 giugno 1945
- Ultimazione presunta: 30-XI-1945.-
- Percentuale di lavoro eseguito: 30%

Ultimate la riparazione dell'struttura della galleria di testa.-

---

12) - LINEA RHO - ARONA e LINEA OLEGGIO - PINO

Ponte sul fiume Ticino al Km.42+316 della linea Rho-Arona ed al Km.14+740 della linea Oleggio-Pino, fra le stazioni di Sesto Calende e di Vergiate.-
Costruzione di un nuovo ponte provvisorio.-

- Importo L. 8.600.000
- Ditta: Carpent.Bonfiglio
- " : S.A.C.O.P.
- Consegna dei lavori: 1° giugno 1945
- Ultimazione presunta: ottobre 1945.

sono in corso i lavori per la formazione dei cantieri.-

---

13) - LINEA ARONA - DOMODOSSOLA -

Riconfezione dei volti, delle pile, delle spalle e dei muri frontali dei seguenti manufatti:
- acquedotto di luce m.2 al Km.26+128 fra Verbania e Intra; sottopassaggio di luce m.3 al Km.30+586; sottopassaggio di luce m.3 al Km.32+179; sottopassaggio in ferro di luce m.7 al Km.33+936; ponte a 2 luci di m.10 ciascuna al Km.34+681; ponte a 3 luci di m.10 ciascuna al Km.35+339; sottopassaggio in ferro di luce m.2,50 al Km.36+015 fra Intragna e Cuzzago.-

- Importo L. 5.000.000
- Ditta:
- Consegna dei lavori:
- Percentuale di lavoro eseguito:
Ultimazione presunta:

Sono in corso le pratiche per appaltare i lavori.-

---

14) - LINEA DOMODOSSOLA - LOCARNO -

Riconfezione dei volti dei seguenti manufatti:
- Viadotto a 7 archi di luce m.12 ciascuna al Km.6+112; sottopassaggio di luce m.3,05 al Km.6+945 fra le stazioni di Preglia e Verzo.

4922

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

Ostigliapino, tra le stazioni di detto Comune
e di Pomponesco.-
Costruzione di un nuovo ponte provvisorio.-

- Importo L.8.000.000
- Ditta: Carpent.Bonfiglio
- " : S.A.C.O.P.
- Consegna dei lavori: 1° giugno 1945
- Ultimazione presunta: ottobre 1945.

Sono in corso i lavori per la formazione dei cantieri.-

---

13) - LINEA ARENZ - POMPONESCA -

Ricostruzione dei volti, delle pile, delle spalle e dei muri frontali coi seguenti manufatti:
- sottodotto di luce m.2 al Km.26+128 fra Verbania e Pergosso; sottopassaggio di luce m.3 al Km.31+586; sottopassaggio di luce m.3 al Km.32+178; sottopassaggio in ferro di luce m.7 al Km.32+236; ponte a 2 luci di m.10 ciascuna al Km.34+091; ponte a 3 luci di m.10 ciascuna al Km.33+320; sottopassaggio in ferro di luce m.6,30 al Km.36+016 fra Pergosso e Cisazze.-

- Importo L. 5.000.000
- Ditta:
- Consegna dei lavori:
- Percentuale di lavoro eseguito:
Ultimazione presunta:

Sono in corso le pratiche per appaltare i lavori.-

---

14) - LINEA PONTREMOLI - LUCCA -

Ricostruzione dei volti dei seguenti manufatti:
- Viadotto a 7 archi di luce m.12 ciascuno al Km.4+192; sottopassaggio di luce m.8,05 al Km.6+945 fra le stazioni di Treglia e Varno.

- Importo L. 1.000.000
- Ditta:
- Consegna dei lavori:
- Percentuale di lavoro eseguito:
- Ultimazione presunta:

Sono in corso le pratiche per appaltare i lavori.-

4922

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

15)- LINEA TRENTOLO-BERGAMO-ROVATO -

Ponte-viadotto in muratura a 9 luci di m.20 ciascuna sul Fiume Oglio al Km.43+049, fra le stazioni di Grumello e di Palazzolo.-

Ricostruzione di 6 delle 9 arcate.-

- Importo: L. 30.000.000
- Ditta: Enrico Romagnoli
- Consegna dei lavori: 1-6-1949
- Percentuale di lavoro eseguito: 2%
- Ultimazione presunta: 27-3-1948 .

---

16) -LINEA LECCO - COLICO -

Viadotto al Km.2+950 fra le stazioni di Lecco e Abbadia.-

Ricostruzione arco in muratura della luce di m.8.-

- Importo L. 300.000
Ditta F.lli Fedeserini.
-:Consegna dei lavori: 1-7-1949
- Percentuale di lavoro eseguito: 40%
- Ultimazione presunta: 30-8-1949.-

---

17) - LINEA COLICO - CHIAVENNA -

Ponte sul fiume Adda al Km.3+370 fra Colico e Dubino.-

Ricostruzione parziale della 4^ arcata della luce di m.16 e ricostruzione degli speroni delle pile.-

- Importo: L.500.000
- Ditta: S.A.Ing.Odiena
- Consegna dei lavori: 1-7-1949
- Lavoro eseguito: 20%
- Ultimazione presunta: 30-X-1949.-

---

18)- LINEA MILANO - GENOVA -

Ponte in ferro sul fiume Po al Km.14+968,tra le stazioni di Broscano Bottarone e di Cava Manara.-

Ripristino binario dei treni pari su ponte costituito: delle 4 travate illese, da 3 travate da ripristinarsi sulla sede primitiva e da 5 travate provvisorie appoggiate su stilate di legno.

- Importo: L. 45.000.000
- Ditta : Ing.Lucca & C. (opere murarie)
- Ditta : S.A.F. Zecconi (opere in ferro)

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

Viadotto al Km.2+950 fra le stazioni di Lecco e Abbadia.-

Ricostruzione arco in muratura della luce di m.8.-

- Importo L. 300.000
Ditta F.lli Fodesciani.
- Consegna dei lavori: 1-7-1945
- Percentuale di lavoro eseguito: 40%
- Ultimazione presunta: 30-8-1945.-

---

17) - LINEA COLICO - CHIAVENNA -

Ponte sul fiume Adda al Km.3+370 fra Colico e Dubino.-

Ricostruzione parziale della 4^ arcata della luce di m.16 e ricostruzione degli sperani delle pile.-

- Importo: L.500.000
- Ditta: S.a.Ing.Chiesa
- Consegna dei lavori: 1-7-1945
- Lavoro eseguito: 20%
- Ultimazione presunta: 30-8-1945.-

---

18) - LINEA MILANO - GENOVA -

Ponte in ferro sul fiume Po al Km.14+960,tra le stazioni di Broscone Bobbarone e di Cava Manara.-

Ripristino binario dei treni pari su ponte costituito: dalle 4 travate illese, da 3 travate da ripristinarsi sulla sede primitiva e da 5 travate provvisorie appoggiate su pilate di legno.

- Importo: L. 45.000.000
- Ditte : Ing.Lucca e C. (opera muraria)
- Ditta : S.I.A. Redoni (opere in ferro)
- Consegna dei lavori: 15-5-1945
- Lavoro eseguito: {opere murarie 15%
{opere in ferro 10%
- Ultimazione presunta 30-9-1945

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

19) - LINEA MILANO - GENOVA -

ponte in muratura sul fiume Ticino al Km.23+923, fra le stazioni di Cava Manara e di Pavia.-

parziale demolizione e ricostruzione delle spalle e delle pile su cui verranno preparate le strutture in c.a. per l'appoggio delle travate in ferro provvisorie per sostegno di un binario in asse del ponte.-

- Importo:L.35.000.000
- Ditte { Ing. Bocca & C. (opere murarie)
  { S.A. A.Braconi (opere in ferro)
- Consegna dei lavori: 8-5-1945
- Lavoro eseguito: opere murarie 40%
  opere in ferro 30%
- Ultimazione presunta: 31-8-1945

---

20) - LINEA PAVIA - CASALPUSTERLENGO -

Ponte a travata metallica al Km.17+179 fra le stazioni di Belgioioso e di Certeolona.-

Smontaggio della parte di travata danneggiata per la riparazione in officina e successivo rimontaggio. Sistemazione di tutta la travata rimasta spostata di cm.20 lato Pavia.-

- Importo: L. 1.000.000
- Ditta : Pellegrini Cesare (opere murarie)
- Ditta : Ing.Moncalvi & C. (opere in ferro)
- Consegna dei lavori: 15-5-1945 e 21-6-1945
- Lavoro eseguito: 90%.
- Ultimazione: 21-7-1945.-

---

21) - Ponte in muratura sul fiume Lambro al Km.31+436, fra le Fermate di Lambrinia e di Orio Litta.-

Costruzione di un ponte provvisorio in travi di ferro a doppio T in opera su stilate di legno poggianti ~~sulla~~ sulla base delle vecchie pile convenientemente rinforzate.-

- Importo : L. 4.000.000
- Ditta : I.C.O.S.
- Consegna dei lavori: 15-6-1945
Lavoro eseguito: 15%
- Ultimazione presunta 30-9-1945

4921

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

22)- LINEA MILANO-PIACENZA -

Ponte sul Fiume Po al Km.148+918 fra le stazioni di S.Stefano Lodigiano e di Piacenza.-

Ricostruzione travate in ferro della 5^,6^,7^,8^,9^ e 10^ luce del binario treni dispari e 1^8^,9^del binario treni pari e della 5^ pila in muratura di sostegno della 5^ e 6^ travata.-
Riparazione della 3^,4^ e 11^ travata del binario treni dispari e della 3^,4^,5^,6^,7^,10^ e 11^ del binario treni pari.-

Sono in corso solo i lavori per riattivazione del binario treni pari.- (°)

Importo L.50.000.000
Ditta: S.A.Rudoni
Consegna dei lavori 14-9-1945
Percentuale di lavoro 10%
Ultimazione presunta 15-9-1945 (°)

---

23)- LINEA CREMONA-FIRENZE -

Ponte in ferro sul Po al Km.3+026 fra le stazioni di Cremona e di Castelvetro.-

Ripristino provvisorio.-

- Importo L.50.000.000
- Ditta Ing.Rottura e Zaccheo
- Consegna dei lavori 21-5-1945
- Lavoro eseguito 8%
- Ultimazione presunta 31-10-1945

---

24)- Ponte in ferro sul fiume Adda al Km.7+969 fra le stazioni di Pizzighettone e di Rohtè d'Adda.-

Ripristino provvisorio.-

- Importo L. 15.000.000
- Ditta S.A.Zerbinati
- Consegna dei lavori 1-6-1945
- Lavoro eseguito 10%

Ultimazione presunta 31-10-1945.-

---

25)- LINEA PARMA - S. ENEO -

Ponte sul Fiume Oglio al Km.42+305 tra le stazioni di Piadena e di Canneto s/O.-

Ripristino provvisorio.-

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

Sono in corso solo i lavori per riattivazione del binario treni pari.- (*)

Importo L.50.000.000
Ditta: S.A.Radoni
Consegna dei lavori 14-5-1945
Percentuale di lavoro 10%
Ultimazione presunta 15-8-1945 (*)

---

23)- LINEA CREMONA-PIACENZA -

Ponte in ferro sul Po al Km.3+026 fra le stazioni di Cremona e di Castelvetro.-

Ripristino provvisorio.-

- Importo L.50.000.000
- Ditta Ing.Mottura e Zacchea
- Consegna dei lavori 21-5-1945
- Lavoro eseguito 8%
- Ultimazione presunta 31-10-1945

---

24)- Ponte in ferro sul fiume Adda al Km.7+969 fra le stazioni di Piadena e di Ponte d'Adda.-

Ripristino provvisorio.-

- Importo L. 15.000.000
- Ditta S.A.Zerbinati
- Consegna dei lavori 1-6-1945
- Lavoro eseguito 10%

Ultimazione presunta 31-10-1945.-

---

25)- LINEA PARMA - S. ZENO -

Ponte sul fiume Oglio al Km.42+305 tra le stazioni di Piadena e di Canneto S/O.-

Ripristino provvisorio.-

- Importo L.7.000.000
- Ditta Rossi
- Consegna dei lavori 1-6-1945
- Lavoro eseguito 5%
- Ultimazione presunta 31-10-1945.-

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

26)-LINEA LODI - S.ZENO -

Ponte sul fiume Po al Km.21+400 fra le stazioni di Casalmaggiore e di Stagno Lombardo.-

Ripristino provvisorio.-

- Importo L.70.000.000
- Ditta S.Antonio Badoni
- Consegna dei lavori 1-6-1945
- Lavoro eseguito 5%
Ultimazione presunta L.28-10-1945.

---

27)-LINEA CODOGNO - CREMONA -

Ponte sul fiume Adda al Km.7+969 fra le stazioni di Pizzighettone e di Ponte d'Adda.-

Ripristino provvisorio

Importo L.15.000.000
Ditta S.A.Zorbinati
Consegna dei lavori 4-5-1945
Lavoro eseguito 5%.
Presunta ultimazione il 30 ottobre 1945.

---

28)- LINEA CREMONA - MANTOVA -

Ponte sul fiume Oglio al Km.67+270 fra le stazioni di Bonzolo e Marcaria.-

Ripristino provvisorio.-

- Importo L.3.000.000
- Ditta S.A.Zorbinati
Consegna dei lavori 10-5-1945
- Lavoro eseguito 30%
- Presunta ultimazione il 31 agosto 1945

---

29)- LINEA BRESCIA - CREMONA -

Ponte sul fiume Oglio al Km. 6+241 fra la stazioni di Robecco Pontevico e di Verolanuova.-

Ripristino provvisorio.-

- Importo L. 2.000.000
- Ditta S.A.M.I.A.C.E.R.
- Consegna dei lavori 12-6-1945
- Lavoro eseguito 7%
- Presunta ultimazione 30 settembre 1945

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

27)-LINEA CODOGNO - CREMONA -

Ponte sul fiume Adda al Km.7+969 fra le stazioni di Pizzighettone e di Ponte d'Adda.-.

Ripristino provvisorio

Importo L.15.000.000
Ditta S.A.Zorbinati
Consegna dei lavori 4-5-1945
Lavoro eseguito 5%.
Presunta ultimazione il 30 ottobre 1945.

---

28)- LINEA CREMONA - MANTOVA -

Ponte sul fiume Oglio al Km.67+70 fra le stazioni di Bozzolo e Marcaria.-

Ripristino provvisorio.-

- Importo L.3.000.000
- Ditta S.A.Zorbinati
Consegna dei lavori 10-5-1945
- Lavoro eseguito 30%
- Presunta ultimazione il 31 agosto 1945

---

29)- LINEA BRESCIA - CREMONA -

Ponte sul fiume Oglio al Km. 5+241 fra le stazioni di Robecco Pontevico e di Verolanuova.-

Ripristino provvisorio.-

- Importo L. 2.000.000
- Ditta S.A.M.I.C.E.N.
- Consegna dei lavori 1-6-1945
- Lavoro eseguito 7%
- Presunta ultimazione 30 settembre 1945

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

30)- LINEA ALESSANDRIA - PIACENZA -

Ponte sul torrente Trebbia al Km.30+300 fra le stazioni di S.Nicolò e di Piacenza.-

Ripristino del tratto non interessato dal ponte.-

- Importo L. 40.000.000
- Ditta Romea Ing.P. Vittorio
- Consegna dei lavori 1-6-1945
- Lavoro eseguito 15%
- Presunta ultimazione 31 ottobre 1945

---

31)- LINEA PARMA - PIACENZA -

Ponte sul torrente Taro al Km. 98+088 fra le stazioni di Parma e di Castelguelfo.-

Ripristino definitivo.-

- Ditte S.A.C.O.P.E.
- Importo L. 30.000.000
- Consegna dei lavori 1-6-1945
- Lavoro eseguito 17%
- Presunta ultimazione 31 ottobre 1945.-

---

32)- LINEA PONTE - CHIVASSO -

Ponte in ferro ad una travata in 3 luci sul fiume Adda al Km.29+629 fra le stazioni di Lirano e di Castelnuovo.-

Riparazione delle travi principali e trasversali, longherine e tavolati metallici.-

- Importo L. 1.200.000
- Ditte S.A.Antonio Badoni
- Consegna dei lavori 17-5-1945
- Lavoro eseguito 70%
- Presunta ultimazione 31-8-1945

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

C)- F A B B R I C A T I -

33)- Stazione di Milano Smistamento -
Ripristino della copertura del capannone O R.-

- Importo L.3.525.000
- Ditta Ing. Mario Lucne
Consegna dei lavori 9-7-1945
- Lavoro eseguito 5%
- Presunta ultimazione 16-10-1945

---

34)- Stazione di Milano Smistamento -
Sistemazione delle strutture portanti e della copertura del capannone gr. nelle Officine del D.L.-

- Importo L.
- Ditta Pietro Bernè
- Consegna dei lavori
- Lavoro eseguito
- Presunta ultimazione

In corso trattative per l'assegnazione dei lavori.-

Stazione di Milano Smistamento -
35)- Ripristino nelle strutture portanti e della copertura del capannone tender nelle Officine del D.L.-

- Importo L. 1.130.000
- Ditta Pietro Bernè
- Consegna dei lavori 9-7-1945
- Lavoro eseguito 5%
- Presunta ultimazione 7-10-1945

Stazione di Milano Smistamento
36)- Ripristino copertura di 8 campate dei capannoni centro ricovero misti lato Piolteilo.-

- Importo L. 2.125.000
- Ditta Zaccarini Mario
- Consegna dei lavori 2-8-1945
- Presunta ultimazione 31-10-1945

Nella stazione di Milano Smistamento sono inoltre in corso i lavori:
- impianto di baracche ad uso mensa operai del D.L. dell'importo di L.30.000.
- Forniture sarramenti per il fabbricato uffici del Posto di movimento Centrale demolito dai bombardamenti, per l'importo di L.900.000.
Tali lavori vengono eseguiti in base a lettere commerciali.-

---

37)-Stazione di Milano Smistamento

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

34)- Stazione di Milano Smistamento -

Sistemazione delle strutture portanti e della copertura del campanone gr. nelle Officine del D.L.-

- Importo L.
- Ditta Pietro Bernè
- Consegne dei lavori
- Lavoro eseguito
- Presunta ultimazione

In corso trattative per l'assegnazione dei lavori.-

Stazione di Milano Smistamento -

35)- Rifacimento delle strutture portanti e della copertura del capannone tender nelle Officine del D.L.-

- Importo L. 1.130.000
- Ditta Pietro Bernè
- Consegna dei lavori 9-7-1945
- Lavoro eseguito 5%
- Presunta ultimazione 7-10-1945

Stazione di Milano Smistamento

35)- Rifacimento copertura di 8 campate dei capannoni centro ricovero misti lato Piottello.-

- Importo L. 2.125.000
- Ditta Zaccarini Mario
- Consegna dei lavori 2-8-1945
- Presunta ultimazione 31-10-1945

Nella stazione di Milano Smistamento sono inoltre in corso i lavori:
- Impianto di baracche ad uso mensa operai del D.L. dell'importo di L.50.000.
- Forniture serramenti per il fabbricato uffici del Posto di Movimento Centrale danneggiato dai bombardamenti, per l'importo di L.900.000.
Tali lavori vengono eseguiti in base a lettere commerciali.-

---

37)-Stazione di Milano P.Genova -

Sistemazione uffici movimento nell'ex M.M. P.V.

Importo L.200.000
Ditta F.lli Aielli
(I lavori vengono eseguiti in base a lettera commerciale.)

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

38)- Stazione di Milano P.Vittoria -

Ricostruzione muro contenitore p.c. e di un tratto di copertura del capannone arrivi.-

- Importo L.300.000
- Ditta Fenaroli

(I lavori vengono eseguiti in base a lettere commerciali).-

---

39)- Stazione di Milano S.Cristoforo -

Ripristino dei serramenti del magazzino merci.-

- Ditta Zambelli
- Importo L. 100.000

(I lavori vengono eseguiti in base a lettere commerciali).-

---

40)- Stazione di Ponte S.Pietro -

Ricostruzione della copertura e riparazioni generali al F.V.-

- Importo L.150.000
- Ditta Fili Ravasio
- Consegna dei lavori 10-II-1944
- Lavoro eseguito 35%
- Presenta ultimazione 30-9-1945

---

41)- Stazione di Lecco -

Ricostruzione delle coperture e riparazione generale nei fabbricati officina Trazione, Dormitorio personale, Rimessa locomotive e fabbricati minori.-

- Importo L.1.700.000
- Ditta F.lli Tedeschini
- Consegna dei lavori 20-3-1945
- Lavoro eseguito 30%
- Presenta ultimazione 20-X-1945

---

42)- Stazione di Colico -

Ripristino generale delle coperture e riparazioni varie del F.V. e fabbricati accessori.-

- Importo L.800.000
- Ditta Corti Alvesio
- Consegna dei lavori 10-2-1945
- Lavoro eseguito 60%

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

Ripristino dei serramenti del magazzino merci.-

- Ditta Zambelli
- Importo L. 100.000

(I lavori vengono eseguiti in base a lettere commerciali).-

---

40)- Stazione di Ponte S.Pietro -

Ricostruzione della copertura e riparazioni generali al F.V.-

- Importo L.150.000
- Ditta Flli Ravasio
- Consegna dei lavori 10-11-1944
- Lavoro eseguito 35%
- Presunta ultimazione 30-9-1945

---

41)- Stazione di Lecco -

Ricostruzione delle coperture e riparazione generale nei fabbricati officine Trazione, Dormitorio personale, Rimesse locomotive e fabbricati minori.-

- Importo L. 1.700.000
- Ditta F.lli Tedeschini
- Consegna dei lavori 20-3-1945
- Lavoro eseguito 30%
- Presunta ultimazione 20-3-1945

---

42)- Stazione di Colico -

Rifacimento generale delle coperture e riparazioni varie del F.V. e fabbricati accessori.-

- Importo L.800.000
- Ditta Corti Ilvenio
- Consegna dei lavori 10-2-1945
- Lavoro eseguito 60%
- Presunta ultimazione 30-9-1945

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

43)- Stazione di Sondrio -

Ripristino generale delle coperture e riparazioni interne del F.V.- Rimessa, Dormitorio e fabbricati accessori.-

- Importo L. 700.000
- Ditta F.lli Morani
- Consegna: 20-3-1945
- Lavoro eseguito 50%
- Presunta ultimazione 30-9-1945.

---

44)- Stazione di Pavia -

Ricostruzione di tutta la copertura del tetto e delle fosse a fuoco e delle pavimentazione della vecchia Rimessa locomotive.-

- Importo L.500.000
- Ditta Garbagna Gilio
- Consegna 1-7-1945
- Lavoro eseguito 30%
- Presunta ultimazione 31-8-1945.-

---

45)- Stazione di Casalpusterlengo -

Riparazione dei tetti, serramenti, soffitti, pavimenti e pareti interne ed esterne del F.V. e M.M., nonché dei marciapiedi.-

- Importo L. 800.000
- Ditta Spanci Angelo
- Consegna 1-5-1945
- Lavoro eseguito 40%
- Presunta ultimazione 15-X-1945

---

46)- Stazione di Codogno -

Riparazione del F.V., M.M.P.V., Dormitorio personale di macchina, e personale viaggiante, rifornitore e fabbricati accessori, nonché della cabina ex Magnani e marciapiedi.-

- Import 2.000.000
- Ditta [illegible]ni Angelo
- Consegna 2-5-1945
- Lavoro eseguito 25%
- Presunta ultimazione 30-II-1945

4920

---

47)- Linea Milano - Piacenza - Riparazione dei tetti, serramenti, sof=

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

44)- Stazione di Pavia -

Ricostruzione di tutta la copertura del tetto e delle fosse a fuoco e della pavimentazione della vecchia Rimessa locomotive.-

- Importo L.500.000
- Ditta Garbagna Otilio
- Consegna 1-7-1945
- Lavoro eseguito 30%
- Presunta ultimazione 31-8-1945.-

---

45)- Stazione di Casalpusterlengo -

Riparazione dei tetti, serramenti, soffitti, pavimenti e pareti interne ed esterne nel F.V. e M.M., nonché dei marciapiedi.-

- Importo L.1000.000
- Ditta Spezzi Angelo
- Consegna 1-5-1945
- Lavoro eseguito 40%
- Presunta ultimazione 15-X-1945

---

46)- Stazione di Codogno -

Riparazione del F.V., M.C.F.V., Dormitorio personale di macchina, e personale viaggiante, rifornitore e fabbricati accessori, nonché della casa ex Magnani e marciapiedi.-

- Import 2.000.000
- Ditta Spezzi Angelo
- Consegna 2-5-1945
- Lavoro eseguito 25%
- Presunta ultimazione 30-II-1945

4920

---

47)- Linea Milano - Piacenza - Riparazione dei tetti, serramenti, soffitti, pavimenti e pareti delle C.C. di Km.143+735, 175+559 e 176+375.-

- Importo complessivo L.500.000
- Ditta Spezzi Angelo
- Consegna 1-6-1945
- Lavoro eseguito 70%
- Presunta ultimazione 30-8-1945.-

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

48) - Stazione di Cremona - Ponte Pieve S.Giacomo - Torre de' Picenardi e C.C. Km. 33+397 e 35+005 della linea Cremona - Pigarolo.-

Ripristino definitivo dei F.V. delle stazioni e delle C.C.-

- Importo L. 1.000.000
- Ditta Pellegri Arcangelo
- Consegna 1-8-1944
- Lavoro eseguito 70%
- Ultimazione presunta 30-9-1945

---

49)- Stazione di Sospello -

Ripristino del fabbricato del D.L.- Sabbatu Rialto - F.V. e G.V.-

- Importo L. 1.000.000
- Ditta Carmignani Guido
Consegna 1-8-1944
- Lavoro eseguito 30%
- Presunta ultimazione 31-1-1946

---

50)- Stazione di Piacenza -

Ripristino definitivo del F.V.

-Importo L.800.000
-Ditta Galuppi Luciano
-Consegna 2-5-1945
-Lavoro eseguito 35%
-Presunta ultimazione 31-X-1945

---

51)- Stazione di Parenzo -

Ripristino definitivo del F.V.-

- Importo L.400.000
- Ditta Dalmiglio Camillo
- Consegna 1-5-1945
- Lavoro eseguito 40%
- Presunta ultimazione 31-X-1945

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

2281

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

56

TRANSPORTATION SUB-COMMISSION.A.C..
(RAIL DIVISION)
c/o Transportation (Br)Main.
C.M.F.

16th December 1945

Tel : 843239
Ref : AC/Tn/76/81

4/c 44

SUBJECT : Inspections & Assistance to I.S.R.

TO : Lt. Skouse

In accordance with the request by the Compartimento of Bologna I.S.R. proceed to Ostiglia bridge, investigate with the I.S.R. Engineers the possible use of plastic explosives underwater to cut into sections, small enough to be taken out of the river, the steel and reinforced concrete debris from the Road bridge that is obstructing the reconstruction of the RR bridge, and also dangerous to the temporary RR bridge, by reason of its causing scour in the river bed, this will be with the Genio Civile' Contractors "Santa Maria.

Piles for Ansaldo, these were obtainable from Val D'Aosta - size approx. 8 x 25, from Camonica size 12m x .35 Ø. The Comitato del Legno Foro Bonnparte Milan or I.S.R. H.Q. Milan, would give you more information about this.

Earthworks. Could you arrange for M.E. Coy to lend a hand on this, through the H.Q. District Works Service (CRE), as the completion of this bridge before the floods, is of vital importance.

Check up, for all four Contractors and see that their materials are on order and arriving, if not please chase.

For A.H.STREET, Lt.Col.

S. F. BUCKLEY, Major RE

4919

2 2 B 21

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

File 44

55

TRANSPORTATION & SHIPPING SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main,
C.M.F.

Tel : 843209
Ref : AC/211/Tn 4.

17 December 1945

Subject : Derequisition of the Società Italaina L.L.L. of Porto Marghera.

To : Director Industry & Utilities Sub-Commission.

1. The re-electrification program of the Italian State Railways is proceeding very slowly for the need of certain materials.

2. This Division has been notified by the Italian State Railways that aluminium cable steel reinforced (steel-cared aluminium) for high tension lines is needed.

3. The most important manufacturer of this material is the Soc. Italiana L.L.L. of Porto Marghera (Venice area). It is understood this plant is requisitioned by military authorities. Although certain contracts have been let for the manufacture of this material to the T.L.M. of Brescia, Pirelli of Milan and the Metallurgica Feltrine Feltre, It is pointed out the capacity of the Soc. Italiana L.L.L. of Porto Marghera is greater than the combined capacity of the three mantioned plants.

4. It is requested that action be taken to have the plant of the Società Italiana L.L.L. of Porto Marghera derequisitioned by the military authorities to insure the Italian State Railways an adequate supply of these conductors.

4918

R.P.MOSS,
Chief, Rail Division.

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

Separate Report. Ponte Lagoscuro. Line

P.6 44

As requested by Eng. Lo Cigno and Capo Compartimento Bologna Lt. W.H.Skouse visited Ponte Lagoscuro in order to determine a possible finishing date for this bridge as I.S.R. are most anxious to have the use of this bridge in order to gain access as soon as possible to the Venice Region. The following information was obtained :-

2284

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

1). The construction of this temporary pile bridge is under the direct control of R.C.E.I. (Rear)

2). R.C.E.I. Rear was visited and stated that the finishing date is early February. This is now feasible because of the following:-
(a) A Rly bridging section is being moved in along with part of a Rly construction Coy. R.E.
(b) Four good pile drivers are now on the river.
(c) The bridging site is clear no obstruction in river and has good access.
(d) Stores are abundant and mostly now arrived.
(e) There is no high water due before February.

3). No knowledge of the penetration of piles or local character of the river was available.

Lt Shaw.
17 Dec 45

2281

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

Line Modena - Mantova. Separate Report Line file 114

Capo Compartimento Bologna requested me urgently that 3 military steel spans be released to him for use on the Modena - Mantova line at The fiume Secchia (approx. size 3 @ 30 M.). The request was passed by Lt. T.H.Skouse to Major S.F.Buckley with reccommendations because of the following:-

1). Without outside help the I.S.R. have repaired this line themselves, and it only remains to bridge the river Secchia to have the line working again.

2). The piers have been reconstructed and only the steelwork remains to be done.

3). This line serves a very rich agricultural district and with the readvent of the railway this produce could be got to the market once again, thus greatly helping to keep prices down.

4). Capo Compartimento Bologna very earnestly reccommends the release of the necessary steel in support of para 3 above.

Separate Report.

Summary of visit to Bologna Compartimento:-

Apart from Ostiglia bridge reconstruction is going ahead with only minor nad temporary difficulties. Also apart from Ostiglia bridge, winterisation is sufficient on the following lines:- Florence-Bologna; Bologna-Piacenza; Bologna-Rimini; Bologna-Ferrara.

Owing to the immense amount of reconstruction still to be done in

4917

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

the Compartimento, the services of an A.C. Field Engineer are reccommended and requested by the compartimento if only for liaison purposes.

Much Time is being lost in the Compartimento due to little things such as Motor Transport break downs and lack of spares. Intervention on behalf of the I.S.R. by an A.C. officer is of great assistance and a very valuable saving of time to them.

W.H.SKOUSE, Lt. R.E.

4916

2287

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

File 26/47
53

T NSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
c/o. TRANSPORTATION (Br) MAIN,
C.M.F.

17th December 1945.

Tel : 843239

Subject : Report on Engineers visit to Bologna Compartimento.

3rd Dec. 1945:-a) The Capo Sezione Lavori Bologna Compartimento phoned A.C. In Sub-Commission Rails to state that the electric Energy at Ostiglia Bridge had been cut off for 4 days per week thus causing a very grave situation at the bridge. The power, he stated had been cut off by "Societh Elettrica Interprovinciale - Verona" in the interests of national economy.

b) The capo also stated that the he would appreciate a visit from an A.C. Engineer to Ostiglia Bridge and Ponte Lagoscuro and also help him with a few problems in the compartimento.
Major Buckley agreed to send Lt. W.H. Skouse R.E.

a) Major S.P. Buckley telaprinted A.M.G. and Public Utilities in order to reinstate the electric power at Ostiglia bridge.

Ostiglia bridge:- This was visited by Lt. W.H. Skouse on 9th Dec. 1945 when the following observations were made :-

General :- a) Progress on the bridge is very poor and at its present progress there is no hope of finishing this bridge before the spring floods. The temporary military bridge may or may not stand up to another flood, but it is the general impression that it will not. The river Po engineers were consulted on this to-day and they opined that the bridge will not stand another flood. This is also the opinion of Lt. W.H. Skouse after making observation with 4915 gations against the present flow of water.

b) Progress on the bridge is slow because of the following:-
(i) The work on the bridge lacksco-ordinated direction as their are too many contractors on this bridge and up to to-days visit they had been unable to co-ordinate well.
(ii) Materials in the past two months have been slow in a arriving at the bridge - despite all efforts of the I.G.H.
to hasten them

2284

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

(iii) The electric power had now been reinstated for 24 hrs per day for 7 days per week in pursuance of the efforts of Major B.F. Buckley.

A report follows on each sphere of the work in progress.

Steelwork : (Ansaldo). This work is the most behind of all and is the key to finishing the bridge before the floods.
Ansaldo had not up to the date of this visit put in one pile in order to make temporary piers to hold up the damaged steel spans which of necessity must be supported before being repaired. Ansaldo commenced pile driving where possible with one pile driver the day after this visit. A second pile driver is now almost ready to assist. Ansaldo is faced with one major difficulty which is likely to impede progress greatly. This difficulty takes shape in masses of the demolished road bridge being in the river bed where Ansaldo must sink his piles. The Genio Civile has a firm (Santa Maria) working on clearing this steel and concrete away but the present system is much too slow. Lt.W.H.Skouse conferred with this firm and arranged with them to fetch four divers and demolish this steelwork by underwater charges.
Great care must be taken with these charges if no damage is to be caused to the temporary rail bridge. Gabions are being placed round the piers of the temporary bridge in the near vicinity as a precaution. No explosions will take place without the primary permission of H.Q. A.C. In. Sub-Commission Rails and it is suggested that Lt. W.H.Skouse be present at the first trials. If this steelwork is removed, Ansaldo can get ahead and the bridge made ready for the spring floods.
The repairs already done by Ansaldo are excellently finished but use up a great deal of time. There is little harm in this as Ansaldo cannot do much until he gets his piers constructed Total requirements of piles required for Ansaldo is approx. 400. He has at present 54 which is sufficient for his immediate needs.

Steelwork : (Roth Wagner). Col. Pazzi of the firm Badoni in company with Lt Skouse visited 333. T.E.D. where permission was given to recover from there all Roth Wagner parts necessary for Ostiglia bridge. Permission was also given to recover several damaged cranes and pile drivers of Italian origin. These will be sent to the firm of Badoni at Lecco for repair and put into service again. The Roth Wagner Dump at Ostiglia Station is well laid out and the repair of damaged parts well in hand. It will be necessary to break the main line near the bridge, lay in a L.H. turnout

1944

2289

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

(on a curve) and lay a track to the permanent bridge with which to carry Roth Wagner Material to the assembly point.

Masonry :- (Piazzoli). This Contractor is still slow, and does not get on well with I.S.R. officials. However, his work is progressing favourably if slowly and at its present showing could be finished in February. Lt. T.E.Skouse visited the compression chamber working on the reconstruction of pier No 3. The chamber was then down 72 cm. difficulty was being had in removing some German demolision charges lodged in the Masonry, but no real drawback to the sinking of the chamber was being caused.
The reconstruction of pier No 6 is progressing well (½ metre per day) and is safe from floods. The abutment on the Verona side is finished and only requires a bank seat for the girder to be put in place.

Earthworks :- (Piazzoli). This is progressing slowly and requires speeding up and every advantage should be taken of dry weather as this earth becomes very "gluey" in wet weather. A night shift should be inaugurated here. The contractor, Piazzoli was not present being ill and at home in Milan.

General impressions :- A general feeling of apathy seems to prevail amongst all concerned, and is no doubt due to the poor arrival of stores together with the lack of an energetic and decisive direction. This bridge requires regular and frequent visits from an A.C. Engineer not for the purpose of spurring everyone on or telling them what to do as all are competent engineers, but rather to assist, and make sure of the prompt arrival of any commodity required. In this manner the bridge can be finished before the spring floods, but it definitely willnot be on the progress shown in the absence of any direct and local A.C. help. Capo Compartimento and Sezione Lavori are agreed on this.

4913

Ponte Lagoscuro

As requested by Eng. Lo Cigno and Capo Compartimento Bologna Lt. W.H.Skouse visited Ponte Lagoscuro in order to determine a possible finishing date for this bridge as I.S.R. are most anxious to have the use of this bridge in order to gain access as soon as possible to the Venice Region. The following information was obtained :-

22901

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

1). The construction of this temporary pile bridge is under the direct control of R.C.E.I. (Rear)

2). R.C.E.I. Rear was visited and stated that the finishing date is early February. This is now feasible because of the following:-
(a) A Rly bridging section is being moved in along with part of a Rly construction Coy. R.E.
(b) Four good pile drivers are now on the river.
(c) The bridging site is clear no obstruction in river and has good access.
(d) Stores are abundant and mostly now arrived.
(e) There is no high water due before February.

3). No knowledge of the penetration of piles or local character of the river was available.

Line Modena - Mantova.

Capo Compartimento Bologna requested most urgently that 3 military steel spans be released to him for use on the Modena - Mantova line at The fiume Secchia (approx. size 3 @ 30 M.). The request was passed by Lt. W.H.Skoute to Major H.F.Buckley with recommendations because of the following:-

1). Without outside help the I.C.E. have repaired this line themselves, and it only remains to bridge the river Secchia to have the line working again.

2). The piers have been reconstructed and only the steelwork remains to be done.

3). This line serves a very rich agricultural district and with the readvent of the railway this produce could be got to the market once again, thus greatly helping to keep prices down.

4). Capo Compartimento Bologna very earnestly recommends the release of the necessary steel in support of para 3 above.

4912

Summary of visit to Bologna Compartimento:-

Apart from Ostiglia bridge reconstruction is going ahead with only minor and temporary difficulties. Also apart from Ostiglia bridge, winterisation is sufficient on the following lines:- Florence-Bologna; Bologna-Piacenza; Bologna-Rimini; Bologna-Ferrara.

Owing to the immense amount of reconstruction still to be done in

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

the Compartments, the services of an A.C. Field Engineer are reccommended and requested by the compartments if only for liaison purposes.

Much Time is being lost in the Compartments due to little things such as Motor Transport break downs and lack of spares. Intervention on behalf of the I.B.R. by an A.C. officer is of great assistance and a very valuable saving of time to them.

W.H.SKOUSE, Lt. R.E.

4911

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

file 44

171600

Tn Inc(AC/TH/RAILS)

OC 745 SERVICE STATION REME

OI UNCLASSIFIED(.) REFERENCE LETTER TECNICO COLL
NUMBER 6470 FROM ITALIAN ARSENAL HAVE YOU ANY OBJECTION
TO RAIL SERVICE THROUGH AREA FROM VIA BALILLA TO VIA EMILIA(.)

Routine

1910

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

File 44 7
Film/mt

TRANSPORTATION & SHIPPING SUB-COMMISSION A.C.,
(RAIL DIVISION)
C/o Transportation (Br) Main,
C.M.F.

8 December 1945

Tel.: 843230
Ref.: AC/100/Tn.4

SUBJECT: Udine avoiding Line.

TO : I.S.R. Bldg.

1. Reference L.G.B.1s/85521 of 28 November.

2. It will be necessary to maintain the "Udine avoiding line", as long as the Military Railway Service is interested in the area.

P. G. MATECH
MAJOR T.C.

For Director.

Copy to:- Lt.Col. Street Bldg
I.S.R. Bldg.

4909

23941

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

497

HEADQUARTERS
ALLIED COMMISSION
MILAN OFFICE
APO 394
TRANSPORTATION SUB-COMMISSION

3rd December 1945

Tel : 632141 Ext. 40
1789/M/TN2/M

SUBJECT : Improvement Mantova Barge Harbor.

TO : Ferrovia dello Stato
Palazzo Litta
Corso Magenta 24 - Milano

1. We are in receipt of information that a considerable tonnage of imported coal and grain will move from Venice into northwest Italy through Mantova within the next two months. It is intended to move as much as possible by barge from shipside and up the Po river to Mantova where it will be transhipped into smaller barges or into rail wagons for final delivery.

2. Will you please examine the rail connections to Mantova barge harbor and bend every effort to effect a rehabilitation of your rail connections there so that the anticipated movement of fuel and foodstuff will not be impeded.

3. The dredging nad clearing of the barge harbor will proceed apace with your improvements.

4. Please feel free to call upon this office for any help that you may need.

Sgd : M. HARRIS
Lt. Col. C.E.

4998

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

File for Mantova Harbour SIDINGS

50

Tn (Inc Tn Sub-Commission) 7II30

LT.SHOUSE c/o Maj.HOLE E.L.O. SIGNAL OFFICE BOLOGNA

034 RESTRICTED(.) OSTIGLIA BRIDGE(.) REPORT PROGRESS DIFFICULTIES ETC ALL FOUR CONTRACTORS AND GENIO CIVILE CLEARING RIVERBED(.) I UNDERSTOOD THAT ANSALDO WERE CLEARING RIVERBED(.) XXXXXX ENDEAVOUR OBTAIN BRIDGE RECORDS EX BADONI(.) BARGE HARBOUR MANTOVA FIND OUT POSSIBLY BY PHONE IF SIDINGS THERE AND RAILCONNECTION TO MAIN LINE FIT FOR TRAFFIC IF NOT HOW LONG(.) AMG TN OFFICER MILAN 1789/M/TN2/M TO BIANCHI REFERS(.) ACK(.)

0/1545/11

4907

One copy of this should be on Ostiglia Bridge file as well

Important PB

! PBuckley Imp at DE

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

SPE/af

44

TR. 3PORTATION SUB-COMMISSION .A.C.,
(RAIL DIVISION)
c/o Transportation (Br)Main,
C.M.F.

Tel : 843239
Ref : AC/Tn/44/48/C.E.

14th November I945

To o/i/c TM/AC/Rails
Milan

SUBJECT : Reconstruction of Bridge over River OGLIO at Km 23+950 - Line 26 Rovato-Soncino.

I. There is no objection by this Department to the reconstruction of the above mentioned bridge.

2. The form A.C.I. in duplicate returned together with the one copy of the project.

3. These documents should be handed to the Engineer of the Società Nazionale di Ferrovie to obtain the approval of the Regional Finance Section of AMG/AC please.

Questo Dipartimento ha nulla in contrario alla ricostruzione del suddetto ponte.

Il modulo A.C.I. in duplicato si restituisce insieme a una copia del progetto.

Questi documenti dovrebbero essere consegnati all'ingegnere della Soc. Naz. di Ferrovie per ottenere il benestare della Regional Finance Section della AMG/AC.

S.P. BUCKLEY, Major RE
For Lt. Col. A.H. STREET

copy : Col. Street
S.N.di F. e F.
File

4906

2291

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

TO Major Buckley R.E.
Transportation Sub-Comm.
Rail Division
HQ.A.C. C.M.F.

Redabilar

Milan.2 November/45

Herewith two copies of project for the bridge over the River Oglio that the Private Railway Rovato-Soncino submit at your approval.

I received the List and the letter for Badoni through Ing.Bianchi to whom I consigned all.

Best regards from

Yours sincerely

Spadpeck

Ask when the Lric Rwy
& water needs it Serves — What is the
procedure with regard to the Private Rly &c

4935

file 44

1947

TRANSPORTATIC SUB COMMISSION
(RAIL DIVISION)
c/o Transportation Increment
C.M.F.

TO Transportation Sub Commission A.C.
for attention of Lieut.Webb.

Subject :Waggons for Bridge Reconstruction
Ref : 44 CE.Gen.

14th.Oct./45

Messrs Ferrobeton are working for the Italian State Railway rehabilition.

Would you arrange to have waggons spotted for them as & where they require them in the future.

They require:
2 Waggons Low side for timber 4mt. long. Spot at DARFO Station (Brescia) the 18th.October, consigned to S.A.I.Ferrobeton-Raccordo Bormida-Alessandria.

4 Waggons Low side,for timber 4 mt.long.Spot at PIAN di BORNO Station (Brescia) the 18th.Oct/45 Consigned to S.A.I.Ferrobeton Raccordo Bormida-Alessandria.

Sender Ca. Giovanni Bianchi.

please.

Oggetto ; Vagoni per la ricostruzione di Ponte
Ref : 44 CE.Gen.

La Ditta Ferrobeton é imprenditrice di lavori per la ricostruzione delle FF.SS.

Volete avere la gentilezza di far loro avere anche nel futuro i vagono per le destinazioni che essi richiedono.

Oggi richiedono:
2 Vagoni con bordi rialzati per trasportare il legname della lunghe di m.4 Dalla Stazione di DARFO in data 18 Ott/45.consegna S.A.I. Ferr beto Raccordo Bormida-Alessandria.

4 Vagoni con bordi rialzati per traspo legname della lunghezza di m.4.Della Stazione di PIAN di BORNO (brescia) il 18 Ott./45 Consegna S.A.I.Ferrobeto Raccordo Bormida-Alessandria.

Mittente Cav. Giovanni Bianchi.

S.P. Buckley
Major R.E.

Copies;

2 Lieut.Webb
1 S.A.I.Ferrobeton
1 File.

4904

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

SPB/em

file 44

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

~~Concat for Hen~~ file
~~in Int~~ 46

Tel : 843239
Ref : AC/Tn/44/46 C.2.

18th October 1945

SUBJECT : Hand over notes Major Buckley to Major Mole.

Sig. Ing. Bianchi is Commissario straordinario I.S.R. north west and appears to have the full power of a Deputy G.M.

Milan Compartimento: Tn AC have an office at Central station, scala B, room 30, this is on the left hand side platform, phone numbers, I.S.R. system, 265541, Interno 222, Military line 632003.

I.S.R. official Ing. Aschieri, Capo Sezione Lavori, Ing. Navaretti bridge engineer and general assistant to Aschieri, we have here sig. Ranzetti, Tn AC staff draftman, he keeps close contact with the above mentioned I.S.R. engineers.

Ing. Bianchi has his office at palazzo Litta, Corso Magenta 24, we have a temporary office here which we proposed to tr transfer to the central station, signora Grech secretary is in this office which is used mainly for contact work with 1212 R.C.E. and I.S.R.

My quarters are in this wing. I.S.R. previously supplied the part time services of a batman, Rosario Berti he has had some trouble with CNL and he has come off the payroll I.S.R., he is now working as office messenger and general factotum. I have asked A.M.G. to put him on the payroll. This asca temporary measure untill such time as ing. Bianchi who has this matter in hand has obtained his replacement of the I.S.R. payroll, he will then still continue to be office messenger, etc. A.C. staff now paid by the A.C. Advanced Echelon. Copy of pages attached.

A.C. transportation (Col. Harras) and Commerce Sub-Commission (Major White) are located in Montecatini A.M.G., the ravalent, telephone numbers are in our own telephone list, in both offices.

Work Section : Last monthly reports most of the progress was shown as concerns the winterization program, copy of report is with

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

Sig. Ing. Bianchi is Commissario straordinario I.S.R. north west and appears to have the full power of a Deputy G.M.

Milan Compartimento: Tn AC have an office at Central station, scala B, room 30, this is on the left hand side platform, phone numbers, I.S.R. system, 265541, Interno 222, Military line 632003.

I.S.R. official Ing. Aschieri, Capo Sezione Lavori, Ing. Navaretti bridge engineer and general assistant to Aschieri, we have here sig. Ranzetti, Tn AC staff draftman, he keeps close contact with the above mentioned I.S.R. engineers.

Ing. Bianchi has his office at palazzo Litta, Corso Magenta 24, we have a temporary office here which we proposed to tr transfer to the central station, signora Grech secretary is in this office which is used mainly for contact work with 1212 R.C.E. and I.S.R.

My quarters are in this wing. I.S.R. previously supplied the part time services of a batman, Rosario Berti he has had some trouble with CNL and he has come off the payroll I.S.R., he is now working as office messenger and general factotum. I have asked A.M.G. to put him on the payroll. This asca temporary measure untill such time as ing. Bianchi who has this matter in hand has obtained his replacement of the I.S.R. payroll, he will then still continue to be office messenger, etc. A.C. staff now paid by the A.C. Advanced Echelon. Copy of letter attached.

A.C. transportation (Col. Harras) and Commerce Sub-Commission (Major White) are located in Montecatini A.M.G., the revalent, telephone numbers are in our own telephone list, in both offices.

Work Section : Last monthly reports most of the progress was shown as concerns the winterization program, copy of report is with sig. Ranzetti who is making up the report for the current month this is automatic and he presents the draft copy to the O/I/C/ for check before it is sent to typing.

Line 61 : Milan-Genoa winterization, bridge over the Po at Mezzana Corte should be completed end of October, this line in Milan Division completed for traffic to Genoa.

Line 53 : Milan-Verona safe for Winter.

..//..

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

Line 54 : Bridge o r the river Ticino at Sea Calendo should be made safe for winter with a provisional bridge, should be completed by November 45.
Viaduct of 8 arches at Km. 4+142, a temporary repair, safe for winter should be completed 31st October.

Line 65 : Provisional work being done by 1212 R.C.E.
Permanent work by A.C. and I.S.R. well in hand.

Line 66.: Piacenza-Voghera-Alessandria = permanent bridge over river Trebbia, contractors short of cement, O.C. 1212 R.C.E. endeavouring to release from factory at Piacenza. M.R.S. are placing provisional spans, part of this bridge where arches have been blown out, this been replaced with earth fill, this will require watching when the river floods, as these arches will not be completed before winter.

Line 155 : Parma-Piadena-S.Zeno-Folzano = bridge over river Po near Castel Maggiore should be safe for Winter by 31st December.
Bridge over river Chiesa near Cannetto, Provisional work, safe for winter should be completed about 15th November.
This covers the main line, for details of other lines, see monthly report.

I should mentioned to you that there is a bridge on line 53, 12 Km east of Novarra over the river Ticino which was in the early stages to be under Milan Compartimento, but has now been transferred to Turin as is is within their area,this is a conjoint Railway and Highway, this is a stone bridge, very much damaged but still open for traffic with speed restriction worked by tablet system. My report on this bridge is in the bridges file and you will find also copies of letters from the Regional Eng. Piedmont and Myself endeavouring to persuade the two authorities to get a move on.

Materials : The supply of materials worked by Committee under control of A.C., for instance, Comitato per legname e Comitato per le gomme, but in practice the requests from I.S.R. and Contractors do not function unless they heve our stamp and approval on this request, then usually bear their fruit. Contractors benmin, I stamp and approve their requests and as they do not complain, I presume they get it. 492

Tyres : The position is serious, Major White, Commerce has promised to affect the release by the Comitato per le gomme, and at least a portion of our outstanding request. They are two separate financial sections of the I.S.R. for M.T. One is the Engineering, the other Railway police. Sig. Gaslini usually collect these tyres when released and makes the necessary distribution and financial adjustement, I.S.R. have offered to change where praticable wheel sizes to suit non standard sizes of tyres that may be in stock or in process of manufacture

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

not be completed before winter.

Line 155 : Parma-Piadena-S.Zeno-Folzano = bridge over river Po near Castel Maggiore should be safe for Winter by 31st December.

Bridge over river Chiesa near Cannetto, Provisional work, safe for winter should be completed about 15th November.

This covers the main line, for details of other lines, see monthly report.

I should mentioned to you that there is a bridge on line 53, 12 Km east of Novarra over the river Ticino which was in the early stages to be under Milan Compartimento, but has now been transferred to Turin as is is within their area,this is a conjoint Railway and Highway, this is a stone bridge, very much damaged but st: still open for traffic with speed restriction worked by tablet syste: My report on this bridge is in the bridges file and you will find also copies of letters from the Regional Eng. Piedmont and Myself endeavouring to persuade the two authorities to get a move on.

Materials : The supply of materials worked by Committee under control of A.C., for instance, Comitato per legname e Comitato per le gomme, but in practice the requests from I.S.H. and Contractors do not function unless they have our stamp and approval on this request, thenythen usually bear their fruit. Contractors benain, I stamp and approve their requests and as they do not complain, I presume they get it.

4902

Tyres : The position is serious, Major White, Commerce has promised to affect the release by the Comitato per le gomme, and at least a portion of our outstanding request. They are two separate financial sections of the I.S.R. for M.T. One is the Engineering, the other Railway police. Sig. Gaslini usually collect these tyres when released and makes the necessary distribution and financial adjustement, I.S.R. have offered to change where praticable wheel sizes to suit non standard sizes of tyres that may be in stock or in process of manufacture by Pirelli and Michelin, a letter to Major White on this has been written.

Signal of Communication : This is coming along well, except east Brescia, where we can never get through on I.S.R. Lines to Verona and Venice, they promised to check up on this.

..//..

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

O/C 404 Tn Signals is working to help I.S.R., who has discoverd some 200 tons of signal equipment, obviously I.S.R. in Army dumps, he has obtained the release from D.A.D.O.S., number 2 District and when connecting, his own material has been good enough at the same time to pick up these I.S.R. equipments. Ing. Falocci, I.S.R., was to come from Rome to inspect and distribute.

I warned OC 404 SIGS that he would probably send most of it south, it is certainly northern material and he promised to see through his NCOs that Eng. Falocci makes a fair distribution to the northern Compartimenti, according to their immediate requirements.

S.P.BUCKLEY, Major R.E.

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

2304

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

64

45

TRANSPORTATION SIB COMMISSION
(Rail Division)
c/o Transportation Increment
C.M.F.

MEMORANDUM

26th Sept/45

TO Col. Harris CE.
Chief Transport Sub-Comm.
Advanced Echelon AC.

Line 61. MILAN-GENOA- Bridge over River Ticino at Pavia open for traffic temporary Single Line safe for Winter.

Now only one interruption on this Line, at Mezzana Corti this should be open to traffic, temporary spans 30 October/45

S.P.Buckley
Major R.E.

Copy to
HQ. Rome
Major Ping;
File Open Lines.

1941

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

44

In Sub-Commission A. C.
Rail Section
Venice

Tel. 27066
24th September 45

AC/TN/V12

Subject : Line Rovigo-Ferrara

To Tn Sub-Commission AC
Rail Section
Care Tn Main Rome.

I. Persuent to the request Ross-Blair to look into the report that M.R.S. has stopped reconstruction of the line Rovigo-Ferrara, the writer visited Rovigo 24th September 45 and interviewed Assistant Zennaro of the Works Section I.S.R.. M.R.S. is not represented there neither is Nov. and Tn. 553 work Sec. RE have moved away so had no other source of information then Zennaro.

2. The section of the line between Stanghella and Rovigo was used as a highway starting in May but now that the Main high way is repaired and a Bailey bridge erected over the River Adige , all traffic is being routed via Main road. Signs are still up showing the railway as Route 16 but other signs at Stanghella and Rovigo direct all traffic via Main highway and little if any is now moving via the railway.

3. Zennaro informs me that work on section Monselice to the Po is being carried out but there are five bridges requiring half a million brick, which are procurable in the area,

4900

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

which will delay completion until 15th December 45.

W. F. Blair, Major

W. F. BLAIR, Major

Tn S/C A C

Venice

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

AHS/mf 43

INTER OFFICE MEMO.

File N.AC/Tn/44/43/C.E.

SUBJECT : Ticino bridge

TO : Mr Moss
Chief Rail Division.

1. This is combined rail and road bridge. A plan and estimate for this bridge was prepared and submitted to the I.S.R. through this office.

2. The I.S.R. after considering the design returned all the papers to the Turin Division for handing over to the P.W.U. Piemonte region as the original design and estimate was prepared there.

3. On I6th September the Chief of Works Section agreed to the work being carried out to the same design as formerly existed.

4. I presume that all the information required has now been received by P.W.U.

A.H.STREET, Lt.Col.

Transp.Sub-Commission (Rail Div)
25th September I945
Tel : 843239

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

42

UFFICIO TRASPORTI BERGAMO

2267 = 2269

2

EP/MG

Bergamo I September 1945

Railway Service

I.S.R. North West Italy - Palazzo Litta, Corso Magenta 24, Milano.

I°) Re. your letter 4083/CD dated 27 August 1945, I noted the extension of the railway service Milano - Bergamo to operate between Milano and Grumello del Monte after having written my letter of August 20.

2°) Major Buckley of Military Railway Service, 59 Area, answered this office's letter of 7 August (attached) with his letter of 22 August 1945 (attached).

3°) While the extension to Grumello del Monte as in the 1st paragraph above partially satisfies our requirements, a reactivation of the Lecco-Bergamo-Grumello del Monte line is desired in order to solve the entire transportation problems involved.

Michael D. Desiderio
1st Lt. Q.M.C.
Transportation Officer

ALLIED COMMISSION BERGAMO

Copy to Lt.Col.Morley-Fletcher, Provincial Commissioner, Bergamo.
" to Mjr. Buckley, Milan.

4899

To Major Ping. HQ Rome
You have this in hand.
PP 12/9/45

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

UFFICIO TRASPORTI BERGAMO

2267 - 2269
2
VAW/MC

Bergamo 7th August 1945

Railway Service.

Officer i/c Transportation Sub Division Rail, Milan.

Repeated requests are being submitted to me by the Prefect of Bergamo Province for the opening of a rail service between Trucello-Bergamo-Lecco: this would assist some thirty thousand people in their transportation requirements.

We are unable at present to operate a bus service over this route due to lack of tyres.

A prompt reply would be greatly appreciated.

W.A.V. Walcher Capt.
Transportation officer

4898

Ref: 16/1/1/B.

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

TRANSPORTATION SUB-COMMISSION
UFFICIO (SUB-DIVISION) BERGAMO
c/o Transportation Increment
C.M.F.

To Chief TM/SUB/COMM.
Rail HQ

SUBJECT: Rail Service Cremella-Bergamo-Lecco. 22nd August 1945
REF: AC/TM/44 CE.

I°) Copy of attache letter TM/AC of 7th August 1945 from Transportation Officer A.M.G. Bergamo received 22nd August, applying for the above service.

2°) This is not my sphere but to save time I have sent this direct to you - as the standing regulations are that coal operated lines cannot be operated without HQ approval.

3°) This will save M.T. line not damaged.

4°) The Commissario Straordinario F.C.E. [illegible] easily run this service.

5°) Coal consumption approximately 3 Tons per day.

6°) C.C. I.M.S. agrees.

7°) Please signal approval.

P.S. HURLEY
Major R.E.

M.M.S.
F.S.S.O. [illegible] Area
Phone [illegible] Corso Buenos Aires (24) 24
" 4703 Central Station
Cave Lavori Office
[illegible]

Copy to C.D. [illegible] Milano
Col. Harris CT. Milano
A.M.G. TM Officer Bergamo
Commissario Straordinario I.C.E. Milano
HQ Rome
File.

4897

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

UFFICIO TRASPORTI BERGAMO

2267=2269

2
MJD/MG

Bergamo 20th August 1945

Railway Service Grumello-Lecco
A.M.G. Military Railway Service
Palazzo Litta - Corso Magenta 24 - Milano

1°: No reply has been received to our letter of the 7th instant written by Capt. Walker, former Provincial Transportation Officer as per copy enclosed.

2°: This matter is extremely urgent in as much as there are no other means of transportation throughout this area.

3°: Head engineer Capo Compartimento Bondavalle of F.S. Milano Palazzo Litta, Corso Magenta 24, advises that the Grumello-Bergamo-Lecco railway can be put into immediate operation. All that is needed, is A.M.G. approval.

4°: Would appreciate your giving the necessary approval so that this urgently needed transportation can be supplied to the people of this Province.

Michael P. Desiderio
1st Lt. A.M.G.
Transportation Officer

Copy to Lt. Col. Morley-Fletcher,
Provincial Commissioner.

4896

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI

Roma, 11-10 settembre 1945-

N°-L.C.6/14/51128-

41,

= OGGETTO =

Linea Torino-Milano.
Ponte promiscuo sul Ticino.

SIG. TEN.COLONNELLO S T R E E T
- Commissione Aleata - Sottocommissione Trasporti (Ferrovie)

S E D E

1) - Si fa riferimento al promemoria del Sig.Magg.BUCKLEY relativo alla ricostruzione del ponte promiscuo per ferrovia e per strada statale sul fiume Ticino della linea Torino-Milano.

2) - Nulla in contrario da parte di questa Amministrazione che il ponte in parola venga ricostruito adottando le modalità tecniche dell'opera preesistente, - e cioè in granito. —

IL CAPO DEL SERVIZIO

4895

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

SEZIONE LAVORI
F L O R E N C E.

Florence 17th August 1945

SUBJECT : Bridge spans on the Cecinella.

TO : Servizion Lavori e Costruzioni - Rome.
Capo Compartimento - Florence.
Mr. Richard - Florence.

1. We have been informed by the Firm BONFIGLIO of Milan that the local Commissario of the M.R.S. has decided to utilise for the temporary reconstruction of the steel bridge on the Ticino river in Sesto Calende, the two spans newly reconstructed meant for the Torrente Cecinella bridge, on the Florence - Empoli - Pisa line, that at present are to be found in the Workshop of the Bonfiglio Firm in Via Assereto, N° 7 - Milano.

2. Above mentioned spans, which were damaged by a bombardement in August 1943 have been only partially repaired as the Firm is laking in steel angles for the completion of the repairs.

3. As the above mentioned spans are necessary for the repairs of the bridge on the Cecinella stream which has been destroyed, we beg you to take steps so that the new spans will not be given for other bridges.

4. For your information and possible action to stop requisition of at least one span for single track.

5. To eng. Lo Cigno for your information and action please.

The Chief of Section Work.

Eng. POLO

4894

Copy to : Eng. Lo Cigno
Eng. Bianchi
Eng. Arghieri

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

1. We have been informed by the Firm BONFIGLIO of Milan that the local Commissario of the M.R.S. has decided to utilise for the temporary reconstruction of the steel bridge on the Ticino river in Sesto Calende, the two spans newly reconstructed meant for the Torrente Cecinella bridge, on the Florence - Empoli - Pisa line, that at present are to be found in the Workshop of the Bonfiglio Firm in Via Assereto, N° 7 - Milano.

2. Above mentioned spans, which were damaged by a bombardement in August 1943 have been only partially repaired as the Firm is laking in steel angles for the completion of the repairs.

3. As the above mentioned spans are necessary for the repairs of the bridge on the Cecinella stream which has been destroyed, we beg you to take steps so that the new spans will not be given for other bridges.

4. For your information and possible action to stop requisition of at least one span for single track.

5. To eng. Lo Cigno for your information and action please.

The Chief of Section Work.

Eng. POLO

4894

Copy to : Eng. Lo Cigno
Eng. Bianchi
Eng. Aschieri
H.Q. File
Tn/AC. Milano.

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

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

1

Infor file mess.

Subject: Spinrosse - Line 65
Bologna - Verona.

To : D.M.I.S.
A.D.M.I.S.
Lt.Col. Stall.
A.D.M.I.3 (C)
Lt.Col. Street, I.O.

Ha.Ad/Gen.
3 Sept'43.

Further to my 3.9/M.I.4 dated 1 Sept'43.

I.L.O.No4 has taken over, w.e.f. 1200 hours 3 September, military responsibility for maintenance of way Rm Line 65, Bologna - Verona.

(A. Ingall) Capt.
for Lieut.Col.
A.A.Tn (Const.).

4893

SPB/em

38

M E M O R A N D U M

TO : Lt. Col. STRESI.

Ticino bridge. Line 53 - This also carries highway Route 11. Compartimento Torino see original report Tn/AC/4/450/ of 15th June 1945. P.W. & T. estimate for rebuilding as previously designed. 50.000.000 Lire. Estimate for concrete with facing to match old work 35.000.000 lire. P.W.& U. Piemonte wish it to be built as the original design and are prepared to arrange the finance. I.S.R. Torino stated "no objection but wish to put in their own design"
Everything is ready to commence work now but held for I.S.R. consent to obtain financial approval. The proportions of the financial cost to be adjusted to I.S.R. a/c later.
Commissario straordinario I.S.R. has no objections. Engineers concerned Ing. Marchetti. State Highways, Ing. Savoia's assistant Ing Severantoni - I.S.R. Contractor. Girolo of Domodossola.

SPB.

S.P. BUCKLEY, Major R.E.

Copy to : AC/tn/ Rails Torino
Eng. Lo Cigno
Eng. [redacted]
[redacted]i.

4892

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

2717

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

(Copy)

TAKEN FROM PRESS

Col Shear for information

Progress on the rehabilitation of north Italy's railroad system is progressing rapidly. Although some of this work has been made obvious to the gerneral public with the resumpion of passenger service, other aspects of the work cannot yet be appreciated. In many istances the work which has been done on certain lines has not been sufficient to permit regular passenger movement of more than limited freight traffic.

From the Transportation Sub-Commision of Allied Commission, come some interesting figures on that section of North-Italy embracing Genoa and Turin and extending to the Frech border. In this area the Italian State Railways system had 59 damaged bridges when the Germans surrendered. By the middle of July, more than half of these had been restored to service by either temporary or permanent repairs. All but one of 35 damaged or blocked tunnels had been made available for use In addition there had been station and other buildings repairs, track and electric power lines installed.

"The work which has been dome on the railway system represents a fine example of the cooperation needed in all our pubbic projects," says Col.C.R.Birchett.Regional Engineer of Piemonte Region through whom the figures were released. "The work was done either by Italian State Railways or private contractors; materials were supplied through Allied Military Government, military, naval or normal civilian channel, and technical supervision and advice through the local field representative of the Transportation Sub-Commission."

In this, as in other public works projects, materials have proved to be a difficulty. It has been for thet reason, as well as for reason of haste, that some repairs have been temporary in character. Eventually, when service has been resumed and conditions will permit, permanent work will replace temporary work. Some idea of the magnitude of the work in sight will be gained by the fact that there is an immediate need for 6,5 milion bricks, 280,00 quintali of Cement, 340,000 quintali of iron and 10,000 cubic meters of timber,"

The allied Commission and local AMG authoritics afe giving high priority to work on the railroads. It is pointed out that one of the north Italy's most vital needs is transportation and every effort is being made to provide that resource.

4891

2318

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

9760

ARMY M-30.VII.45 B- SIGNALS

MABA V MAAZ NR 300047
FROM AC/TN

ILS MILANO 30112

TO TN INC MAIN ROME FOR MAJOR STREET

QQX GR 20 BT

017 . RESTRICTED . YOUR 0266 . TRENTO CALDONAZZO SECONDARY LINE NOT OPEN FOR TRAFFIC . INVESTIGATING . EXTEND VEHICLE NO 55 TO 9 AUGUST

BT 301100

SENT 30-1757 KGD AR

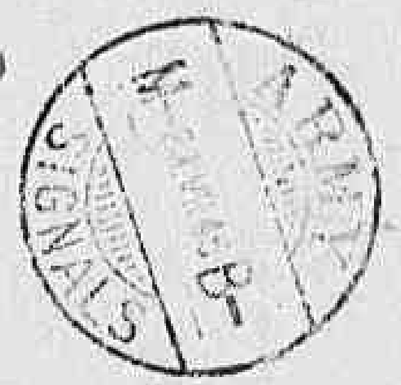
RD NR *47 1800B AGR BBBB

4890

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

Tn INC (Transportation Sub-Com) 23 10.30

Major BUCKLEY, E.I.S. H.Q. 59 Area.



0.66 (.) RESTRICTED (.) ADVISE URGENTLY IS LINE 173 TRENTO CALDONAZZO AVAILABLE FOR TRAFFIC (.)

AC2/ef

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

17 July 1945

Tel.: 843238

Ref.: AC/310/Tn.4

SUBJECT: Brescia Station.

TO : Movements (Rail)
Tn Sub-Commission.

1. Arrangements are in hand for the transfer of BRESCIA station from the Compartimento and Directorate of Verona to the Compartimento and Directorate of Milano with effect from 21 July 45.

A. Chief,
Rail Division.

Copy to:- Major Talbot
Tn Sub-Comm Adv. Sch.
C/o Regional Comm Lombardia
Major Street Tn Sub-Comm.
Major Baister Tn Sub-Comm.
Major Long Tn Sub-Comm.
Major Matson Tn Sub-Comm.

4888

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

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

AH3/cm

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

Tel : 843239
Ref : AC/Tu/44/33 C.S.

14th July 1945

SUBJECT / Estimates for Permanent repairs.

TO : Major Buckley
Major Mole
Mr. Richard
Capt. Greany
Capt. Conway

1. So far no estimates have been received for permanent repairs to the railways in the North of Italy.

2. It is essential that estimates be submitted as soon as possible for all repairs of a permanent nature.

3. Where permanent repairs are required urgently, so as to make the lines safe for the winter, the works can be put in hand at once and estimates submitted later.

4. Please instruct Capi Lavori in your divisions to submit to the Capo Sezione Eng. Lo Cigno estimates at the earliest possible date.

L887

A.H. STREET, Major.

Copy to : Eng. Lo Cigno.
Planning Staff.

2 3 2 21

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

Subject : Repairs in N.E. Italy.

To : N.C.E. 1.

Copy to : D.D.Tn. Eighth Army.
A.C. Tn. Sub-Comm. (Rails).

Military Railway Service,
C.M.F.

Tel; Firebox 9351.
Outside Line 84376.
Ref; Tn.A.1/212.

7 July 1945.

1. Reference your RCE1/165/86 dated 29 June 1945, para. number 5.

2. You should concern yourself only with work which is a military necessity. The decision as to what constitutes a military necessity lies :-

(a) for the safety of the lines, with yourself.

(b) for the facilities required for the proper operations of the lines, with D.D.Tn. 8 Army. (Col. Earley).

3. You should not instigate or assist contracts for any other work above that detailed in para. 2. Work of non-military importance must be handled by A.C. or A.M.C. as the case may be.

(A.W. McLaurin) Lt. Col. R.E.
for Brigadier.
Director, Military Railway Service.

4886

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

SECRET

HEADQUARTERS 20 JUN 1945

9924
JUNE 192024B

E/5908
JUNE 201640
ROUTINE

5 ARMY
CG MTOUSA INFO ALCOM ROME AFLRS ROME

SECRET.

1. Reference is SACMED cable FX 84469, dated 30 May 1945, following are TODT units required by 5TH ARMY: WINTERDIENST (Winter Service Unit) consisting of 7 officers and 46 skilled workers.

2. Additional TODT units not required by army are:

A. EINSAT Z GRUPPENSTAB (Headquarters) Administration, Supply, Transportation and Technical supervision of OT units in ITALY strength determined.

B. OBERLAULEITUNG VII Railway and general construction now working for military railway service.

C. OBERLAULEITUNG VIII railway and general construction now working for military railway service.

D. OBERLAULEITUNG XV railway and general construction now working for military railway service.

E. OBERLAULEITUNG XVI railway and general construction now working for military railway service.

F. OBERLAULEITUNG XVIII railway and general construction now working for military railway service.

G. Total strength of railway units is 257 officials and 1615 men.

H. WASSERGSCHLEIGSSUNGS-Installation, operation and maintenance of water facilities: 3 officials, 12 men.

I. KUHLDIENST refrigerator service: 1 official and 2 men.

4885

SECRET

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

J. TARNFARBENSTELLE, Camouflage- 2 officials and 6 men.

K. SAMMALEINHEITAMLSEMANN XVIII- 2 officials and 6 men.

L. STUB DIV VERS REGT 198 - 2 officials and 29 men.

M. OBERBAULEITUNG XVI - 40 - 50 personnel.

3. Other units have been scattered or lost? their identity.

DIST

INFO-ACTION - ECON SEC 3
INFO - CHIEF COMMISSIONER
EI COMMISSIONER
CA SEC
FILE

SECRET

4884

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

AFHQ RUTD FIR IMPO FIVE ARMY AND AFLRS ROME

517 29 June 1945 ROUTINE

SECRET PD

REFERENCE YOUR FOX XRAY EIGHT FOUR FOUR SIX NINE PD

SUBJECT IS TODT ORGANIZATION IN NORTHERN ITALY PD

PAREN TO AFHQ RPTD FOR IMPO FIVE ARMY AND AFLRS ROME FROM

MG ALCOM CITE ACCCO PAREN

PARA ONE PD THE USE OF TODT ORGANIZATION IN NORTHERN ITALY HAS BEEN DISCUSSED WITH THE ITALIAN GOVERNMENT INTERMITTENTLY. COMMITTEES WHO ARE OPPOSED TO IT PD THEIR VIEW IS SUPPORTED BY ECONOMIC SECTION IN THE LIGHT OF THE UNEMPLOYMENT IN NORTHERN ITALY AND IN VIEW OF THE POLICY THAT THE ITALIAN CIVIL ORGANIZATIONS SHOULD BECOME ACCUSTOMED TO ACT ON THEIR OWN WITHOUT OUTSIDE SUP PRT AS EARLY AS POSSIBLE PD

PARA TWO PD THE CENTO CIVILI CMA ELECTRIC COMPANIES AND OTHER PUBLIC SERVICE AND UTILITY UNDERTAKINGS ARE NOT SHORT OF TECHNICIANS OR OF LABOR BUT THEY ARE SHORT OF MATERIALS AND EQUIPMENT PD IT IS PROPOSED THEREFORE THAT THE MATERIALS AND EQUIPMENT BELONGING TO THE TODT ORGANIZATION BE TAKEN FROM IT AND HANDED OVER TO THE

ECONOMIC SECTION

4883

806

C. V. [illegible], Capt. AGD
S.O. in (C.A)
for S. L. ANDERSON, Brig.
Deputy Vice- Pres.

NICHOLAS PIOMBINO
CWO, USA
Assistant Adjutant

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

ITALIAN GOVERNMENT ON RECEIPT PD

PARA THREE PD THE ABOVE DOES NOT INCLUDE THE TRANSPORTATION UNITS REFERRED TO IN FIVE ARMY SIGNAL NINE NINE TWO FOUR OF NINETEEN JUNE PD THIS IS THE FIRST INTIMATION WE HAVE HAD OF THIS PD MATTER IS BEING INVESTIGATED AND OUR RECOMMENDATION WILL BE FORWARDED EARLIEST

END

Copy to:
Supply Division
Transportation S/C

4882

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

Memo. Milan
address & phone No on reports.

To Major Street. D.S.O

Herewet 4 Copies of MAIL Italy Plan Showing all Breaks, reported to date - Venice is not yet complete, as I have not had time to go over these again yet.

Also I find that Appendix "A" was missed from the envelope containing my report on Lines 219 - 65 - Renewal Nos.

On the way down I will make up the monthly reports for these -

See Report on Bridge No. East of Novara in this envelope - Hey Lane stopped the trains & divert via. Mortara.. This Bridge will be a long job -

4881

Am closing your valves, still Lane hopes -

Hope you received my Signals & Capt Conways report on Tunnel & words Line 60. on my return North & will go over & see if I can also contact the French Engineers.

J P Beaufoy - 15/6/45

PTO

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

General

Your K-2/TN/14 - 139 C.C. of 8th June/44

no mention of Line 219. Pisa Florence

SB 16/6/45

The latest open Lines I will bring down with me - mark on plan M. River Italy.

FREJUS Tunnel Line 50. Have just heard that RCE 1212 is making a Recce, also that as when the L. St. repaired the Centre or better Middle Section between the Rock & Lining they left a gap. for the Boches

It is hoped that the explosion in this part has only brought down the Lining & perhaps a little rock - LFB

This is all "bits & pieces" as the news come in, please excuse but I want this to catch the Plane.

Have heard that there is a big dump of Enemy & Italian Vehicles at RIMINI, could Maj Mole check up on this - ? please

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

AHS/sf

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

21st June 1945

Tel : 843239
Ref : AC/Tn/44/65/C.E.

SUBJECT : Requisitioning of 7 cars.

TO : Allied Commission
G 4 Branch.

1. Authority is requested, addressed to Regional Commissioner Piedmonte Region to requisition 7 cars in excess of regional establishment.

2. These cars are urgently required for use by Italian State Railway engineers to enable them to supervise works of urgency in the rehabilitation of the State Railways.

3. I am given to understand, that the Regional Commissioner is willing to do this, as soon as authority is given.

For the Director.

O.H.LINDBERG, Lt.Col.

4880

May Stat

SECRET 26

ALLIED FORCE HEADQUARTERS
G-4 (MOV & TN)

Mov 3. (Rail Road and MFQ) 7 June 45

WEEKLY SITREP No. 12

RAIL INTELLIGENCE

Operation

Effec+ 1 June 45 192 Rail way Opera+ing Coy assumed supervisory responsibili+y for opera+ions on lines 86 Cen+ral and 86 Nor+h ANCONA - RIMINI. Effec+ive same da+e opera+ions on sec+ion FAENZA - BOLOGNA was +aken-over by ISR under supervision da+.189 Railway Opera+ing Coy. Un+il fur+her no+ice sec+ion RIMINI - FAENZA will be opera+ed by 189 Railway Opera+ing Coy.

Construction

Line No		Present State of Work
86	FAENZA-BOLOGNA-S.PIETRO in CASALI	Opened 1 Jun 45.
65	GRIZZANA -BOLOGNA	Opened 3 Jun 45
86	OSIMO-ANCONA	No definite opening date yet available.
69	BOLOGNA-VERONA-BRENNER	Work has commenced on Po bridge at OSTIGLIA. The position is now as follows: BOLOGNA-POGGIORUSCO RH ETC .....15 June POGGIORUSCO-VERONA (Po Bridge) ETC.. 7 July VERONA-CERAINO (Tunnel).....T..20 July CERAINO-BOLZANO ETC .....20 June BOLZANO-BRENNER Now open
66	FORTEZZA-VILLACH	Section SILLIAN to VILLACH open. Between FORTEZZA and SILLIAN work is proceeding satisfactorily and

1879

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

responsibility for operations on lines as control and as before RIMINI. Effective same date operations on section FAENZA - BOLOGNA was taken over by ISR under supervision det.189 Railway Operating Coy. Until further notice section RIMINI - FAENZA will be operated by 189 Railway Operating Coy.

Construction

Line No		Present State of Work
86	FAENZA-BOLOGNA-S.PIETRO in CASALI	Opened 1 Jun 45.
65	GRIZZANA -BOLOGNA	Opened 3 Jun 45
86	OSIMO-ANCONA	No definite opening date yet available.
69	BOLOGNA-VERONA-BRENNER	Work has commenced on Po bridge at OSTIGLIA. The position is now as follows: BOLOGNA-POGGIORUSCO RH ETC .....15 June POGGIORUSCO-VERONA (Po Bridge) ETC.. 7 July VERONA-CERAINO (Tunnel).....20 July CERAINO-BOLZANO ETC .....20 June BOLZANO-BRENNER Now open
66	FORTEZZA-VILLACH	Section SILLIAN to VILLACH open. Between FORTEZZA and SILLIAN work is proceeding satisfactorily and the line should be open over temporary bridges on 20 June.
71	MESTRE-UDINE-GENOVA-TARVISIO	Section MESTRE to MOGGIA open. Line-capacity restricted at 630 tpd and will increase by stages to 4000 tpd by 16 July.

4879.

./.

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

53	MILAN-VERONA-VICENZA-PADUA-MESTRE	Now open to BRESCIA ETC by sections as follows: BRESCIA-VERONA 7 June VERONA-VICENZA-PADUA .....15 " PADUA-MESTRE ....15 July
84/188/72	TRIESTE-UDINE	Bridges over River ISONZO at GORIZIA and PIERA will be completed on 24 June which will give through connection TRIESTE-UDINE.
65	BOLOGNA-MODENA-PIACENZA	ETC. 30 July
53/176/174	VERONA-VICENZA-PADUA-CASTELFRANCO MESTRE	ETC 15 June

-The following information has been received regarding the state of the railways in AUSTRIA and SOUTHERN GERMANY:

(a) Lines are opened from BOLZANO(Italy) through BRENNER PASS to INNSBRUCK, and from INNSBRUCK to BERGENZ via ST ANTON and FELDKIRCH A bridge is under construction at BREGENZ which when completed will enable the line from BREGENZ to FRIEDRICHSHAFEN to be opened providing connections to ULM and AUGSBURG.

(b) Line INNSBRUCK to MUNICH via WEILHEIM is open except for action INNSBRUCK to SCHARNITZ now under construction.

(c) Line is open from MUNICH to LINZ via ROSENHEIM, SALZBURG and WELS.

(d) The line INNSBRUCK to SALZBURG via WORGL and BISCOFSHOFEN is open with the exception of the section SCHAZ to BRIZLEGG and WERFEN to GALLING. Both sections are under construction.

W.S.O. ROSWELL, Major
for Brigadier,
DCMG (Mov & Tn)

4878

Distribution:
Movements 15 Army Group

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

		PIERA will be completed on 24 June which will give through connection TRIESTE-UDINE.
65	BOLOGNA-MODENA-PIACENZA	ETC. 30 July
53/176/174	VERONA-VICENZA-PADUA-CASTELFRANCO MESTRE	ETC 15 June

The following information has been received regarding the state of the railways in AUSTRIA and SOUTHERN GERMANY:

(a) Lines are opened from BOLZANO(Italy) through BRENNER PASS to INNSBRUCK, and from INNSBRUCK to BERGENZ via ST ANTON and FELDKIRCH A bridge is under construction at BREGENZ which when completed will enable the line from BREGENZ to FRIEDRICHSHAFEN to be opened providing connections to ULM and AUGSBURG.

(b) Line INNSBRUCK to MUNICH via WEILHEIM is open except for action INNSBRUCK to SCHARNITZ now under construction.

(c) Line is open from MUNICH to LINZ via ROSENHEIM, SALZBURG and WELS.

(d) The line INNSBRUCK to SALZBURG via WORGL and BISCOFSHOFEN is open with the exception of the section SCHAZ to BRIZLEGG and WERFEN to GALLING. Both sections are under construction.

W.S.C. BOSWELL, Major
for Brigadier,
DQMG (Mov & Tn)

4878

Distribution:

Movements 15 Army Group
Movements Eighth Army Rear
Movements Fifth Army (Br Inc)
Movements North East Italy
Movements South Italy
Movements Sub Area Rome
Movements LO MRS Rome
AC Tn Sub Commission (Attn. Lt.Col. J.W. Baker)
Q (Maint)

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

AHS/ef

25

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

Tel : 843239
Ref : AC/Tn/44/49/C.E.

2nd June 1945

TO : Director
Transportation
Sub-Commission.

SUBJECT : Northern Italy.

1. Following gives details of lines which are being repaired under M.R.S. auspicies and target dates for completion.

2. Line 71. Venice Mestre, Treviso, Udine, Gemona, on deviations. 28th May.

Line 86. Faenza - Bologna, Ist June.

Line 65. Grezzara - Bologna, 3rd June.

Line 85. Bologna-S.Pietro In Casale, 3rd June.

Line 53. Milan - Verona, 7th June.

Line 53. Verona - Vicenza, 15th June.

Line 69. Bologna - Poggio Rusco, 15th June.

Line 69. Ostiglia - Verona, 15th June.

Line 71. Gemona - Pontebba - Villach, Ist July.

Line 88/188. Trieste-Cervignano-Udine, Ist July.

Line 69. Poggio Rusco-Ostiglia, 7th July.

Line 71. Venice-Treviso-Udine-Gemona, permanent bridges, 15th July.

4877

Line 53. Vicenza-Mestre
Line 65/59. Bologna-Alessandria, 30th July.

Line 69. Verona-Brenner-Insbruck, 31st July.

Line 66. Fortezza-S.Candido-Villach, 31st July.

Thus by Ist.August, the following trunk system should be in operation :

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

SUBJECT : Northern Italy.

1. Following gives details of lines which are being repaired under M.R.S. auspicies and target dates for completion.

2. Line 71. Venice Mestre, Treviso, Udine, Gemona, on deviations. 28th May.

Line 86. Faenza - Bologna, 1st June.

Line 65. Grezzara - Bologna, 3rd June.

Line 85. Bologna-S.Pietro In Casale, 3rd June.

Line 53. Milan - Verona, 7th June.

Line 53. Verona - Vicenza, 15th June.

Line 69. Bologna - Poggio Rusco, 15th June.

Line 69. Ostiglia - Verona, 15th June.

Line 71. Gemona - Pontebba - Villach, 1st July.

Line 88/188.Trieste-Cervignano-Udine, 1st July.

Line 69. Poggio Rusco-Ostiglia, 7th July.

Line 71. Venice-Treviso-Udine-Gemona, permanent bridges, 15th July.

4877

Line 53. Vicenza-Mestre

Line 65/59. Bologna-Alessandria,30th July.

Line 69. Verona-Brenner-Innsbruck,31st July.

Line 66. Fortezza-S.Candido-Villach,31st July.

Thus by 1st.August, the following trunk system should be in operation :

Genoa - Turin - Milan.
Italy - Switzerland- Via S.Gottard and Simplon
Italy - Austria , via Bologna-Verona-Brenner-Innsbruck and Trieste - Cervignano-Udine-Tarvisio-Villach.

Also lateral lines :

Turin-Alessandria-Piacenza-Bologna-Ancona, and
Turin,Milan,Verona;Padua,Mestre,Treviso,Udine.

./.

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

3. I.S.R. under A.C. supervision are repairing line 50, Turin-Modane opening main line to France.

Line 65. Po River bridge Piacenza on line Milan-Piacenza.

Line 69. Bologna-Verona.

Permanent bridge over river Ostiglia.

Line 61. Genoa-Ventimiglia.

Line 50. Spezia-Genoa.

A.H.STREET, Major.

Copy to : Chief Rail Division
Movements A.C. Tn
Planning Staff.

4876

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

INTER OFFICE MEMO

FIRST RECCE REPORT NORTH ITALY RLYS.

COVERING MILAN - VERONA - VENICE

DIVISIONS I.S.R.

29th May 1945

TO : C.C. Tn/AC Sub-Commission
Rails
Thru : Major Street D.S.O.

1. On receipt of instructions to proceed North obtained permission from 15th Army Group and V Army. Handed over to Major Blair (Copy of handing over notes in office files) arranged details of work being done for us by No 10 mechanical Equipment Coy R.E. at arezzo and went North.

2. Arrived Milan 22,00 hours 30th April situation confused owing to the changes in the I.S.R. Key personnel this causing difficulty in obtaining full reports, I.S.R. Engineers, soon began to function and by the time I returned after having been East to Venice etc. the reports were coming in, and a complete plain of the Railway (I.S.R.) System was being prepared showing details of each line, where temporary repairs had been made, if still in hand, estimated date of completion. Also permenent repairs when contracts let and estimated date of completion. Copies of this will be sent to H.Q. as soon as possible on my return North.

3. Milan division lines open.(timetable attached) to Torino, to Brescia, Via Mortara, Alessandria Genova. Main line to Genova will be a major repair .From Treviglio, Crema via Cremona to Bozzalo, bridge out over river Oglio - from Peschiera along a private railroad to Mantova thence west to the bridge over river Oglio, these last two lines collectors from the food area. Bergamo, Usmate, Monza, and Seregno to Sondrio and Chiavenne via Bergamo- to Chiasso via Monza- Como San Stefano (station North of river Po by Piacenza.

4. Nord Railway Private lines all open (electric) as per attached layout and timetable, except that the bridge over the Ticino, double deck Railway with Highway under, is down, trains

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

TO : O.C. Tn/AC Sub-Commission
Rails
Thru : Major Street D.S.O.

1. On receipt of instructions to proceed North obtained permission from 15th Army Group and V Army. Handed over to Major Blair (Copy of handing over notes in office files) arranged details of work being done for us by No 10 mechanical Equipment Coy R.E. at arezzo and went North.

2. Arrived Milan 22,00 hours 30th April situation confused owing to the changes in the I.S.R. Key personnel this causing difficulty in obtaining full reports, I.S.R. Engineers, soon began to function and by the time I returned after having been East to Venice etc. the reports were coming in, and a complete plain of the Railway (I.S.R.) System was being prepared showing details of each line, where temporary repairs had been made, if still in hand, estimated date of completion. Also permanent repairs when contracts let and estimated date of completion. Copies of this will be sent to H.Q. as soon as possible on my return North.

3. Milan division lines open.(timetable attached) to Torino, to Brescia, Via Mortara, Alessandria Genova. Main line to Genova will be a major repair. From Treviglio, Crema via Cremona to Bozzalo, bridge out over river Oglio - from Peschiera along a private railroad to Mantova thence west to the bridge over river Oglio, these last two lines collectors from the food area. Bergamo, Usmate, Monza, and Seregno to Sondrio and Chiavenne via Bergamo- to Chiasso via Monza- [illegible] Stefano (station North of river Po by Piacenza.

4. Nord Railway Private lines all open (electric) as per attached layout and timetable, except that the bridge over the Ticino, double deck Railway with Highway under, is down, trains run to each bank with portage accross river? Plan with this. For major repairs see plan of Milano Compartimento.

5. Verona Division. Ostiglia North to Brenner, East to Venice, west to Brescia under repair by V Army, reports not yet received, diversions made between Rezzato and S.Martino to enable I.S.R. to rebuild permanent bridges etc.

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

Line open Verona, Isola, Cera, Legnago. This line should be put into operation to Rovigo, wheat center, as soon as possible, a survey is being made for this.

Electric Loco urban Tramway (S.A.F.R.) Verona to Sanbonifacio in operation, this was used by the Germans as a Railway.

6. Bologna Division. Rail head near Bologna from South. Bologna, Milan, under repair by M.R.S. 1212 Railway construction group, diversions being put in over the Rivers Parma, Tara, to enable I.S.R. to rebuild bridges without interruption, before the autumn, high water. Plan showing major repair to follow.

7. Venice Division. Plan of Compartimento attached. Lines open : Venice-Treviso-Treviso-Udine as far as Susegana. Three major bridges beyond this to be repaired. Venice-Trento should be in operation second week in June. Venice Port and the bridge leading to Venice hot damaged. Padova-Venice-Verona should be open second week in June.

Telegraph I.S.R. service badly damaged, telephone being repaired, service should not take long to restore between the larger Railway Centers.

8. General. Shortage of coal. is the main trouble, 3.500 tons due to arrive Genoa 23rd May for Railways Priority I.

Tyres. I.S.R. Engineers are hampered by the lack of tyres and unable to quickly supply first reports on damaged bridges, all tyres were frozen by A.C. Commerce Section, a signal was sent that tyres are urgently required for the North Italy Area. Could not some arrangements be made for the quick release to enable I.S.R. to purchase a sufficient number of tyres for their immediate minimum requirements.

P.O.L. A certain amount has been obtained through A.M.G. Regional fuel controllers, but they do not seem to consider that their fuel for this work is a Region matter.

M.Transport. This is very short and to enable the I.S.R. to take over and hire to their contractors, to commence work, M.R.S. 1212 Railway Construction Group was asked to request the release of 100 N° ex Italian lorries used by the Germans and when captured, located in dumps. It is not known what is the result of this request.

Telephones. The following I.S.R. Signal phone lines have been repaired

Milano-Domodossola
Milano-Lecco
Milano-Como

4874

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

5. Bologna Division. Rail head near Bologna from South
Bologna, Milan, under repair by M.R.S. 1212 Railway construction
group, diversions being put in over the Rivers Parma, Taro,
to enable I.S.R. to rebuild bridges without interruption,
before the autumn, high water. Plan showing major repair to
follow.

7. Venice Division. Plan of Compartimento attached.
Lines open : Venice-Treviso-Treviso-Udine as far as Susegana.
Three major bridges beyond this to be repaired. Venice-Trento
should be in operation second week in June. Venice Port and
the bridge leading to Venice not damaged.
Padova-Venice-Verona should be open second week in June.

Telegraph I.S.R. service badly damaged, telephone being repaired, service should not take long to restore between the larger Railway Centers.

8. General. Shortage of coal. is the main trouble, 3.500 tons due to arrive Genoa 23rd May for Railways Priority I.

Tyres. I.S.R. Engineers are hampered by the lack of tyres and unable to quickly supply first reports on damaged bridges, all tyres were frozen by A.C. Commerce Section, a signal was sent that tyres are urgently required for the North Italy Area. Could not some arrangements be made for the quick release to enable I.S.R. to purchase a sufficieht number of tyres for their immediate minimum requirements.

P.O.L. A certain amount has been obtained through A.M.G. Regional fuel controllers, but they do not seem to consider that their fuel for this work is a Region matter.

M.Transport. This is very short and to enable the I.S.R. to take over and hire to their contractors, to commence work, M.R.S. 1212 Railway Construction Group was asked to request the release of 100 N° ex Italian lorries used by the Germans and when captured, located in dumps. It is not known what is the result of this request.

Telephones. The following I.S.R. Signal phone lines have been repaired

Milano-Domodossola
Milano-Lecco
Milano-Como
Milano-Treviglio
Milano-Cremona
Milano-Piacenza
Milano-Pavia
Milano-Novara

4874

./.

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

The following still interrupted :

Milano-Genova, interrupted at Pavia
Milano-Alessandria, interrupted at Pavia
Milan-Turin, taken over by Army . for the present, . have asked for release as soon as possible.

9. Cement. There is a large factory near Padova with an output that should meet the requirements of this North East Area. This factory is not badly damaged.
Also one at Udine, and one near Corrizozza, condition of these two plants not known at the time of this report.

10. Captured material. Some eight train loads are in the area, but not yet checked over, the following is the first check of some of the waggons :

7170774 - 15362 - 58732 - 80435 - 7108570 - 800402 - 315611 contents : Cement, at Smistamento.

414526 - 486349 - 17012 - 7402061 - 3975 - 452075 -Contents: Wood, at Smistamento

467880 - 484923 - 7470012 - 46452 - 77127 - 85876 - 74833 - 7403310 - 468630 - 14626 - 460863 - 477773 - 412406 - 18826 -7470377 486330 - 486714 - 9155 - 476178 , Contents : wheelbarrows, at Smistamento.

Lambrate : N° 6561, contents : accumulators.

Smistamento. 302951, contents : Tables
24760, cleaning materials
55684, benches.

P.Vittoria. 479745, Cases

Pavia. 4412352, Utensiles.

Rogoredo. 32935 - 616 - 9923 - 34593 - 41423 - 19930 - 132 - 132 - 9968 - 7218 , contents : boots.

4873

11. German Locos. The following list covers the german locos in this area, it is suggested that these be exchanged and when possible for the Italian locos in enemy territory, owing the question of spare parts or replacements of parts, by canabalization from condemned Italian Locos:

1. Steam engines, standard gauge N° 85.
2. Electric engines, alternative current N° 1.
3. Electric engines, alternative current N° 105
4. Electric engines, three-phase current 16 Hz N° 15

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

output that should meet the requirements of this North East Area. This factory is not badly damaged.

Also one at Udine, and one near Corrizozza, condition of these two plants not known at the time of this report.

10. Captured material. Some eight train loads are in the area, but not yet checked over, the following is the first check of some of the waggons :

7170774 - 15362 - 58732 + 80435 - 7108570 - 300402 - 315611 contents : Cement, at Smistamento.

414536 - 486349 - 17012 - 7402061 - 3375 - 452075 -Contents: Wood, at Smistamento

467880 - 484923 - 7470012 - 46452 - 77127 - 85876 - 74833 - 7403310 - 466630 - 14626 - 460663 - 477778 - 413406 - 18826 -7470377 486380 - 436714 - 9155 - 476178 , Contents : wheelbarrows, at Smistamento.

Lambrate : Nº 6561, contents : accumulators.

Smistamento. 302951, contents : Tables
24760, cleaning materials
55884, benches.

P.Vittoria. 479745, Cases

Pavia. 4412352, Utensiles.

Roporedo. 32935 - 616 - 9923 - 34593 - 41423 - 19930 - 132 - 132 - 9988 - 7818 , contents : boots.

4873

11. German Locos. The following list covers the german locos in this area, it is suggested that these be exchanged and when possible for the Italian locos in enemy territory, owing the question of spare parts or replacements of parts, by canabalization from condemned Italian Locos:

1. Steam engines, standard gauge Nº 85.
2. Electric engines, alternative current Nº 1.
3. Electric engines, alternative current Nº 105
4. Electric engines, three-phase current 16 Hz Nº 15
5. Engines , narrow gauge Nº 2.

./.

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

2543

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

Rolling Stock	Location	Fit for service	Minor repairs	Major repairs	To
Locos heavy	Milano	229	?	?	
Not classified	Verona	10	——	10	
	Venice	23	27	33	
Locos light	Milano	——	——	——	
	Verona	——	——	——	
	Venice	22	——	——	
Locos electric	Milano	65	——	——	
	Verona	No reports yet			
	Venice	——	——	——	
Passenger stock	Milano	205	——	——	
	Verona	Nil	22	85	
	Venice	42	← 610 →		
Baggage	Milano	——	——	——	
Post	Verona	Nil	7	88	
	Venice	42	← 191 →		
Tankers	Milano	330	——	——	
	Verona	——	← 93 →		
	Venice	8	——	2	
Fr(ght	Milano	5.500	——	——	
Unclassified	Verona	Nil	——	——	
At present	Venice	1.850	← 2687 →		
Sleepers	Milano	13	——		
	Verona	——	——	——	
	Venice	——	——	——	

Unclassified

4873

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

Location	Fit for service	Minor repairs	Major repairs	To be cannabalised
Milano	229	?	?	—
Verona	10	—	10	—
Venice	23	27	33	—
Milano	—	—	—	—
Verona	—	—	—	—
Venice	22	—	—	—
Milano	65	—	—	—
Verona	No reports yet			
Venice	—	—	—	—
Milano	205	—	—	—
Verona	Nil	22	85	34
Venice	42			
		← 610 →		
Milano	—	—	—	To be demolished.
Verona	Nil	7	88	21
Venice	42			
		← 191 →		
Milano	330	—	—	—
Verona	—	—	—	—
Venice	8	—	—	—
		← 93 →		
Milano	5.500	—	—	—
Verona	Nil	—	—	—
Venice	1.850	—	—	—
Milano	13	—	—	—
Verona	—	—	—	—
Venice	—	—	—	—
		← 2687 →		

Unclassified

Unclassified

Unclassified

./.

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

Rolling stock	Location	Fit for service	Minor repairs	Major repairs	T
Dining cars	Milano	7	———	———	
	Verona	———	———	———	
	Venice	———	———	———	
Box cars	Milano	No report, see freight cars.			
	Verona	93	148	410	
	Venice	No report, see freight cars.			
Open cars	Milano	———	———	———	
	Verona	664	516	555	
	Venice	———	———	———	

S.P. BUCKLEY, Major

2346

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

Location	Fit for service	Minor repairs	Major repairs	To be demolished or canabilised.
Milano	7			
Verona				
Venice				
Milano	No report, see freight cars.			
Verona	93	148	410	110
Venice	No report, see freight cars.			
Milano				
Verona	664	516	555	297
Venice				

S.P. BUCKLEY, Major

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

R A A C MESSAGE FOR

TOP SECRET

CIPHER

FROM MOV AND TN 55 AREA 091730 B

TO (for action) 1. REAR 8 ARMY.

(for info) 2. RCHE ALLIED COMD FOR TN INC. 3. MAIN 8 ARMY.
4. FREEDOM CITE FHQDM. 5. DEPRAIL. 6 5 CORPS.
7. 13 CORPS.

Ref. TN 00423

CLASSIFICATION.
TOP SECRET.

REFERENCE TN 003 090830 B NOT TO 13 CORPS. HQ 2 RLY OPERATIONS GROUP OPEN UDINE 1 MAY FOR SUPERVISION RLY OPR UDINE AREA AND L OF C VIA TARVISIY. PRELIMINARY REPORTS WHICH ARE BEING CHECKED SHOW RLY OPEN PONTEBBA TO TARVISIY AND PED. SUGGEST COMMENCE REGULAR SERVICE SOONEST FOR 5 CORPS TRAFFIC. REQUEST (QUERY) MOVEMENTS OR IC COME TRIESTE IMMEDIATELY. UD TN THENCE VILLACH BY AIR. AGREED MOV.

TOP SECRET.

4870

AHS/ef

21.

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

Tel : 843239
Our ref:AC/Tn/44/48/C.E.

1st June 1945

TO : Major Buckley

SUBJECT : Northern Italy.

1. Herewith copy of letter from Tn 4 giving priority of work in N. Italy.

2. I would draw your special attention to para. 5.

3. Please instruct I.S.R. to proceed with these works as fast as possible, without waiting for financial approval.

4. Estimates can be submitted at a later date.

5. In consultaion with I.S.R. please supply the information requested in para.6 also estimated completion dates.

A.H.STREET,Major.

Copy to : Capt.Conway.

4869

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

Subject: RAILWAY RECONSTRUCTION - ITALY.

Military Railway Service,
C.M.F.
Tel. Firebox 9341.
Outside Line 843236.
Tn.A.4/95.
29 May'45.

To : Tn.-Sub Commission,
A.C. (Rail). (3 copies)

1 for Street pse

1. GENERAL.

(a) M.R.S. have now drawn up final plans for railway reconstruction in Northern Italy, by which all railway lines of military importance and lines essential to the primary economic needs of the country will be opened to traffic in the shortest possible time. Details of this plan are given herein.

It is expected that the whole of this project will be completed by 1 August, 1945.

The overall plan for the reconstruction of the whole of the Italian State Railways must of necessity be based on this limited M.R.S. plan.

(b) Future planning will also be affected by the following factors:-

(i) After completion of the M.R.S. plan, the British, South African and American units engaged are likely to be quickly redeployed, and will be available only in small strength for isolated works purely military in character.

(ii) No new stocks of military bridging or track are being ordered by M.R.S. for delivery to Italy after August. After completion of the M.R.S. plan only small stocks will remain. There will, however, be a considerable quantity of German Bridging available for use, including some 1,000 tons of Both Wagner material.

(iii) M.R.S. requirements for cement for military use are already much reduced, and by August it should be possible to build up the A.C. and I.S.R. allotment to 10,000 tons per month.

2. M.R.S. PLAN.

(a) Repairs now in hand by M.R.S. units or by I.S.R. under direct M.R.S. control will open lines in Northern Italy as follows:-

28 May	Line 71	VENICE, MESTRE, TREVISO, UDINE, GEMONA. (using deviations at main river crossings).
1 June	Line 86	FAENZA to BOLOGNA.
3 June	Line 65	GRIZZANA to BOLOGNA.
	Line 85	BOLOGNA to SAN PIETRO IN CASALE.
7 June	Line 53	MILAN to VERONA.
15 June	Line 53	VERONA to VICENZA
	Line 69	BOLOGNA to POGGIO RUSCO
		OSTIGLIA to VERONA

1868

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

by 1 August, 1945.

The overall plan for the reconstruction of the whole of the Italian State Railways must of necessity be based on this limited M.R.S. plan.

(b) Future planning will also be affected by the following factors:-

(i) After completion of the M.R.S. plan, the British, South African and American units engaged are likely to be quickly redeployed, and will be available only in small strength for isolated works purely military in character.

(ii) No new stocks of military bridging or track are being ordered by M.R.S. for delivery to Italy after August. After completion of the M.R.S. plan only small stocks will remain. There will, however, be a considerable quantity of German Bridging available for use, including some 1,000 tons of Roth Wagner material.

(iii) M.R.S. requirements for cement for military use are already much reduced, and by August it should be possible to build up the A.C. and I.S.R. allotment to 10,000 tons per month.

2. M.R.S. PLAN.

(a) Repairs now in hand by M.R.S. units or by I.S.R. under direct M.R.S. control will open lines in Northern Italy as follows:-

28 May	Line 71	VENICE, MESTRE, TREVISO, UDINE, GEMONA. (using deviations at main river crossings).
1 June	Line 86	FAENZA to BOLOGNA.
3 June	Line 65	GRIZZANA to BOLOGNA.
	Line 85	BOLOGNA to SAN PIETRO IN CASALE.
7 June	Line 53	MILAN to VERONA.
15 June	Line 53	VERONA to VICENZA
	Line 69	BOLOGNA to POGGIO RUSCO
		OSTIGLIA to VERONA
1 July	Line 71	GEMONA to PONTEBBA and VILLACH.
	Line 84/180	TRIESTE, CERVIGNANO, UDINE.
7 July	Line 69	POGGIO RUSCO to OSTIGLIA (PO river bridge).
15 July	Line 71	VENICE, TREVISO, UDINE, GEMONA (on permanent bridges at main river crossings).
	Line 53	VICENZA - MESTRE.
30 July	Line 65/59	BOLOGNA to ALESSANDRIA.

4868

/to sheet 2,..

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

Para.2 (contd).

(b) German railway units, under M.R.S. direction, are at work on Line 69, VERONA, BRENNER and INNSBRUCK, and Line 66, FORTEZZA SAN CANDIDO and VILLACH.
Both lines will be open on temporary bridges by 31 July.

(c) Thus by 1 August, a skeleton railway system will be set up in Northern Italy.

(i) Linking the port of GENOA with TURIN, and MILAN.

(ii) Linking ITALY to SWITZERLAND via the ST. GOTHARD and SIMPLON tunnels.

(iii) Linking ITALY to AUSTRIA via

BOLOGNA, VERONA, BRENNER and INNSBRUCK

and TRIESTE, MONFALCONE, CERVIGNANO, UDINE, GEMONA, TARVISIO, VILLACH.

(iv) Providing the two main lateral lines

TURIN, ALESSANDRIA, PIACENZA, BOLOGNA, ANCONA,

and TURIN, MILAN, VERONA, PADUA, MESTRE, TREVISO, UDINE.

3. ADDITIONAL REQUIREMENTS OF MILITARY IMPORTANCE.

Although outside the present M.R.S. plan, the military requirements may be extended to include:-

(a) Repairs to the PO river bridge at PIACENZA to complete Line 65 PIACENZA to MILAN.

(b) Repairs to the TURIN, MODANE link to open the link to FRANCE. 4867

4. The prime factor in the execution by M.R.S. of the works detailed in para.2, is speed.
In some cases, deviations have been used, and whilst all repair work is aimed at providing a line that will be safe throughout the coming winter, it is highly desirable that permanent repairs should be put in hand at once to temporary structures on all lines.

5. Special importance and priority should therefore be given to the following works, and every effort should be made to put I.S.R. Contractors to work at full pressure immediately.

(a) Line 69 - BOLOGNA - VERONA. Permanent repair to the existing PO bridge at OSTIGLIA. M.R.S. are providing a piled deviation only.

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

(ii) Linking ITALY to SWITZERLAND via the ST. GOTHARD and SIMPLON tunnels.

(iii) Linking ITALY to AUSTRIA via

BOLOGNA, VERONA, BRENNER and INNSBRUCK

and TRIESTE, MONFALCONE, CERVIGNANO, UDINE, GEMONA, TARVISIO, VILLACH.

(iv) Providing the two main lateral lines

TURIN, ALESSANDRIA, PIACENZA, BOLOGNA, ANCONA

and TURIN, MILAN, VERONA, PADUA, MESTRE, TREVISO, UDINE.

3. ADDITIONAL REQUIREMENTS OF MILITARY IMPORTANCE.

Although outside the present M.R.S. plan, the military requirements may be extended to include:-

(a) Repairs to the PO river bridge at PIACENZA to complete Line 65 PIACENZA to MILAN.

(b) Repairs to the TURIN, MODANE link to open the link to FRANCE. 4867

4. The prime factor in the execution by M.R.S. of the works detailed in para.2, is speed.

In some cases, deviations have been used, and whilst all repair work is aimed at providing a line that will be safe throughout the coming winter, it is highly desirable that permanent repairs should be put in hand at once to temporary structures on all lines.

5. Special importance and priority should therefore be given to the following works, and every effort should be made to put I.S.R. Contractors to work at full pressure immediately.

(a) Line 69 - BOLOGNA - VERONA.	Permanent repair to the existing PO bridge at OSTIGLIA. M.R.S. are providing a piled deviation only.
(b) Line 65 - PIACENZA to MILAN.	Permanent repair to the PO bridge at PIACENZA.
(c) Line 50 - TURIN - MODANE.	Repairs to demolished structures between BUSSOLENO and the MONT CENIS Tunnel.

/to sheet 3..

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

Para.5 (Contd).

(d) Line 65 - PRATO - BOLOGNA. Permanent repairs to tunnels to cut out existing deviations.

(e) Line 72. - permanent repairs to ISONZO and NATISONE viaducts between GORIZIA and UDINE.

(f) permanent repairs to all lines at deviations and temporary bridges.

6. Please draw up plans for the first stage of reconstruction combining the above information and policy with A.C. and I.S.R. requirements and advise me as soon as possible the degree to which you consider military assistance in the provision of

(a) Transport

(b) Equipment

(c) Material

is essential for effective results on the priority works.

(J. Ratter)
Colonel,
for Brigadier,
Director, Military Railway Service.

DISTRIBUTION:

Eng. Lo Cigno, I.S.R. (2 copies)
D.Q.M.G., A.F.H.Q. (2 copies)
D.D.Tn., A.F.H.Q. (1 copy)
D.D.Tn., (Rlys) " "
R.C.E.1 " "
R.C.E.1212 " "
I.R.C.E.4. " "
R.C.E.(S.A.E.C) " "
D.M.R.S. " "
D.D.M.R.S. " "
Major Stull, M.R.S. " "
Tn.A.4/186. " "
Tn.A.4/172. " "
File
Spare (6)

4866

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

(e) Line 72. - Permanent repairs to ISONZO and NATISONE viaducts between GORIZIA and UDINE.

(f) Permanent repairs to all lines at deviations and temporary bridges.

6. Please draw up plans for the first stage of reconstruction combining the above information and policy with A.C. and I.S.R. requirements and advise me as soon as possible the degree to which you consider military assistance in the provision of

(a) Transport

(b) Equipment

(c) Material

is essential for effective results on the priority works.

(J. Ratter)
Colonel,
for Brigadier,
Director, Military Railway Service.

DISTRIBUTION:

Eng. Lo Cigno, I.S.R.	(2 copies)
D.Q.M.G., A.F.H.Q.	(2 copies)
D.D.Tn., A.F.H.Q.	(1 copy)
D.D.Tn., (Rlys)	" "
R.C.E.1	" "
R.C.E.1212	" "
I.R.C.E.4.	" "
R.C.E.(S...E.C)	" "
D.M.R.S.	" "
D.D.M.R.S.	" "
Major Stull, M.R.S.	" "
Tn.A.4/188.	" "
Tn.A.4/172.	" "
File	
Spare (6)	

4866

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

20

H.Q. 14 Wet
Italy

COPY OF SIGNAL.

From TT MAIN RPMS 201130 B

To FREEDOM CITY FORM

Info FREEDOM attn PASS FREEDOM FOR ADMIN ADVR VENICE
701 MLO GRAND DIVISION VERONA MRS MILAN BDE 1 TUC 1212
SOS (BASE) BDE 4 MAJOR PATTERSON 701 RGD BOLOGNA
CAPT WRIGHT MRS BOLOGNA DMRS DMRS MAJOR STEELE

~~CONFIDENTIAL~~ GR 149 WT

8231.4.4. RESTRICTED . RAIL CONSTRUCTION SITREP FOLLOWS. LINE 53. LINE OPEN MILAN VERONA VICENZA PADUA TO MESTRE VIA CASTEL FRANCO. LINE 180. LINE OPEN CASTEL FRANCO TO TREVISO. LINE 59. LINE OPEN BOLOGNA PORRIO RUSCO AND OSTIGLIA VERONA . LINE 61. LINE OPEN GENOA TO SAVONA. FOLLOWING ARE DATES OF COMPLETION OF ALL PORTION M A S SOONS IN HAND. LINE 35 CENTRAL. FIRM DATE GENOA TO ANCONA 27th JUNE. LINE 69. PORRIO RUSCO TO OSTIGLIA (NO BRIDGE) 7th JULY. VERONA INNSBRUCK AND FORTEZZA VILLACH. TRSP TRAIN VERONA ORA NOTE TODAY. BOTH ROUTES OPEN FOR NORMAL TRAFFIC 30th JUNE. LINE 84/180. TRIESTE CERVIGNANO UDINE 25th JUNE ON [redacted] TRONCO DEVIATION. LINE 71. GENOA TO PONTEDRA 15th JULY. TREVISO UDINE PERMANENT BRIDGES 15th JULY. LINE 65 BOLOGNA MODENA 7th JULY MODENA TO PIACENZA 30th JULY. LINE 59. PIACENZA TO ALESSANDRIA 30th JULY. LINE 61. SAVONA TO BORGHETTO 15th JULY. BORGHETTO TO MILTON DEPENDS ON POLITICAL SITUATION.

Major Steel
For Persual. JB
Noted SH

4865

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

AHS/ef 18

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

Tel : 843239 28th May 1945
Our ref: AC/Tn/44/37/C.E.

TO : Major Buckley

SUBJECT : North Italy.

1. The following works to be carried out by I.S.R. have Ist Priority.

a) Permanent repair to bridge over River Po at Ostiglia, line 69.

b) Temporary repair to bridge over River Po at Piacenza, line 65.

c) Rehabilitation of line 50 between Turin and Modane.

2. Please see that these works are pushed as much as possible.

A.H.STREET, Major.

Copyto : Capt.Conway.

4864

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

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

12

AC/10

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

Tel. 843238
Ref. AC/44/Rm 4

27 May 1945

SUBJECT : Private Railways - Bologna Compartimento.

TO : Deputy Director
Tn Sub-Comm. HQ AC

Attached hereto are two copies of further report received.

for Chief,
Rail Division.

Copy to: SHAEF - Bldg.
Major Street
Lt.Col.Lindberg
(1 circulation)

4863

TRANSLATIO

Ministry of Transports
Ispettorato Generale
della Motorizzazione Civile
e dei Trasporti in Concessione.

Rome, 16 May 1945

To the Ministry of Transports
Ispett. Generale della
Motorizzaz. Civile e
dei Trasporti in Concess.

SUBJECT : Situation of transport services (privately owned) in Emilia on May 15, 1945.

Following my letter nº 935/061.1 April 26, 1945. The following covering the situation of transport public services (privately owned) happened from April 26 to May 15 - 1945.

Bologna Province -
The situation is unchanged. Only the Bologna town tramways have been reoperated on May 11, as soon as the electrical power was supplied. At present are in operation nearly all the lines; namely the 2 - 3 - 4 - 5 - 6 - 7 - 8 - 11 - 12 - 14 - 18 - 20 lines.

Ravenna Province -
No change happened since the last report (April 21 1945).

Forlì Province -
1º) Rimini - Novafeltria railway managed by "Gestione Governativa" of Po Valley railways.

According to the news received from Rimini the operation of said railway was discontinued since Sept. 4, 1944 due to the heavy damages caused by the aereal bombings. The railway has suffered the following damages :

All the railway-bridges were blow up by germans: all plants at Rimini railway station were completely destroyed due to aerial bombings. 2 coaches and about 20 cars are laying,destroyed or heavily-damaged along the line. Luckily the war has not damaged Novafeltria,when the existing plants (station,depot,shop,store_ house) and the rolling stock there depoted (locos,coaches and cars) were damaged.

To pay the personnel of said railway the Forlì Prefect issued an advance order, on account of Forlì Prefecture current account, to be collected by Eng. Eino Brigidini (Director of the very Railway).

The study concerning the partial reoperation of the line from Rimini to Torello (former S.Marino) station is now pending.

I will inform your Ministry on the matter - also the railway

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

Following my letter nº 935/061.1 April 26, 1945. The following covering the situation of transport public services (privately owned) happened from April 26 to May 15 - 1945.

Bologna Province -
The situation is unchanged. Only the Bologna town tramways have been reopersted on May 11, as soon as the electrical power was supplied. At present are in operation nearly all the lines; namely the 2 - 3 - 4 - 5 - 6 - 7 - 8 - 11 - 12 - 14 - 18 - 20 lines.

Ravenna Province -
No change happened since the last report (April 21 1945).

Forlì Province -
1º) Rimini - Novafeltria railway managed by "Gestione Governative" of Po Valley railways.

According to the news received from Rimini the operation of said railway was discontinued since Sept. 4, 1944 due to the heavy damages caused by the aereal bombings. The railway has suffered the following damages :

All the railway-bridges were blow up by germans: all plants at Rimini railway station were completely destroyed due to aerial bombings. 2 coaches and about 20 cars are laying,destroyed or heavily-damaged along the line. Luckily the war has not damaged Novafeltria,when the existing plants (station,depot,shop,store_ house) and the rolling stock there deposted (locos,coaches and cars) were damaged.

To pay the personnel of said railway the Forlì Prefect issued an advance order, on account of Forlì Prefecture current account, to be collected by Eng. Lino Brigidini (Director of the very Railway).

The study concerning the partial reoperation of the line from Rimini to Torello (former S.Marino) station is now pending.

I will inform your Ministry on the matter - also the railway Rimini-S.Marino is still not in operation as the line and the rolling stock are heavily damaged by the aerial bombings.

4802

Ferrara Province -
1º) Railways Ferrara-Codigoro and Ostellato-Porto Garibaldi managed by "Gestione Governative" of Po Valley Railways.

I confirm what referred by my letter n. 471/2/1 of May 12,1945 i.e. that while Ferrara and Codigoro Railway although being heavily damaged could be reoperated perhaps in few months, the Ostellato-Porto Garibaldi one cannot be reoperated as the line is completely

./.

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

demolished and rolling stock were removed by germans.

The repair works on Ferrara-Codigoro Railway have already started and I will submit to your Ministry the estimate covering the necessary expenses for said repairs.

2°) Railway Suzzara - managed by Ferrara-Suzzara Railway Society.

The Railway whatever seriously damaged is in a condition to be reoperated perhaps in the next June. The repair works on Panaro Bridge and on rolling stock are now in performance.

I will submit you the estimate drawn up by the owner company, covering the expenses necessary for said repairs.

3°) Railway Modena-Ferrara with the branch line Cento - S.Giovanni in Persiceto -

The Railway, although heavily damaged, is in a condition to be reoperated in few months "Societh Veneta" pointed out that their financial conditions do not allow the reoperation of the line.

Modena Province -

The S.E.F.T.A. railway (Modena-Sassuolo Modena-Vignola with the branch line Spilamberto-Bazzano, Modena-Mirandola with the branch line Cavezzo-Finale) have been partially reoperated since April 25, 1945.

The Spilimberto-Bazzano branch line (Modena-Vignola Railway is not operated due to demolition of the bridge on Panaro river, near Spilamberto). As said bridge is a road one, partially occupied by the railway, will be repaired by Modena Province Administration. The Modena-Sassuolo railway runs now, as far as Fossa (4 km far from Sassuolo) where a demolished bridge do not allow the prolungation to Sassuolo. The Modena-Mirandola line is operated by transhipment at Bastiglia, due to the demolition of the bridge on Naviglio river. The Cavezzo-Finale railway is operated as far as Massa (4 km far from Ferrara) due to a demolished avoiding the prolungation.

I will submit you the estimate from the owner Coy concerning the expenses necessary for the repair.

The Modena town tramways have been reoperated nearly in May.

4861

Reggio Emilia Province -

Of the Reggio area railways the Reggio E.-Guastalla line, with Branch line Bagnolo in Piano-Carpi can be reoperated also at once, i.e. when the necessary coal will be available.

The Reggio E. - Poretto railway could be reoperated within a months, the Reggio E.-Sassuolo might be reoperated as far as

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

I will submit you to estimate from the owner Coy concerning covering the expenses necessary for said repairs.

3°) Railway Modena-Ferrara with the branch line Cento - S.Giovanni in Persiceto -

The Railway, although heavily damaged, is in a condition to be reoperated in few months "Società Veneta" pointed out that their financial conditions do not allow the reoperation of the line.

Modena Province -

The S.E.F.T.A. railway (Modena-Sassuolo Modena-Vignola with the branch line Spilamberto-Bazzano, Modena-Mirandola with the branch line Cavezzo-Finale) have been partially reoperated since April 25, 1945.

The Spilimberto-Bazzano branch line (Modena-Vignola Railway is not operated due to demolition of the bridge on Panaro river, near Spilamberto). As said bridge is a road one, partially occupied by the railway, will be repaired by Modena Province Administration. The Modena-Sassuolo railway runs now as far as Fossa (4 km far from Sassuolo) where a demolished bridge do not allow the prolungation to Sassuolo. The Modena-Mirandola line is operated by transhipment at Bastiglia, due to the demolition of the bridge on Naviglio river. The Cavezza-Finale railway is operated as far as Massa (4 km far from Ferrara) due to a demolished avoiding the prolungation.

I will submit you to estimate from the owner Coy concerning the expenses necessary for the repair.

The Modena town tramways have been reoperated nearly in May.

4861

Reggio Emilia Province -

Of the Reggio area railways the Reggio E.-Guastalla line, with Branch line Bagnolo in Piano-Carpi can be reoperated also at once, i.e. when the necessary coal will be available.

The Reggio E. - Boretto railway could be reoperated within a month; the Reggio E.-Sassuolo might be reoperated as far as Scandiano; namely as far as the demolished bridge on Tresinaro river. The Reggio E.-Ciano di Enza railway with branch line, Barco-Montecchio is heavily damaged and it's reoperation is for the moment not foreseen. I will submit an estimate from "Consorzio Cooperativa of Ferrovie Reggiane" covering the necessary repairs.

./.

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

Parma Province -
The Parma-Suzzara railway is heavily damaged and Società Veneta point out that their financial conditions do not allow the carrying out of the necessary repairs.
The "extra-urbane" tramways Parma-Fornovo and Parma-Marzolara not heavily damaged, could be reoperated in the next future perhaps within May.
The Parma town tramways are already in operation.

Piacenza Province -
The Piacenza-Bettole railway could be reoperated perhaps within next June by transhipment on bridge on Mura torrent (said bridge is now demolished). The Piacenza town tramway have been reoperated.

Summaring: the town tramways at Bologna, Modena, Parma and Piacenza and the railways Modena-Vignola, Modena-Sassuolo, Modena-Mirandola with the branch line Cavezzo-Finale have been reoperated - within next June the reoperation of other railways is foreseen.
The motorcars public services are still not in operation as the Allied HQ did not authorized their operation.
The contractors Firms informed that it seems that more than 100 busses have been saved on a total of 540 ones existing on Sept. 8, 1943.

The Compartimental Director

sgd: Pezzani.

4860

Declassified E.O. 12356 Section 3.3/NND No. 795021

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO RAGIONERIA

Roma, 24 Maggio 1945

N.R. 6770/II.2°
4ª

16a

Capi Compartimento

per n. e n.

Corpi Ispettivi di Ragioneria

GENOVA - TORINO - BOLOGNA - MILANO
VERONA - VENEZIA - TRIESTE

e "per conoscenza"

Sotto Commissione Trasporti
Divisione Ferroviaria
c/o Incremento Trasporti C.M.F.
(Rif. n.A.C./Tn/44/C.E. del 22 c.m. Maggiore A.H.Street)

Comando Commissione Alleata A.P.O. 394
S. Commissione Finanza
(Rif. n.13103/F del 20-4-1945 Maggiore Smith)

OGGETTO - Finanziamenti

Per il finanziamento dei lavori di ripristino della linee e per le normali spese inerenti al funzionamento dei servizi, occorre che la S.V. si rivolga all'Ufficiale addetto alla Finanza Regionale, presso codesto Comando Alleato, presentandogli apposito bilancio delle spese fino al 30 Giugno p.v. per tutto il Compartimento.

Tale bilancio va compilato seguendo le istruzioni che saranno fornite dal detto Ufficiale; il quale, dopo esame, autorizzerà le conseguenti aperture di credito, per i necessari prelevamenti dei fondi da parte delle Casse Compartimentali o degli Impianti all'uopo autorizzati.

4859

Prego conferma.

IL DIRETTORE GENERALE

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

GENOVA - TORINO - BOLOGNA - MILANO
VERONA - VENEZIA - TRIESTE

e "per conoscenza"

Sotto Commissione Trasporti
Divisione Ferroviaria
c/o Incremento Trasporti C.M.F.
(Rif. n.A.C./Tn/44/C.E. del 22 c.m. Maggiore A.H.Street)

Comando Commissione Alleata A.P.O. 394
S. Commissione Finanza
(Rif. n.13103/F del 20-4-1945 Maggiore Smith)

OGGETTO - Finanziamenti

Per il finanziamento dei lavori di ripristino delle linee e per le normali spese inerenti al funzionamento dei servizi occorre che la S.V. si rivolga all'Ufficiale addetto alla Finanza Regionale, presso codesto Comando Alleato, presentandogli apposito bilancio delle spese fino al 30 Giugno p.v. per tutto il Compartimento.

Tale bilancio va compilato seguendo le istruzioni che saranno fornite dal detto Ufficiale; il quale, dopo esame, autorizzerà le conseguenti aperture di credito, per i necessari prelevamenti dei fondi da parte delle Casse Compartimentali o degli Impianti all'uopo autorizzati.

4859

Prego conferma.

IL DIRETTORE GENERALE
Ing. Alessandro

L.F.

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

MINISTRY OF TRANSPORTS
GENERAL DIRECTION I&R

Rome, 23 May 1945
PAC 11/11600

15

SUBJECT: Temporarily Arrangements Concerning I&R Administration in Northern Italy.

To: The Chiefs of the Departments
" Capi Compartimento
" Capo Delegazione 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 shewn in attached sketch temporarily set up.
2) on and from June 1st 1945 two delegations are set up: that of Milan, having jurisdiction on the compartments on 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 Cotelli.
3) The Chiefs of e/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:

4858

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 utilize the available staff where it is more requested for the execution of above provisions, as may be [illegible]

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

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 temporarily set up.
2) on and from June 1.st 1945 two delegations are set up: that of Milan, having jurisdiction on the compartments on 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 Getelli.
3) The Chiefs of e/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

4878

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 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 those of the local civilian population, according to be availability of both stock and supplies.
b) to shift the rolling stock in agreement with adjuning Operating Direction.

./.

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

c) Traction and Equipment.

a) to utilise 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 Incetta 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 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 removal of staff remain competence of this General Direction and of 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 Compartmental HQ and from the Compartments in order to secure a speedy operation.

6) These-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, whith 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.

The Director General
G.Di Raimondo

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

4857

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

1830/11 (.)

14

TO/TN/ INC; for TN SUB COMMISION ROME

for Major STREET

FROM TN AC RAILS VENICE DIVISION

CONFIDENTIAL (.)

RAIL AND BRIDGE TO PORT WORKABLE (.) VENICE- TREVISO OK (.) TREVISO-PIAVE OK (.) BRIDGE PIAVE SUGANO ALL DOWN (.) SACILE STAT BRIDGE,PORDENONE STAT AND UDINE RIVER BRIDGES ALL DOWN (.) TREVISO-TRIESTE SINGLE TRACK BRDIGES AT FAGARE MOTTA DOWN (.) MESTRE TRIESTE BRDIGES AT FOSSATA CHEGGIA DOWN THENCE TRIESTE COMPARTIMENTI NO NEWS YET (.) TREVISO-CALALZO- BRIDGES AT VITTORIO VENETO CADOLA - SOSCHER PAE PORTOGNA, CASTELLAVAZZO DOWN (.) TREVISO-BUSCHE LENTIAL-PONTE NELLE ALPI BDGS AT BUSCHE SAN GIUSTINA DOWN (.) VENICE TRENTO BDG CISMON DOWN (.) VENICE-PADOVA BDG AT VIGONZO DOWN (.) PADOVA-VICENZA VERONA.BDGS AT LAVRINO MONTE BELLO VERONA DOWN (.) PADOVA CASTEL FRANO BDG AT VIGO DONZA (.) TREVISO VICENZA BDGS MONTANIVA SAN PIETRO DOWN (.)PADOVA-ROVIGO-OCCHIOBELLO BDGS AT MONSELICE ROVIGO ARGUA (.) VERONA-ISOLA SCALA-LEGNAGO WORKABLE (.)PHONE LINES BEING REPAIRED (.) LOCOS STEAM FIT FOR SERVICE AT VENICE 12. MESTRE 10, TREVISO 7, PADOVA 15, BAZZUNO 12 (.) ELECTRIC ABOUT 20. NO REPORT ON CONDITION YET (.) AUTO-ELECTRIC AND LITTORINAS ABOUT 9 ALL TO BE REPAIRED(.) ROLLING STOCK FIT FOR SERVICE (.) PASS 42(BAGGAGE CARS 42 (.) TANKERS OIL 8, FREIGHT CARS ALL TYPES 1350, NEEDING REPAIRS, PASS 610,BAGGAGE 190,TANKERS 93 , FREIGHT 2680(.) NO COAL (.) LUB AND FUEL OIL (.) ARMY REPAIRING BRENNERO-OSTIGLIA(VERONA-VICENZA (.) VERONA-BRESCIA(.) NOT REPORT YET VERONA COMPARTIMENTO (.) PASS ON MESSAGE BUCKLEY.

4856

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

SACILE STAT BRIDGE,PORDENONE STAT AND UDINE RIVER BRIDGES
ALL DOWN (.) TREVISO-TRIESTE SINGLE TRACE BRDIGES AT FAGARE
MOTTA DOWN (.) MESTRE TRIESTE BRDIGES AT FOSSATA CEGGIA DOWN
THENCE TRIESTE COMPARTIMENTI NO NEWS YET (.) TREVISO-CALALZO-
BRIDGES AT VITTORIO VENETO CADOLA - COSSHER PAE PORTOGNA,
CASTELLAVAZZO DOWN (.) TREVISO-BUSCHE LENTIAL▲PONTE NELLE ALPI
BDGS AT BUSCHE SAN GIUSTINA DOWN (.) VENICE TRENTO BDG CISMON
DOWN (.) VENICE-PADOVA BDG AT VIGONZO DOWN (.) PADOVA-VICENZA
VERONA.BDGS AT LERINO MONTE BELLO VERONA DOWN (.) PADOVA CASTEL
FRANC BDG AT VIGO DONZA (.) TREVISO VICENZA BDGS FONTANIVA SAN
PIETRO DOWN (.)PADOVA-ROVIGO-OCCHIOBELLO BDGS AT MONSELICE ROVIGO
ARGUA (.) VERONA-ISOLA SCALA-LEGNAGO WORKABLE (.)PHONE LINES
BEING REPAIRED (.) LOCOS STEAM FIT FOR SERVICE AT VENICE 12.
MESTRE 10, TREVISO 7, PADOVA 15, MAZZUNO 12 (.) ELECTRIC ABOUT 20.
NO REPORT ON CONDITION YET (.) AUTO-ELECTRIC AND LITTORINAS ABOUT
9 ALL TO BE REPAIRED(.) ROLLING STOCK FIT FOR SERVICE (.) PASS 42(
BAGGAGE CARS 42 (.) TANKERS OIL 8, FREIGHT CARS ALL TYPES 1350,
NEEDING REPAIRS, PASS 610,BAGGAGE 190,TANKERS 93 , FREIGHT 2680(.)
NO COAL (.) LUB AND FUEL OIL (.) ARMY REPAIRING BRENNERO-OSTIGLIA(
VERONA-VICENZA (.) VERONA-BRESCIA(.) NOT REPORT YET VERONA
COMPARTIMENTO (.) PASS ON MESSAGE BUCKLEY.

4856

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

AHS/em

12

21.5.45

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

Tel: 843239
Our ref : AC/Tn/44/C.E.

TO : Gen. Di Raimondo
Direttore generale

SUBJECT : State Railway Finance Northern Italy

1. Herewith for your information copy of telegram received from Major Buckley of this subcommission and our reply thereto.

2. Please advise all Capi compartimentali.

For the Director.

A. H. STREET, Major.

Copy, to Planning Staff.

4855

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

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

MINISTERO DELLE COMUNICAZIONI
ALTA ITALIA

Subject: N.W. ITALY - Rly Repairs.

Lt. Col. R.E. A.H.CANTELL
R.C.E. 1212 Rly Constr.& Maint. Gp.R.E.

Your ref. A/RCE/135/1722

18th May 1945

Copy to
D.M.R.S.
Major BUCKLEY
Cpt. Heymann.

With reference to your letter 13th may, I confirm as follows:

1.) I have yet disposed that the following repairs will be started at once:

2.) a) The bridge over the River PO at PIACENZA
b) The bridge over the River PO at MEZZANA CORTE, south of PAVIA
c) The bridge over the River TICINO at PAVIA.

The labours will be executed in such a matter that the construction of a new temporary bridge can be avoided. At first the trains will pass only on single-rails. In the meantime the bridge of the other rails will be repaired definitively, whereupon the first rails will be also repaired definitively. The works for the bridge over the River Po at Mezzana Corte have been entrusted to the firm BADONI of LECCO; the brick-works will be executed by the firm LUCCA of MILAN. It can be anticipated that traffic on the above bridges can be effectuated within the month of August next.

3.) The contracts for the temporary and permanent repairs of the bridges above indicated are actually in compilation, and they will be transmitted to you within short.

4.5.6.) I have taken notice that for the following bridges you arrange that deviations will be carried out for the passage of trains untill the floods arrive:
a) Over the river MINCIO near PESCHIERA
B) Over the river TARO near PARMA
c) Over the river TREBBIA near PIACENZA
D) Over the viaduct at DESENZANO.

In the meantime the Amministration of the STATE RAILWAYS provides for the permanent reconstruction of the above indicated bridges and of the double rails.
The works for the bridge over the river MINCIO have been entrusted yet to the firm ING.ASTOLDI of MILAN.
The works of the Viaduct at DESENZANO have been entrusted to the firm ING.CHIESA of MILAN.
All the labours will be finished before the period of the flood
The works of the permanent reconstruction of the bridges with

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

double rails over the rivers TARO e TREBBIA will be arranged for, as quickly as possible.

7.) I suppose it will be appropriated that you arrange for sanding machinery to clear away the wreckage from the bridges over the river CHIESI near PONTE S.MARCO and over the river SERIO near MORENGO. I think that the same should be arranged for the bridge over the river OGLIO near Calcio dove the river-bed is constipated by the wreckage of thespans and parts of the iron-beams and of a locomotive with tender.

8.) It is understood that the STATE RAILWAYS will maintain all temporary repairs you carried out between Milan and Verona.

9.) Also, all temporary repairs already in use will be maintained by us, and, if necessary, we shall ask for your kind assistance.

10.) Mr. Major BUCKLEY is assisting us already in financial and economic matters and we trust in your appreciated assistance for the maintenance, and for the reconstruction of the following lines:

a) GENOVA ARQUATA ALESSANDRIA TORINO (already in operation since may 14th)

b) TURIN to MILAN (already repaired since may 10th)
c) ALESSANDRIA MORTARA MILAN
d) MILAN to VERONA
d) CUNEO to TURIN
f) BRA to TURIN
g) ARQUATA TORTONA PAVIA MILANO.

4853

Rif. Ponte PESCHIERA

10

HQ 1212 Rly Constr.& Maint.Gp RE
A/RCE/328/1725

14 Maggio 1945.

Alle FERROVIE STATO ITALIANE
(Dott.Ing. BIANCHI, MILANO)

Line Bologna - Milano

Ho trovato sufficiente acciaio vicino a questo ponte per eseguire tutto con eccezione di 2 arcade di ciascuno 46,85 ft.

Favorite informarmi se potete trovare un lavorato d'acciaio non più corto di 50 ft ossia a Milano o non troppo lontano di Peschiera. Provvederò a portarlo a Peschiera.

lt.Col.R.E.
RCE 1212 Rly Constr.& Maint Gp RE

I.S.R.

Please comment for Major Shaw & put Indg file

4852

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

2 3 7 4

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

ACP/ic

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

Tel. 843238
Ref. AC/164/Tn 4

10 May 1945

SUBJECT : Transport in concession, Northern Italy.

TO : Deputy Director
Tn Sub-Commission, HQ AC

1. Attached hereto are two copies of a statement as to the condition of Private Transport in concession in certain areas of Northern Italy.

Chief, Rail Division

Copy to: DMRS - Bldg.
" Major Street -

4851

RESTRICTED

Compartmental Inspectorate MOTC

Bologna, 26 April 45

Situation of the public transportation services in concession in Emilia Region at the date of 21 April 1945.

Province of Bologna

A) Railways in concession.

1) Casalecchio-Vignola Rly.: Grantee: Amministrazione Provinciale Bologna.

The operation was discontinued on July 1st, 1944 on account of the damages brought by air bombardment to the bridges over the Panaro, Samoggia and Lavino rivers. All rolling stock together with stores and machine tools was successively taken away by the Germans; the transforming station and the repair shop at Casalecchio were blown up by the Germans. Several sleepers together with some rails and part of the overhead system were taken away by the Germans. Most of the personnel was dismissed. The Railway cannot bereopened to service for a long time.

2) Bologna-Budrio-Portomaggiore Rly and Bologna-Budrio-Massalombarda Rly; Grantee : Socie'à Veneta; Branch-Office of Bologna.

The operation was discontinued on July 1944 on account of the damages brought by air bombardments to several sections of the lines and particularly to the Molinella and Medicina bridges. Almost all rolling stock together with the stores was taken away by the Germans. Nearly all sleepers and the greatest part of the rails were taken away by the Germans. Almost all works and part of the buildings were blown up. Most of the personnel has been dismissed. Above railways cannot be put into service for a long time.

3) Imola-Massalombarda-Fontanelice Rly; Grantee: Sanierno Anonima Ferroviaria.

The operation was discontinued on July 7th 1944 on account of the damages caused by strafing the automotrices operating the Imola-Fontanelice line, while the Imola-Massalombarda line was stopped for lack of coal. During September and October 1944 heavy damages were brought to s/m lines by air bombardments, particularly at Imola Station. All rolling

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

The operation was discontinued on July 1st,1944 on account of the damages brought by air bombardment to the bridges over the Panaro, Samoggia and Lavino rivers. All rolling stock together with stores and machine tools was successively taken away by the Germans; the transforming station and the repair shop at Casalecchio were blown up by the Germans. Several sleepers together with some-rails and part of the overhead system were taken away by the Germans. Most of the personnel was dismissed. The Railway cannot beReopened to service for a long time.

2) Bologna-Budrio-Portomaggiore Rly and Bologna-Budrio-Massalombarda Rly; Grantee : Societh Veneta; Branch-Office of Bologna.

The operation was discontinued on July 1944 on account of the damages brought by air bombardments to several sections of the lines and particularly to the Molinella and Medicina bridges. Almost all rolling stock together with the stores was taken away by the Germans. Nearly all sleepers and the greatest part of the rails were taken away by the Germans. Almost all works and part of the buildings were blown up. Most of the personnel has been dismissed. Above railways cannot be put into service for a long time.

3) Imola-Massalombarda-Fontanelice Rly; Grantee: Santerno Anonima Ferroviaria.

The operation was discontinued on July 7th 1944 on account of the damages caused by strafing the automotrices operating the Imola-Fontanelice line, while the Imola-Massalombarda line was stopped for lack of coal. During September and October 1944 heavy damages were brought to s/m lines by air bombardments, particularly at Imola Station. All rolling stock and all stores were taken away by the Germans. Also the track was demolished by the Germans by taking away most of the sleepers, rails and ballast. Nearly all works and buildings are demolished. Nearly all personnel was dismissed. The Railway cannot be put into operation for a long time.

./.

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

B) Extra-Urbane Tramways

1) Bologna-Pieve di Cento and Bologna-Malalbergo tramways; Grantee: Società per le Tramvie Bologna-Pieve di Cento Malalbergo.

The operation was discontinued on June 26th 1944 on the Malalbergo line and on July 7th 1944 on the Pieve di Cento line, on account of the damages caused by air bombardments. More damage was brought near Bologna by the air bombardment of Oct. 12th, 1944. Part of the rolling stock and part of the stores was taken away by the Germans, and part was destroyed. Also part of the sleepers together with part of the rails and part of the ballas was taken away by the Germans. Most of the personnel has been dismissed. Both a/m lines cannot be put into operation for a long time.

Bologna-San Luca Rope-way.

During the air bombardment of Oct. 12th 1944 a direct hit on the upper station caused heavy damage to the building and to the machinery; one of the carrying ropes was broken. Both pulling ropes were successively taken away by the Germans. Almost all personnel was dismissed. The rope-way cannot be put into service for a long time.

C) Urbane Tramways

Bologna Urbane Tramways.

Plants and equipment of the urbane tramways suffered heavy damages on account of air bombardments; Azienda Tramviaria estimates that the total amount is about 35 millions lire. Only part of the lines was in operation, lately, i.e. the lines N.2,3,5,4,6,7,11,14,18; on some of above lines the actual length in operation had been reduced. Both trolley-bus lines N.2 (to S.Michele del Bosco) and N.9 (to Zamboni) had been cancelled because all filobuses had been taken away by the Germans. They were replaced by tramways, as already existing before. Only a small part of the personnel was dismissed. On April 20th 1945 all tramways services were discontinued for lack of power.

4850

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

of the stores was taken away by the Germans, and part was destroyed. Also part of the sleepers together with part of the rails and part of the ballas was taken away by the Germans. Most of the personnel has been dismissed. Both a/m lines cannot be put into operation for a long time.

Bologna-San Luca Rope-way.

During the air bombardment of Oct. 12th 1944 a direct hit on the upper station caused heavy damage to the building and to the machinery; one of the carrying ropes was broken. Both pulling ropes were successively taken away by the Germans. Almost all personnel was dismissed. The rope-way cannot be put into service for a long time.

C) Urbane Tramways

Bologna Urbane Tramways.

Plants and equipment of the urbane tramways suffered heavy damages on account of air bombardments; Azienda Tramviaria estimates that the total amount is about 35 millions lire. Only part of the lines was in operation, lately, i.e. the lines N.2,3,5,4,6,7,11,14,18; on some of above lines the actual length in operation had been reduced. Both trolley-bus lines N.2 (to S.Michele del Bosco) and N.8 (to Zamboni) had been cancelled because all filobuses had been taken away by the Germans. They were replaced by tramways, as already existing before. Only a small part of the personnel was dismissed. On April 20th 1945 all tramways services were discontinued for lack of power.

4856

D) Public Bus-services.

The greatest part of the public bus-services in operation in the Bologna province was cancelled on June 26th 1944 because all buses were taken away by the Germans. The remaining lines were cancelled during Sept. and Oct.1944 because the Germans requisitioned also the few buses left. Also spare parts and stores were taken away by the Germans from almost all Grantees.

./.

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

PROVINCE OF RAVENNA

A) B) C) No railways in concessione nor extra-urbane nor urbane are in operation in the Ravenna province.

D) Public Bus-Services.

All public Bus-Services in operation in the Ravenna province were cancelled during the months of July to October 1944, because all buses were taken away by the Germans together with spare parts and stores.

PROVINCE OF FORLI

A) Railways in Concession

1) Rimini-San Marino Rly; Grantee: Società Veneta Emiliane di Ferrivie e Tramvie.

The operation was discontinued on June 26th 1944 upon request of the Republic of S.Marino in order to convert all tunnels into air-raid shelters. The railway suffered heavy damages on account of bombardments during the months of July and August 1944. On account of the lack of communications with Rimini, we do not know whether the railway has suffered from further damage.

2) Rimini-Novafeltria Rly. Operated by the Gestione Governativa Ferrovie Padane.

Although repeatedly and heavily-damaged by the bombardments, the railway was still in operation at the beginning of July 1944. No more information is available at this Office on account of the lack of communications with Rimini.

4849

D) Public Bus-Services.

The greatest part of the public bus-services was cancelled on July 1944 because of the requisition of the buses by the Germans. The last service, Bologna-Forlì, was cancelled in August 1944. The Germans robbed all stores and spare parts from the most important Grantees (particularly from S.I.P.A.). After the liberation of Forlì (Oct. 1944) no more information reached this Office.

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

A) Railways in Concession

1) Rimini-San Marino Rly; Grantee: Società Veneta Emiliana di Ferrivie e Tramvie.

The operation was discontinued on June 26th 1944 upon request of the Republic of S.Marino in order to convert all tunnels into air-raid shelters. The railway suffered heavy damages on account of bombardments during the months of July and August 1944. On account of the lack of communications with Rimini, we do not know whether the railway has suffered from further damage.

2) Rimini-Novafeltria Rly. Operated by the Gestione Governativa Ferrovie Padane.

Although repeatedly and heavily-damaged by the bombardments, the railway was still in operation at the beginning of July 1944. No more information is available at this Office on account of the lack of communications with Rimini.

4849

D) Public Bus-Services.

The greatest part of the public bus-services was cancelled on July 1944 because of the requisition of the buses by the Germans. The last service, Bologna-Forlì, was cancelled in August 1944. The Germans robbed all stores and spare parts from the most important Grantees (particularly from S.I.T.A.). After the liberation of Forlì (Oct. 1944) no more information reached this Office.

PROVINCE OF FERRARA

A) Railways in concession.

1) Ferrara-Codigoro and Ostellato-Porto Garibaldi Rlys; Operated by the Gestione Governativa Ferrovie Padane.

The Ostellato Porto-Garibaldi Rly. suffered heavy damage on account of air bombardments and its operation was definitively discontinued on January ~~XX~~31st 1945 because the Germans carried away all rolling stock.

./.

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

Presently the line is completely demolished. All sleepers and most of the rails were taken away by the Germans. Almost all personnel was dismissed. This line cannot be put into operation for a long time". The Ferrara-Codigoro line, which suffered heavy damage on account of heavy bombardment, was stopped on February 4th 1945. Part of the rolling stock together with all stores, was carried away by the Germans. Part of the machinery of the work shop was hidden in a private house and thus saved from German robbery. No further information is available as to eventual damage caused by the war operation in progress in that district.

2) MODENA FERRARA LINE AND BRANCH LINES (Cento S.Giovanni in Persiceto) Ferrara-Copparo

Grantee: Società Veneta; Branch Office of Ferrara.

The operation was discontinued at following dates :
Cento S.Giovanni in Persiceto: 15 June 1944
Ferrara-Copparo: 24 July 1944
Ferrara-Modena: 12 October 1944.
Part of the rolling stock was carried away by the Germans; part of the personnel was dismissed. No further information is available as to the furhter damage caused by the military operation in progress.

3) Ferrara-Suzzara Rly; Grantee: Società Ferrovia Ferrara-Suzzara.

The operation was discontinued on Aug. 3rd 1944 on account of the damages suffered from air-bombardments. Part of the rolling stock was carried away by the Germans together with part of the stores. Part of the personnel was dismissed. No further information is available as to the further damage caused by the operationsin progress.

4) Adria-Ariano Polesine Rly. Operated by the Società Veneta Emiliana di Ferrovie e Tramvie and successively handed over to the Società Veneta. 4898

The operation was discontinued on 14 July 1944 on account of the damage caused by air bombardments; among others the Po bridge was demolished. The same Po bridge was furtherly damaged and also the Canal Bianco was heavily damaged by air bombardments in January ult. All the personnel has been dismissed; the line cannot be reopened to service for a long time.

Declassified E.O. 12356 Section 3.3/NND No. 789021

2) MODENA FERRARA LINE AND BRANCH LINES (Cento S.Giovanni in Persiceto
) Ferrara-Copparo

Grantee: Società Veneta; Branch Office of Ferrara.

The operation was discontinued at following dates :
Cento S.Giovanni in Persiceto: 15 June 1944
Ferrara-Copparo: 24 July 1944
Ferrara-Modena: 12 October 1944.
Part of the rolling stock was xcarried away by the Germans; part of the personnel was dismissed. No further information is available as to the furhter damage caused by the military operation in progress.

3) Ferrara-Suzzara Rly; Grantee: Società Ferrovia Ferrara-Suzzara.

The operation was discontinued on Aug. 3rd 1944 on account of the damages suffered from air-bombardments. Part of the rolling stock was carried away by the Germans together with part of the stores. Part of the personnel was dismissed. No further information is available as to the further damage caused by the operationsin progress.

4) Adria-Ariano Polesine Rly. Operated by the Società Veneta Emiliana di Ferrovie e Tramvie and successively handed over to the Società Veneta.

4848

The operation was discontinued on 14 July 1944 on account of the damage caused by air bombardments; among others the Po bridge was demolished. The same Po bridge was furtherly damaged and also the Canal Bianco was heavily damaged by air bombardments in January ult. All the personnel has been dismissed; the line cannot be reopened to service for a long time.

7) Urbane Tramways

Ferrara Urbane Tramways

The operation of the trolley bus was discontinued in July 44 owing to the damage suffered by the overhead system and by the transforming station on account of air bombardments.

./.

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

Also the operation of the Urbane Bus Service was discontinued because of the requisition of the busses by the Germans.

D) Public Bus-Services.

All services have been cancelled because the buses had been carriedaway by the Germans. At the middle of April 1945 ~~xxx~~ only the Ferrara-S.Agostino line operated by STU with batteries-powered buses, was in operation.

PROVINCE OF MODENA

A) Railways in concession

1) Modena-Sassuolo; Modena-Vignola and Branch line to Spilimberto-Bazzano; Modena-Mirandola and Branch line to Cavezzo-Finale Rys. Grantee: Soc. Emiliana Ferrovie, Tramvie e Automobili.

All a/m railways, though having been severely and repeatedly damaged by air-bombardments were still in operation at the beginning of April 1945, with one round trip daily. The Branch line to Spilimberto-Brazzano was closed to operation on July 2nd 1944 because of the demolition of the Panaro bridge near Spilimberto. Part of the rolling stock as well as part of the stores and machinery was carried away by the Germans. We do not know whether further damage was brought by the operation in progress in that district.

B) Urbane Tramways

Modena Urbane Tramways

Only the International line was in operation, lately, on account of the heavy damage caused to the lines by air bombardments. All urbane bus-services were cancelled because the busses were requisitioned by the Germans.

D) Public Bus-Services.

All services were cancelled because of the requisition by the Germans of the buses.

4847

PROVINCE OF REGGIO EMILIA

A) Railways in concession.

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

1) Modena-Sassuolo; Modena-Vignola and Branch line to Spilimberto-Brazzano; Modena-Mirandola and Branch line to Cavezzo-Finale Rly. Grantee: Soc. Emiliana Ferrovie, Tramvie e Automobili.

All a/m railways, though having been severely and repeatedly damaged by air-bombardments were still in operation at the beginning of April 1945, with one round trip daily. The Branch line to Spilimberto-Brazzano was closed to operation on July 2nd 1944 because of the demolition of the Panaro bridge near Spilimberto. Part of the rolling stock as well as part of the stores and machinery was carried away by the Germans. We do not know whether further damage was brought by the operation in progress in that district.

B) Urbane Tramways

Modena Urbane Tramways

Only the International line was in operation, lately, on account of the heavy damage caused to the lines by air bombardments. All urbane bus-services were cancelled because the buses were requisitioned by the Germans.

D) Public Bus-Services.

All services were cancelled because of the requisition by the Germans of the buses.

4857

PROVINCE OF REGGIO EMILIA

A) Railways in concession.

1) Reggio Emilia-Ciano d'Enza Rly and branch-line to Barco-Montecchio. Operation discontinued between S.Polo and Ciano on Sept. 11th, 1944 because the steel road overbridge was blown up by the saboteurs. Operation discontinued between Ciano and Reggio S.Stefan and between Barco and Montecchio on Nov. 23rd 1944 because all works and station equipments were demolished by the Germans.

./.

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

Operation discontinued between Reggio S.Stefano and Reggio ISR Station because of damages caused by the air bombardment of 8 March 1945 at km.0950.

2) Reggio-Emilia Boretto line, Interrupted between Boretto and Toviglio (from km.23,800 to km. 23,980) on Dec.24th 1944 on account of air bombardment. Interrupted between Castelnuovo di Sotto and Cadelbosco di Sotto because the steel bridge spanning the Crostolo river was heavily damaged by saboteurs. (km. 11,422).

3) Reggio-Emilia-Sassuolo line. Interrupted between Sassuolo and Vaggia on Nov. 11th 1944 on account of the damage caused by air bombardments to the Secchia bridge (km. 1,239). Interrupted between Veggia and Casalgrande on Jan. 15th 1945 on account of madage caused by air bombardment to the Secchia bridge (km. 1,632). All sleepers carried away between Veggia and Casalgrande (abt. 7 km. length) together with some rails. Interrupted between Casalgrande and Scandiano on Dec. 2nd 1944 because of damages caused by air bombardments at km.9,110/9; 180.- Interruptedbetween Scandiano and Pratissolo on Nov.7th 1944 because the Trusinaro bridge (km.10,650) was damaged by saboteurs.

4) Reggio-Emilia - Guastalla line. Interrupted on March 17th 1945 between S.berdanrdino and S.Giacomo because the Fiuma Bridge (km 47,395) was damaged by saboteurs.

5) Bagnolo-Carpi Line . No interruptions. Most of the rolling stock has been either demolished or damaged by air bombardments, or carried away by the Germans. Part of the personnel has been dismissed, while part is still on duty.

All above mentioned lines were operated by the Consorzio Cooperativo delle Ferrovie Reggiane. Above data are referred to the 10th of April 1945.
We have no further information available as to the former damage caused by the military operations in progress in that district.

4856

D) Public Bus-Services.

All public bus-services, both extra-urbane and urbane ones, have been cancelled as all buses were carried away by the Germans.

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

and Vaggia on Nov. 11th 1944 on account of [illegible]
by-air bombardments to the Secchia bridge (km. 1,239).
Interrupted between Veggia and Casalgrande on Jan. 15th 1945 on account of madage caused by air bombardment to the Secchia bridge (km. 1,632). All sleepers carried away between Veggia and Casalgrande (abt. 7 km. length) together with some rails. Interrupted between Casalgrande and Scandiano on Dec. 2nd 1944 because of damages caused by air bombardments at km.9,110/9; 180.- Interruptedbetween Scandiano and Pratissolo on Nov.7th 1944 because the Trusinaro bridge (km.10,650) was damaged by saboteurs.

4) Reggio-Emilia - Guastalla line. Interrupted on March 17th 1945 between S.Berdanrdino and S.Giacomo because the Piuma Bridge (km 47,395) was damaged by saboteurs.

5) Bagnolo-Carpi Line . No interruptions. Most of the rolling stock has been either demolished or damaged by air bombardments, or carried away by the Germans. Part of the personnel has been dismissed, while part is still on duty.

All above mentioned lines were operated by the Consorzio Cooperativo delle Ferrovie Reggiane. Above data are referred to the 10th of April 1945.
We have no further information available as to the former damage caused by the military operations in progress in that district.

4846

D) Public Bus-Services.

All public bus-services, both extra-urbane and urbane ones, have been cancelled as all buses were carried away by the Germans.

PROVINCE OF PARMA

A) Railway in Concession

1) Parma-Suzzara Rly. Grantee: Soc. Veneta; Branch-Office of Parma.

Operation was discontinued in Oct. 1944 on account of the heavy damages caused by air bombardments. Bridges, buildings and station plants have suffered serious damages. The

./.

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

rolling stock has gone completely destroyed, except for a few wagons. Part of the personnel was dismissed, while part is still on duty.

B) Extra-Urbane Tramways.

Parma-Fornovo and Parma-Stradella-Marzolara lines; Grantee: SORIT.

Above lines were still in operation at the beginning of April 1945 with one round trip daily. They were daily bombed and strafed and both the rolling stock and the overhead system suffered heavy damage on account of this.

C) Urbane Tramways.

Urbane Tramways of Parma.

A limited service is being operated (Grantee: SORIT) because of the damage caused by air bombardments; nearly all personnel is still on duty.

D) Public Bus-Services.

All bus-services were cancelled because the buses were carried away by the Germans.

PROVINCE OF PIACENZA :

A) Railways in Concession.

Piacenza-Bettole Rly.: Grantee: Società Italiana Ferrovie e Tramvie.

Operation discontinued on Oct.1,1944 on account of the damage caused by both air bombardments and sabotage to the line and to the rolling stock as well. Part of the personnel has been dismissed.

B) Extra-Urbane Tramways.

Piacenza-S.Rocco al Porto line. Operation discontinued in Sept.1944 because of the demolition of the Po road bridge.

4855

C) Urbane Tramways.

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

April 1945 with the [illegible]
bombed and strafed and both the rolling stock and the overhead system suffered heavy damage on account of this.

C) Urbane Tramways.

·Urbane Tramways of Parma.

A limited service is being operated (Grantee: SCRIT) because of the damage caused by air bombardments; nearly all personnel is still on duty.

D) Public Bus-Services.

All bus-services were cancelled because the buses were carried away by the Germans.

PROVINCE OF PIACENZA ;

A) Railways in Concession.

Piacenza-Bettole Rly.: Grantee: Società Italiana Ferrovie e Tramvie.

Operation discontinued on Oct.1,1944 on account of the damage caused by both air bombardments and sabotage to the line and to the rolling stock as well. Part of the personnel has been dismissed.

B) Extra-Urbane Tramways.

Piacenza-S.Rocco al Porto line. Operation discontinued in Sept.1944 because of the demolition of the Po road bridge.

4865

C) Urbane Tramways.

Urbane Tramways - Piacenza.

A limited-service is still being operated; both the lines and the stock suffered heavy damage from air bombardment.

D) Public Bus-Services.

They have been all cancelled because the buses were carried away by the Germans.

./.

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

CONCLUSION

All railways in concession and extra-urbane tramways of the Emilia Region cannot operate, presently, on account of the heavy damage caused by both air bombardments and the Germans.

Some lines are in such a condition as to permit a partial or total rehabilitation in a reasonable time, provided the Grantees are in a position to afford the cost of the repair works. The economical situation of nearly all Grantees is exceedingly bad, as they have been compelled to maintain on duty for several months part of the personnel while, on the other hand, they had no sources of incomes, because of the cessation of every activity.

Many Grantees were enabled to do so by the financial support they were granted by HQ General Inspectorate MCTC - Verona.

Also the situation of the personnel is very bad, because part has been dismissed and those still on duty cannot often get hold of their pay, because the employers have no more money.

I am of the opinion taht all grantees should be granted suitable financial backing enabling them to carry out partial or total rehabilitation works, in the worst cases, to may at least organise the salvage of any material left (sleepers, rails; etc.)

I shall in due time forward to that General Inspectorate the application I will receive from the Grantees, together with my recommendation as to the entity of the financial backing.

As for the public Bus-services, as nearly all buses have been requisitioned by the Germans, only a very limited number of lines is likely to be reopened to traffic, with buses either hidden or salvaged. I am presently investigating, in agreement with the concerned grantees, the possibility to reoperate at least some of the most important lines. But I want to point out that I am meeting with great difficulties, as it will be possible to put together only some 30 buses, out of the 540 buses existing in Emilia Region, at the date of Sept. 8th, 1943. To be borne in mind, however, that spare

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

exceedingly bad, as they have been compelled to maintain on duty for several months part of the personnel while, on the other hand, they had no sources of incomes, because of the cessation of every activity.

Many Grantees were enabled to do so by the financial support they were granted by HQ General Inspectorate MCTC - Verona.

Also the situation of the personnel is very bad, because part has been dismissed and those still on duty cannot often get hold of their pay, because the employers have no more money.

I am of the opinion taht all grantees should be granted suitable financial backing enabling them to carry out partial or total rehabilitation works, in the worst cases, to may at least organise the salvage of any material left (sleepers,rails; etc.)

I shall in due time forward to that General Inspectorate the application I will receive from the Grantees, together with my recommendation as to the entity of the financial backing.

As for the public Bus-services, as nearly all buses have been requisitioned by the Germans,only a very limited number of lines is likely to be reopened to traffic, with buses either hidden or salvaged. I am presently investigating, in agreement with the concerned grantees, the possibility to reoperate at least some of the most important lines. But I want to point out that I am meeting with great difficulties, as it will be possible to put together only some 30 buses, out of the 540 buses existing in Emilia Region, at the date of Sept. 8th,1943. To be borne in mind, however, that spare parts, tires,and fuel are missing.

I shall in due time let that Gen. Inspectorate MCTC know which bus-lines are likely to be put in operation again within a reasonable time.

The Compartmental Director
Vezzani.

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

SECRET

8

MSGA V LAGE NR2 IMMEDIATE

FROM ZE 86 ARMA 191200B
TO ZE (NR) MAIN ROME

GR240 BT

RENTS (.) AC877 (.) FIVE TOPHAM LATE (.) FIRST (.)
RAILWAY COAL (.) VENICE 80 TONS MONTHS
252 TREVISO 240 (.) AT PLACES ISOLATED FROM
VENICE (.) PADUA 97 BELLUNO 510 CALALTO 300 (.)
SECOND (.) CONSUMPTION (.) DEPENDS ON HARLEY
NOT YET AT VENICE (.) THIRD (.) STORAGE CAPACITIES
1000 REPORTS VENICE 1000 TONS MONTHS
50000 PADUA 1000 TREVISO 150 BELLUNO
600 (.) FOURTH (.) ARANDO MASSA OF MARITIME
AGENCY CONTACTED AND ORGANISED PREPARED
FUNCTION IMMEDIATELY (.) FIFTH (.) 4000 POSSIBILITIES
DEPOT AT MONTHS INVESTIGATION TODAY (.) SIXTH (.)
MAIN LINE LOCOMOTIVES REPORTED 26 MONTHS
25 ELECTRIC NIL IN ORDER BUT NOT CERTAIN
YET IF ALL ON LINES CONNECTED TO VENICE (.)
COACHES 33 BAGGAGE 33 TANKS 37 WAGONS
1362 BUT SAME PROVISO APPLIES (.)
SEVENTH (.) LINES OPEN (.) VENICE MONTHS TREVISO
SUSCIANA (?) CASILE VITTORIO VENETO (.)
TREVISO MONTEBELLUNO PEDEROBBA (.) TREVISO
CASTELFRANCO CISMON (.) MONTEBELLUNO SUSCIANA (.)
VENICE CASTELFRANCO CITADELLA GRAPPA (.) VENICE PONTE BRENTA NEARLY TO
PADUA (.) PADUA ABANA (.) PADUA ROCCO (.)
CAMPOSAMPIERO CASTELFRANCO (.) CAMPOSAMPIERO CITADELLA (.)
BT 191200
GRPT NR2 RJ AT 1539 (B2)
RD 2 1540 JFW B 1

4853

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

VENICE (.) PADUA 97 BELLUNO 510 CASALSO 300 (.)
SECOND (.) CONSUMPTION (.) DEPENDS ON VARIETY
NOT YET AT VENICE (.) THIRD (.) STORAGE CAPACITIES
LOCO REPORTS VENICE 1000 TONS NESTRO
50000 PADUA 1000 TREVISO 1500 BELLUNO
600 (.) FOURTH (.) ABANDO BASIN OF MARITIME
AGENCY CONTACTED AND ORGANIZED PREPARED
FUNCTION IMMEDIATELY (.) PIPES (.) GOOD POSSIBILITIES
DEPOT AT NESTRO INVESTIGATION TODAY (.) SIXTH (.)
MAIN LINE LOCOMOTIVES REPORTED 26 SHUNTING
25 ELECTRIC NIL IN ORDER BUT NOT CERTAIN
YET IF ALL ON LINES CONNECTED TO VENICE (.)
COACHES 33 BAGGAGE 33 TANKS 37 WAGONS
1362 BUT SAME PROVISO APPLIES (.)
SEVENTH (.) LINES OPEN (.) VENICE NESTRO TREVISO
SUSEGANA (2) CASTELFRANCO VITTORIO VENETO (.)
TREVISO MONTEBELLUNO PONTEROSSA (.) TREVISO
CASTELFRANCO CISMON (.) MONTEBELLUNO SUSEGANA (.)
VENICE CASTELFRANCO CITTADELLA GRAPPA (.) VENICE PONTE BRENTA NEARLY 2
PADUA (.) PADUA ADANA (.) PADUA ROCCO (.)
CAMPOSAMPIERO CASTELFRANCO (.) CAMPOSAMPIERO CITTADELLA (.)
BT 191200
SENT NR2 RJ AT 1539 (31)
ED 2 1540 JFW B 1

4853

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

TOP SECRET FR[illegible] MCV AND TN 55 AREA DATE AND TIME 090[illegible]

TO: RAAC FOR TN INC, MAIN 8 ARMY, REAR 8 ARMY, 13 CORPS

FOR INFORMATION : FREEDOM CITE AFHQDN, DEFRAIL

REF. NO. TN 003.

FURTHER MY TN 002 041230 NOT TO ALL. RLY RECCE. FIRST. AREA TRIESTE. RECCE COMPLETED ALL LINES LIKELY TO BE OF INTEREST FOR BRITISH L OF C AUSTRIA VIA MONFALCONE THENCE GORZIA OR CERVIGNANO TO UDINE. RECCE NOT UNDERTAKEN GORIZIA TO PEDICOLLE OR FOGGIOREALE TO POSTUNIA WHICH POLITICALLY (INECCABLE?) TO DATE.

SECOND. TRIESTE TO MONFALCONE MINOR WORKS ONLY WITHIN CAPACITY OF LOCAL RESOURCES SAY WITHIN ONE WEEK. TN INC REF BARNWELLS REPORT. MONFALCONE TO UDINE TIE POINT ISONZO CROSSING EITHER PIERIS OR GORIZIA ACCORDING TO ROUTE SELECTED. EACH ABOUT ONE MONTH DETAILED EXAMINATION NOW BEING MADE. IF POLITICAL SITUATION ALLOWS GORIZIA ROUTE RECOMMENDED AS ELECTRIC TRACTION THROUGHOUT TRIESTE TO TARVIS EASILY RESTORABLE. OTHER LESSER WORKS BOTH ROUTES WITHIN COMPLETION DATE MAIN ISONZO TIE POINT.

THIRD. UDINE TO TARVISIO. AIR RECCE TO UGOVIZZA YESTERDAY COMPLETION BY GROUND. RECCE TARVISIO OR BEYOND TODAY. ONE MAJOR OBSTRUCTION BR R FELLA KM 52 BETWEEN RESIUTTA AND CHIUSAPORTE SIX SPANS ALL DOWN THREE LONGEST ABOUT 120 FEET MAJOR WORK. DIVERSION OR GERMAN REPAIRED STRUCTURE AT OTHER LOCATIONS APPARENTLY SOUND. WILL CONFIRM AND GIVE ESTIMATE TIME MATERIALS BRKM 52.

FOURTH. LINES SOUTH AND WEST OF UDINE. UDINE TO PALMANIVA OPEN. THENCE TO PALAVZOLO BY 13 MAY. RECCE CONTINUES HAMPERED BY LACK ADEQUATE TRANSPORT FIRTH. AN EXPLORING POSSIBILITY ISOLATED RLY SHUTTLE SERVICE BASED ON UDINE WHERE SUFFICIENT LOCOMOTIVES ROLLING STOCK MAINTENANCE FACILITIES EXIST. HAVE ENCOURAGED UDINE ITALIAN STATE RAILWAY OFFICIALS WHO STILL ISOLATED FROM THEIR TRIESTE HQ TO EFFECT REPAIRS. WITHIN THEIR RESOURCES. CONSIDER THAT WITH ASSISTANCE FROM ARMY OR CORPS TPS ENGRS CAN OPEN RAIL LINK PALAZZOLO TO RESIUTTA ABOUT 18 MAY WITH STEAM TRACTION PALAZZOLO TO UDINE THENCE ELECTRIC. SUFFICIENT COAL UDINE FOR FEW WEEKS LIMITED OPERATION. CAPACITY LIMITATED ABOUT 1200 TONS DAILY STATIONS AVAILABLE AS RH BEING UNSUITABLE AND DEVELOPMENT DIFFICULT (AND THIS RAIL DIS-PATCHED?) SAVE ABOUT 80 KM AN LOAD RD L OF C TO AUSTRIA FROM PO

4842

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

TO UDINE TIE POINT GISONZO CROSSING EITHER PIEBIS OR GORIZIA ACCORDING TO ROUTE SELECTED. EACH ABOUT ONE MONTH DETAILED EXAMINATION NOW BEING MADE. IF POLITICAL SITUATION ALLOWS GORIZIA ROUTE RECOMMENDED AS ELECTRIC TRACTION THROUGHOUT TRIESTE TO TARVIS EASILY RESTORABLE. OTHER LESSER WORKS BOTH ROUTES WITHIN COMPLETION DATE MAIN ISONZO TIE POINT.

THIRD. UDINE TO TARVISIO. AIR RECCE TO UDOVIZZA YESTERDAY COMPLETION BY GROUND. RECCE TARVISIO OR BEYOND TODAY. ONE MAJOR OBSTRUCTION BR R FELLA KM 52 BETWEEN RESIUTTA AND CHIUSAPORTE SIX SPANS ALL DOWN THREE LONGEST ABOUT 120 FEET MAJOR WORK. DIVERSION OR GERMAN REPAIRED STRUCTURE AT OTHER LOCATIONS APPARENTLY SOUND. WILL CONFIRM AND GIVE ESTIMATE TIME MATERIALS BRKM 52.

FOURTH. LINES SOUTH AND WEST OF UDINE. UDINE TO PALMANIVA OPEN. THENCE TO PALAVZOLO BY 13 MAY. RECCE CONTINUES HAMPERED BY LACK ADEQUATE TRANSPORT FIFTH. AN EXPLORING POSSIBILITY ISOLATED RLY SHUTTLE SERVICE BASED ON UDINE WHERE SUFFICIENT LOCOMOTIVES ROLLING STOCK MAINTENANCE FACILITIES EXIST. HAVE ENCOURAGED LOCAL ITALIAN STATE RAILWAY OFFICIALS WHO STILL ISOLATED FROM THEIR TRIESTE HQ TO EFFECT REPAIRS. WITHIN THEIR RESOURCES. CONSIDER THAT WITH ASSISTANCE FROM ARMY OR CORPS TPS ENGRS CAN OPEN RAIL LINK PALAZZOLO TO RESIUTTA ABOUT 18 MAY WITH STEAM TRACTION PALAZZOLO TO UDINE THENCE ELECTRIC. SUFFICIENT COAL UDINE FOR FEW WEEKS LIMITED OPERATION. CAPACITY LIMITATED ABOUT 1200 TONS DAILY STATIONS AVAILABLE AS RH BEING UNSUITABLE AND DEVELOPMENT DIFFICULT (AND THIS RAIL DIS-BANDED??) SAVE ABOUT 80 KM AN LOAD RD L OF C TO AUSTRIA FROM PO VALLEY AND PART AT LEAST INCORPORATED IN ULTIMATELY WHETHER PORTCIS VIENNA OR TRIESTE.

SIXTH. ELECTRIC TRACTION. SUFFICIENT SERVICEABLE OR EARLY REPAIRABLE LOCOMOTIVES NOW FOUND COVER COMPLETE SERVICE TRIESTE TO TARVISIO FOR 4000 NET TONS DAILY. THIS HOWEVER IGNORES CLAIMS TRIESTE TO FIUME POSTUMIA AND PIEDICOLLE LINES WHICH MAY THEMSELVES BE PARTLY OR WHOLLY COVERED BY MOTIVE POWER IN SITU. WORST CASE IF TRIESTE NOT AVAILABLE TO US SUFFICIENT MOTIVE POWER TO UDINE TO WORK SERVICE UDINE TO OVISIO

4842

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

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

HIGH MOST DIFFICULT SECTION OF LINE.

SEVENTH. FOR TN INC. RESERVE TWO LMS OR 3 HU WHITCOMB DIESELS FOR TRIESTE PORT. REF PARA 5. SPECIFICATIONS AND LIAISON BY PATTERSON.

EIGHT. WILL 8 ARMY IF THEY ACCEPT SHUTTLE SERVICE SERVICE FIFTH ABOVE AGREE 16 AC OR 133 CORPS TPS IN ABSENCE TN TPS NOT YET AVAILABLE MOVEMENT STAFF ALSO REQUIRED. SUGGEST HQ UDINE WHERE AM PLACING 2 REY GP GP FOR SUPERVISION ITALIAN OPERATION. AGREED MOVEMENTS

END

4841

RESTRICTED 6

Report submitted by the acting Capo Compartimento of Venezia to Ing. di Raimondo, Director General ISR.

Venezia, 5 May 1945

I want to express my personal joy and that of the entire personnal of this Compartment for the end of the naxi oppression and for the restitution of Venezia to the Fatherland.

We are all eager to put ourselves entirely at disposal of the ISR Administration for securing a speedy reoperation of the rail services, within the limits of our possibilities, considering what has been destroyed by the war.

I take the opportunity offered by my first contacts with Col. Evans, Chief of the Rehabilitation Dept., in order to make you acquainted with the situation in this Compartment.

1) Organization

By order of the National Liberation Committee (Railway Committee) following officials have been temporarily relieved from their functions and replaced with following others :

Removed: Capo Compartimento , Ing Bizzo
Commercial Section: Chief, Dr Rivalta
Movements " " Ing Guglietta
Traction " " " Polin
Works " " " Toderini
Electric Equip." " " Fabris
Health " " Dr. Aulizio

Replacements : Capo Compartimento : Bazan

~~Commercial Section:~~ (Orsi
Operating Sections : (Zennari
(Ghirotti
(Lambusta

By order of the former General Direction ISR - Verona, and on request of the German Railways Direction, this Compartment has been extended toward south to include all lines north of the Po river, and toward west to include the section Verona-Ponte S.Marco; all lines and sections of lines falling under the province of Udine have been handed over to Trieste Compartment.

The same Committee has moreover ordered that all "squadristi", "neo-fascisti", "sciarpe littorie", as well as all personnel belonging to Verona HQ or otherwise compromised with politics be relieved from duty and in accordance with Lieutenancy Decree 30 July 1944 they will be granted the entire salary and the indemnity for active duty, pending the final judgement.

In spite of above removal of personnel, the remaining staff

4840

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

you acquainted with the situation in this Compartment.

1) Organization

By order of the National Liberation Committee (Railway Committee) following officials have been temporarily relieved from their functions and replaced with following others :

Removed: Capo Compartimento : Ing Bizzo
Commercial Section: Chief, Dr Rivalta -
Movements " " Ing Guglietta
Traction " " " Folin
Works " " " Toderini
Electric Equip." " " Fabris
Health " " - Dr. Aulisio

Replacements : Capo Compartimento : Bazan

~~Commercial Section~~: (Orsi
Operating Sections : (Sennari
(Chiretti
(Lambusta

By order of the former General Direction ISR - Verona, and on request of the German Railways Direction, this Compartment has been extended toward south to include all lines north of the Po river, and toward west to include the section Verona-Ponte S.Marco; all lines and sections of lines falling under the province of Udine have been handed over to Trieste Compartment.

The same Committee has moreover ordered that all "squadristi", "neo-fascisti", "sciarpe littorie", as well as all personnel belonging to Verona HQ or otherwise compromised with politics be relieved from duty and in accordance with Lieutenancy Decree 30 July 1944 they will be granted the entire salary and the indemnity for active duty, pending the final judgement.

4840

In spite of above removal of personnel, the remaining staff will be quite sufficient to cover the requirements of the limited service that it will be possible to operate at the beginning.

2) State of the lines and plants.

Present information is not a definite one, as we have no up-to-date news concerning the last destructions carried out by the war; xxx the most important lines and plants have been considered

./.

Declassified E.O. 12356 Section 3.3/NND No. 783021

Portogruaro-Mestre Line

Demolished: Livenza bridge near S.Stino; Piave bridge near S.Dona.

Mestre-Padova-Verona-Ponte S.Marco line:

Demolished: Brenta br. at Ponte di Brenta; Tesina br. at Vicenza; rail overbridge between Verona P.N. and Verona P.V.; Mincio bridge near S.Martino della Battaglia; we believe that also the bridge (Adige) between Verona P.N. and Verona P.V. has been damaged at the last minute.

Mestre-Sacile (Udine) line :

Demolished; Piave bridge between Spresiano and Susegana.

Padova-Rovigo (Bologna) line :

Damaged: Gorzone bridge near Stanghella; Adige bridge near Rovigo; At Legnago, among other demolitions carried out by the Germans at the last minute, both Adige bridges over the Monselice-Legnago and Grisignano di Zocco-Legnago lines have been blown up.

(Bologna) Ostiglia-Verona-Trento)Bolzano-Brennero line :

Heavy damages suffered especially the line Verona-Brennero where many bridges, among others the Adige br. at Parona, were damaged; also the electric overhead system suffered heavily. A subsidiary,single track line, has been constructed by the Germans btw. Lavis and Ora.
All Po bridges have been seriously destroyed; also the Brenta bridges btw. Padova and Vigodarzere and at Piazzola sul Brenta have been demolished.

Station buildings and station facilities :

Following station buildings to cite only the most important of them, are but heaps of rubble and also the yards are seriously damaged: Treviso, Mestre, Padova,Rovigo, Vicenza, Verona P. Nuova, Verona P. Vescovo, Trento,Bolzano, Castelfranco, Montebelluna.

4839

Other lines :

The Venezia Santa Lucia - V.Mestre-Lison and Campo S.Piero Castelfranco-Treviso lines have been reduced to single track lines

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

Mestre-Udine (Udine) line :

Demolished; Piave bridge between Spresiano and Susegana.

Padova-Rovigo (Bologna) line :

Damaged: Corzone bridge near Stanghella; Adige bridge near Rovigo; At Legnago, among other demolitions carried out by the Germans at the last minute, both Adige bridges over the Monselice-Legnago and Grisignano di Zocco-Legnago lines have been blown up.

(Bologna) Ostiglia-Verona-Trento)Bolzano-Brennero line :

Heavy damages suffered especially the line Verona-Brennero where many bridges, among others the Adige br. at Verona, were damaged; also the electric overhead system suffered heavily. A subsidiary,single track line, has been constructed by the Germans btw. Lavis and Ora.
All Po bridges have been seriously destroyed; also the Brenta bridges btw. Padova and Vigodarzere and at Piazzola sul Brenta have been demolished.

Station buildings and station facilities :

Following station buildings to cite only the most important of them, are but heaps of rubble and also the yards are seriously damaged: Treviso, Mestre, Padova,Rovigo, Vicenza, Verona P. Nuova, Verona P. Vescovo, Trento,Bolzano, Castelfranco, Montebelluna.

4839

Other lines :

The Venezia Santa Lucia - V.Mestre-Lisen and Campo S.Piero Castefranco Susegana Lines have been reduced to single track lines because the Germans dismantled and carried away the second track; but they could not carry out the further desolition planned.
Many minor works have been damaged but not beyond repair.

) Tractive power and rolling stock available.

Generally speaking there is scarcity of rolling stock especial_ ; in so far as the coaches are concerned. There is much stock waiting for repair as well as electro-trains, electromotrices, E-locos as steam locos,damaged, carried by the Germans from the South and remained here because they could not be forwarded to Germany.

2366

Declassified E.O. 12356 Section 3.3/NND No. 788021

However we are of the opinion that a limited service could be reoperated provided that a prompt supply of coal were granted; present availability of coal at Venezia-S.Luvia, Mestre and Treviso, the only coal depots this Office has been able to contact to-date, is only some 500 tons.

Presently two round trips daily are being operated between Venezia and Mestre; some trains have been moreover operated between Treviso and Venezia and between Castelfranco and Venezia.

Instructions have been issued for all loaded and empty rolling stock abandoned by the Germans over the lines to be recovered into the stations; the same applies for the locos and other damaged stock. The loco depots at both Venezia-S.Lucia and Padua are nearly undamaged, while those at Mestre, Vicenza, Bolzano and Treviso suffered heavy damages; the loco depot at Verona is almost demolished; no information is available as to the other loco-depots.

As soon as I will be granted a circulating permit I expect on the 7th inst; I have planned to proceed to Verona together with the other Chiefs of the Operating Sections in order to contact those periferical offices and see what actually happened on the lines.

The Staff Office is continuously receiving applications from regular employees, temporary and auxiliary personnel, either ~~the~~ discharged from the Army or who did not answer the draft for the Army or for the compulsory work service, even if this meant for them the necessity to resign their jobs in the ISR. In agreement with the national Liberation Committee (Railways Committee) it has been decided that for the time being only the employees who didx not serve under the Republican Army will be re-employed.

In accordance with what has been agreed upon with Col. Evans this Works Section asks the Works Dept. for instruction us to the provision of money for rehabilitation purposes; an early information as to the possibility of a regular coal supply would be appreciated in order to arrange for regular services to be operated over the most important lines; the population is anxiously waiting for above services as they have been compelled for a long time to rely only on their own bycicles or on some emergency transportation means to move from one place to another.

4838

For the Capo Compartimento
Signed : Bazzan
acting C.C. appointed by the
National Liberation Committee.

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

5.

T R A N S L A T I O N

RESTRICTED

Report submitted by Ing. Bissone, Capo Compartimento Firenze, to General di Raimondo .

2 May 1945

SITUATION AT BOLOGNA :

Ing. Gilardi has been temprarily appointed as Capo Compartimento; following officials have been chosen for the other Sections :

Traction	Ing. Fiaschi
Movements	" Angelini
Works	" Zanaboni
Electric plants & signalling	" Mazzoni
Commercial	Avv. Jahier

All above appointments have been made by a Compartmental Liberation Committee having its HQ c/o ISR Compartmental HQ.

In so far as the Staff is concerned, the situation of the Traction Section is particularly delicate, as the number of Officials presently on duty is too scarce; In have already infomed Prof. Corbellini.

Intallations and Plants
The situation is very serious; nearly all sleepers and fastenings are missing from the sidings as well as from the main lines arriving to Bologna.

Rolling Stock
Practically none is left. The few vehicles still at Bologna are in very bad condition, but I repeat that their number is exceedingly low.

4837

Loco Depot & Repair Shops.
Only the walls and the metallic frame of the roof are left, with part of the sidings and the inspection pits; some crane could be repaired, though damaged; the turn table is also repairable; the water plant is very badly damaged.

Private Repair Shops; Casaralta Shops.
Practically undamaged. They can re-start working right now, provided they be supplied with material.

Speedometers Repairshops.
Heavily damaged, but they have been able to save all machinery from german robbery.

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

Ing. Gilardi has been temporarily appointed as Capo Compartimento; following officials have been chosen for the other Sections :

Traction	Ing. Piaschi
Movements	" Angelini
Works	" Zanaboni
Electric plants & signalling	" Mazzoni
Commercial	Avv. Jahier

All above appointments have been made by a Compartmental Liberation Committee having its HQ c/o ISR Compartmental HQ.

In so far as the Staff is concerned, the situation of the Traction Section is particularly delicate, as the number of Officials presently on duty is too scarce; In have already informed Prof. Corbellini.

Intallations and Plants
The situation is very serious; nearly all sleepers and fastenings are missing from the sidings as well as from the main lines arriving to Bologna.

Rolling Stock
Practically none is left. The few vehicles still at Bologna are in very bad condition, but I repeat that their number is exceedingly low.

4837

Loco Depot & Repair Shops.
Only the walls and the metallic frame of the roof are left, with part of the sidings and the inspection pits; some crane could be repaired, though damaged; the turn table is also repairable; the water plant is very badly damaged.

Private Repair Shops; Casaralta Shops.
Practically undamaged. They can re-start working right now, provided they be supplied with material.

Speedometers Repairshops.
Heavily damaged, but they have been able to save all machinery from german robbery.

Tools and equipment
Practically none is available, as everything was either taken away or sold by the Germans.

Transportation means
They have only one car in operating condition and they hope to be able to have another car available in a few days.

./.

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

Lines

From Faenza to Bologna and from Prignana to Bologna very badly damaged, but MRS trusts that rehabilitation will be completed by the beginning of June. The reconstruction of the Reno bridge will be effected at some distance upstream; it has four piles seriously damaged and corresponding arches demolished. The Po bridge between Revere and Ostiglia is not too heavily damaged and Major Patterson trusts that it will be possible to rehabilitate it in a record-breaking time, as already done for the Arno bridge at Camaiore.
I have no more direct information available, as our personnel has not been able yet to carry out regular surveys.

SITUATION AT VERONA -

Col. Moss has requested that a Compartmental HQ be established there. I have explained him the delicate situation of all Officials who followed the Fascist puppet Government but he was of the opinion not to take much notice of these considerations and he appointed Ing De Giuli as Capo Compartimento, telling Ing Nobili to wait for further instructions. Col. Michil, military Governor of the city, and the Presidence of the local National Liberation Committee were also informed of above appointment . Ing De Giuli submitted to Col. Moss the names of the Officials to be entrusted with the various branches of the Administartion. He was instructed to start immediately with clearing of the yards, salvaging of material and rehabilitation of what can be repaired.

Some financial difficulties have arised to this subject and I am of the opinion that it would be necessary to promptly arrange for financial help; unless instructed not to do so (via radio, through MRS) I am going to utilize part of the 50 millions already destined to Bologna as they are not all necessary there, because Bologna Compartment has already enough money to cover the wages bill of April.

Situation of yards and lines.
Much better than at Bologna; all sleepers and rails practically undamaged; not all switches damaged. Adige bridge between Verona P.N. and Verona P.V. with only the outer arches damaged but already hastily repaired to allow the transit of tanks. The Adige bridge at Verona Parona (on the Trento line) with both piles and abutments undamaged,

240031
Declassified E.O. 12356 Section 3.3/NND No. 785021

not been able yet to carry out regular surveys.

SITUATION AT VERONA -

Col. Moss has requested that a Compartmental HQ be established there. I have explained him the delicate situation of all Officials who followed the Fascist puppet Government but he was of the opinion not to take much notice of these considerations and he appointed Ing De Giuli as Capo Compartimento, telling Ing Nobili to wait for further instructions. Col. Michil, military Governor of the city, and the Presidence of the local National Liberation Committee were also informed of above appointment . Ing De Giuli submitted to Col. Moss the names of the Officials to be entrusted with the various branches of the Administartion. He was instructed to start immediately with clearing of the yards, salvaging of material and rehabilitation of what can be repaired.

Some financial difficulties have arised to this subject and I am of the opinion that it would be necessary to promptly arrange for financial help; unless instructed not to do so (via radio, through MRS) I am going to utilize part of the 50 millions already destined to Bologna as they are not all necessary there, because Bologna Compartment has already enough money to cover the wages bill of April.

Situation of yards and lines.
Much better than at Bologna; all sleepers and rails practically undamaged; not all switches damaged. Adige bridge between Verona P.N. and Verona P.V. with only the outer arches damaged but already hastily repaired to allow the transit of tanks. The Adige bridge at Verona Parona (on the Trento line) with both piles and abutments undamaged, so that it can be easily repaired. The lines arriving from the various directions apparently in good condition or at least with slight damages.

Materials
Many materials are available, most of which suitable for immediate re-utilization, besid s the rolling stock, also many other materials are there, and particularly I-beams suitable for bridging purposes.

./.

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

Loco Depot
Damaged by bombardments. Furtherly damaged by the Germans, but it can be partially rehabilitated in a reasonable time.

Loco-Major Shops.
Practically to be completely reconstructed. Severely damaged by the bombardments, and afterwards the destruction was completed by the Germans. Lot of useful material can be salvaged and then it will be possible to slowly rehabilitate the various sheds, one after another, as already done at Firenze.

To conclude, I am of the opinion that it is necessary to appoint a commission, endowed with ample powers, with the task to proceed first to Bologna and then to Verona to take all necessary deliberations in order that the rehabilitation works be started with as soon as possible, as requested by the Allies.

sgd: Fiscone

4828

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

4.

Subject:- Railway Electrification - Northern Italy.

Tn. A.H.(S)/2.

To:- D.Tn.
D.D.Tn.(Col.Wilson)
D.D.Tn.Stores (Col.Coward)
D.D.Tn.Mech.(Col.Topham)
D.D.Tn.Ops.(Lt.Col.Rose)

Report of visit to Bologna and Area and to Belluno for investigating conditions of Electric Railways on the Brenner Route.

Summary.

Bologna and Area.

1. Ostiglia substation is the only one known to be intact in the Bologna Compartimento.
2. The Electric contact line from Ostiglia to Verona is only slightly damaged and is now under repair.
3. There is no copper on the line Bologna - Ostiglia.
4. The high tension line feeding Ostiglia substation is slightly damaged and is under repairs and the repairs estimated to take six weeks.
5. There are many machine tools and other stores hidden in the area.
6. Skilled labour is available for electric line repair work.
7. Road Transport is urgently required for enabling material to be recovered and for getting men on the line for repair work.

Verona - Belluno.

8. There is no copper on the section Verona - Trento.
9. The section Trento - Brennero is under repair by German military railway organisation which has men and materials sufficient for the work.
10. There are 54 steam and 70 electric locomotives between Trento and Brennero.
11. There are about 200 wagons of coal along the line amongst many other train loads of material.

4835

Left Rome 0920 hrs in special plane with Col Hatter 9th May 1945 and arrived Bologna 1½ hrs later, having failed to land at Florence owing to low cloud there.

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

on the Brenner Route.

Summary.

Bologna and Area.

1. Ostiglia substation is the only one known to be intact in the Bologna Compartimento.
2. The Electric contact line from Ostiglia to Verona is only slightly damaged and is now under repair.
3. There is no copper on the line Bologna - Ostiglia.
4. The high tension line feeding Ostiglia substation is slightly damaged and is under repairs and the repairs estimated to take six weeks.
5. There are many machine tools and other stores hidden in the area.
6. Skilled labour is available for electric line repair work.
7. Road Transport is urgently required for rambling material to be recovered and for getting men on the line for repair work.

Verona -Bolzano.

8. There is no copper on the section Verona - Trento.
9. The section Trento - Brennero is under repair by German military railway organisation which has men and materials sufficient for the work.
10. There are 54 steam and 70 electric locomotives between Trento and Brennero.
11. There are about 200 wagons of coal along the line amongst many other train loads of material.

4835

Left Rome 0920 hrs in special plane with Col. Matter 9th May 1945 and arrived Bologna 1½ hrs later, having failed to land at Florence owing to low cloud there.

Bologna 9th May.

Called on Eng. Massoni, Chief of I.N.S. Office I.S.E. for Bologna Compartimento, and obtained the following informations-

Substations.

Most of the substations in this region were demolished by the Germans in October 1944. Essential apparatus has been removed from some of them by the Germans for use elsewhere.

/to Sheet 2.....

Declassified E.O. 12356 Section 3.3/NND No. 789021

Ostiglia substation on the Bologna - Verona route was reported to be intact.

Parma substation is reported to have only three main transformers and the building in good order.

Fidenza and Piacenza substations were in operation recently but the present condition of them is unknown at Bologna Office as there are no means of communication.

Stores.

Machine tools and other workshop equipment from a large I.S.R. Electrical maintenance shop were previously hidden in various places from the Germans all this material is intact.

There appears to be little copper conductor for catenary and contact lines in the area. Some of this and a quantity of telephone cable were hidden but the I.S.R. have no means of transport to enable the recovery of hidden material to be made.

It is suggested that motor transport be made available for this purpose as soon as possible. 2-30 cwt. trucks is the minimum required.

Labour.

There is a large amount of I.S.R. skilled labour in Bologna available for repair work on high tension power lines and railway contact lines. These men could be put to work immediately if sufficient transport is made available.

10th May.

Inspected substation at Ostiglia, and found that apart from negligible small breakages, the substation is complete in all respects and could be ready for service as soon as repairs to the supply lines are completed. This substation is at present equipped with one Brown Boveri Mercury Arc Rectifier and two main transformers. A second rectifier is safely hidden in the country and will be recovered as soon as transport is available.

One main transformer BOS N°11249 and one General Electric G.Rectifier from Orbetello substation (Line 36 were found to be in Ostiglia. These had been removed from Orbetello by the Germans.

All copper from the line Bologna - Ostiglia has been removed by the Germans.

On the section Ostiglia-Verona the contact lines in intact except for those places where demolitions have been made. Repair work is being carried out on this line and also on the high tension line feeding Ostiglia. from Verona. That section of the line can be worked electrifically after repairs have been made. Estimated time for repairs is six weeks.

There is a steam engine shed at Ostiglia in which a class 740 locomotive is standing with H.P. cylinder blown. There is a turntable in good order in the yard.

4834

11th May.

Travelled by air with Col. Ratter from Bologna to Verona and made

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

the Germans all this material is intact.

There appears to be little copper conductor for catenary and contact lines in the area. Some of this and a quantity of telephone cable were hidden but the I.S.R. have no means of transport to enable the recovery of hidden material to be made.

It is suggested that motor transport be made available for this purpose as soon as possible. 2-30 cwt. trucks is the minimum required.

Labour.

There is a large amount of I.S.R. skilled labour in Bologna available for repair work on high tension power lines and railway contact lines. These men could be put to work immediately if sufficient transport is made available.

10th May.

Inspected substation at Ostiglia, and found that apart from negligible small breakages, the substation is complete in all respects and could be ready for service as soon as repairs to the supply lines are completed. This substation is at present equipped with one Brown Boveri Mercury Arc Rectifier and two main transformers. A second rectifier is safely hidden in the country and will be recovered as soon as transport is available.

One main transformer BBC No 11249 and one General Electric G.Rectifier from Orbetello substation (Line 50 were found to be in Ostiglia. These had been removed from Orbetello by the Germans.

All copper from the line Bologna - Ostiglia has been removed by the Germans.

On the section Ostiglia-Verona the contact lines in intact except for those places where demolitions have been made. Repair work is being carried out on this line and also on the high tension line feeding Ostiglia. from Verona. That section of the line can be worked electrifically after repairs have been made. Estimated time for repairs is six weeks.

There is a steam engine shed at Ostiglia in which a class 740 locomotive is standing with R.H. cylinder blown. There is a turntable in good order in the yard.

11th May.

4834

Travelled by air with Col. Potter from Bologna to Verona and made an aerial reconnaissance of the line Bologna -Verona about mid-way between Ostiglia and Verona there was an electric locomotive in a siding. It was apparent that repair of contact from Ostiglia to Verona would not be difficult.

/to Sheet 3.....

Declassified E.O. 12356 Section 3.3/NND No. 789021

Later, flew from Verona to Bolzano along the railway. There was no contact line on the 85 Km. section Verona - Trento, and all substations have been destroyed by bombing.

From Trento electrified system the damage cause by bombing associated with the recent Po offensive, has made about 60% of the line inoperative due to breakage of track and overhead contact lines.

The electric railway is at present working both South and North of Bolzano, the exact situation being shown in a lengthy report which had already been submitted to 15 Army Group by their Liaison Officer.

Material in wagons between Trento and Bolzano.

There are many trains of wagons isolated along the line and although it was impossible from the air to determine the contents, one could see that many of the wagons contained drums of cable of various kinds and scrap material.

There were also in the order of 200 wagons loaded with coal.

At Bolzano a meeting was arranged by the Liaison Officer of 15 Army Group with Col. Schnez of the Railway Directorate of the German Southern Command.

The reconstruction of the electric railway was discussed and it was found that the German Organisation at present in the Area had sufficient technical personnel to undertake the work of repairing the electric lines from Trento to Brennero. The following information was obtained from Col. Schnez:-

a. Power Supply.

The main power stations and substations for the supply of electric power to the Trento-Brennero section were intact. Some repairs are necessary to the contact line and the high tension transmission lines but these are reported to be simple and within the capacity of available repair squads.

b. Mobile Substations.

There are eight mobile substations available. Some of these are for the direct current system and some for the alternating current system. These were not examined but are supposed to be in good condition.

4833

c. Tools and Material.

The Germans have the necessary tools and equipment for making the repairs to the contact line and high tension lines. They also have sufficient copper conductor for the work and they may also have sufficient material for the reconstruction of the Verona - Trento section but this requires investigating. The Germans relied entirely on the use of copper from I.S.R. sources and from secondary lines and they did not use any

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

although it was impossible from the air to determine the contents, one could see that many of the wagons contained drums of cable of various kinds and scrap material.

There were also in the order of 200 wagons loaded with coal.

At Bolzano a meeting was arranged by the Liaison Officer of 15 Army Group with Col. Schnee of the Railway Directorate of the German Southern Command.

The reconstruction of the electric railway was discussed and it was found that the German Organisation at present in the Area had sufficient technical personnel to undertake the work of repairing the electric lines from Trento to Brennero. The following information was obtained from Col. Schnee:-

a. Power Supply.

The main power stations and substations for the supply of electric power to the Trento-Brennero section were intact. Some repairs are necessary to the contact line and the high tension transmission lines but these are reported to be simple and within the capacity of available repair squads.

b. Mobile Substations.

There are eight mobile substations available. Some of these are for the direct current system and some for the alternating current system. These were not examined but are supposed to be in good condition.

4833

c. Tools and Material.

The Germans have the necessary tools and equipment for making the repairs to the contact line and high tension lines. They also have sufficient copper conductor for the work and they may also have sufficient material for the reconstruction of the Verona - Trento section but this requires investigating. The Germans relied entirely on the use of copper from L.S.R. sources and from secondary lines and they did not use any redrawing factories for the supply of new wire.

Assuming there is sufficient copper available for rewiring the Verona-Trento section, and at least two mobile substations suitable for converting to 3,000 Volts direct current, the reconstruction of this section should be carried out simultaneously with the track repairs.

/to Sheet 4.....

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

6. Locomotives.

The following locomotives are stated to be available at the places shown.

TYPES.

Location	Steams						Electric	
	52	452	477	740	835	940	E333	E554
Franzensfeste	6	2	-	-	4	-	-	19
Brennero	11	-	5	1	1	-	3	43
Moreno	-	-	-	5	2	-	3	-
Trento	2	-	-	10	4	-	-	-
Total	19	2	5	17	11	-	6	62

Electric locomotives E 333 and E 554 are of 2,150 and 2,700 H.P. respectively.

8. Time Factor.

It was estimated that about 4 weeks would be required to repair the electrical system from Trento to Brennero.

Major, R.E.
D.A.D.Tn.3 (Elect).

15th May 1945.

4832

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

MILIARDI	Ing. Dott. Vittorio	- Incaricato della dirigenza del Compartimento di Bologna e Capo della Sezione Lavori di Bologna.

.....

SEZIONE MATERIALE E TRAZIONE

FIASCHI	Ing. Dott. Darville	- Incaricato della dirigenza della Sezione Materiale e Trazione
GRECO	Ing. Dott. Alfredo	- Dirigenza dell'Ufficio Tecnico della Sezione - Trattazione delle pratiche relative a nuovi impianti di Depositi ed Officine, mezzi di opera, macchinari, rifornitori acque, combustibili.
QUERENA	Ing. Dott. Eduino	- Capo del 1° Riparto Materiale e Trazione.
CAMPOSANO	Ing. Dott. Paolino	- Trattazione delle pratiche relative alla riparazione delle Locomotive
RIGUZZI	Ing. Dott. Francesco	- Sovraintendenza del Deposito Locomotive di Bologna.
VALENTINI	Ing. Dott. Paolo	- Sorveglianza dell'Officina Rialzo di Bologna.

SEZIONE LAVORI

ZANABORI	Ing. Dott. Pietro	- Incaricato della Dirigenza della Sezione Lavori
D'ARIA	Ing. Dott. Vittorino	- Capo dell'Ufficio I
CIAMPOLINI	Ing. Dott. Brunellesco	- Capo dell'Ufficio II
ARCHETTI	Ing. Dott. Rodolfo	- Capo dell'Ufficio Patrimoniale
FRANCIA	Ing. Dott. Giorgio	- Manutenzione Sede Compartimentale e Palazzi Postali.
DE GIOVANNI	Ing.Dott. Plinio	- Riparto Travate metalliche (Uff.I)

1° GRUPPO

4831

ZANABONI	Dott. Ing. Pietro	- Capo del Gruppo
MATTIONI	Ing. Dott. Elio	- Capo Riparto Bologna Centrale
BORELLO	Ing. Dott. Giuseppe	- Riparto Bologna Centrale
NASCIA	Ing. Dott. Vincenzo	- Riparto Bologna Centrale
DIANA	Ing. Dott. Gino	- Capo Riparto Bologna Smistamento
BELLETTI	Ing. Dott. Pietro	- Riparto Bologna Smistamento
SAVINO	Geometra Agostino	- Capo Riparto Modena
BRUSCI	Ing. Dott. Pietro	- Capo Riparto Parma

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

GUERRENA	Ing. Dott. Eduino	-	Capo del 1° Riparto Materiale e Trazione.
CAMPOSANO	Ing. Dott. Paolino	-	Trattazione delle pratiche relative alla riparazione delle locomotive
RIGUZZI	Ing. Dott. Francesco	-	Sovraintendenza del Deposito Locomotive di Bologna.
VALENTINI	Ing. Dott. Paolo	-	Sorveglianza dell'Officina Rialzo di Bologna.

SEZIONE LAVORI

ZANABONI	Ing. Dott. Pietro	-	Incaricato della Dirigenza della Sezione Lavori
D'ARIA	Ing. Dott. Vittorino	-	Capo dell'Ufficio I
CIAMPOLINI	Ing. Dott. Brunellesco	-	Capo dell'Ufficio II
ARCHETTI	Ing. Dott. Rodolfo	-	Capo dell'Ufficio Patrimoniale
FRANCIA	Ing. Dott. Giorgio	-	Manutenzione Sede Compartimentale e Palazzi Postali.
DE GIOVANNI	Ing.Dott. Plinio	-	Riparto Travate metalliche (Uff.I)

1° GRUPPO

ZANABONI	Dott. Ing. Pietro	-	Capo del Gruppo
MATTIONI	Ing. Dott. Elio	-	Capo Riparto Bologna Centrale
BORELLO	Ing. Dott. Giuseppe	-	Riparto Bologna Centrale
NASCIA	Ing. Dott. Vincenzo	-	Riparto Bologna Centrale
DIANA	Ing. Dott. Gino	-	Capo Riparto Bologna Smistamento
BELLETTI	Ing. Dott. Pietro	-	Riparto Bologna Smistamento
SAVINO	Geometra Agostino	-	Capo Riparto Modena
MERUCCI	Ing. Dott. Pietro	-	Capo Riparto Parma
AVOGARO	Ing. Dott. Guido	-	Capo Riparto Direttissima Bologna-Prato.

2° GRUPPO

PULGA	Ing. Dott. Pietro	-	Capo del Gruppo.
GUIDI	Ing. Dott. Mario	-	Capo Riparto Porretta Terme
ROTTER	Ing. Dott. Giorgio	-	Capo Riparto Rimini
GIOVANNONI	Dott. Alberto	-	Capo Riparto Ferrara
BINI	Ing. Dott. Brunetto	-	Capo Riparto Bologna-Verona.

4831

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

SEZIONE MOVIMENTO

ANGELINI	Ing. Dott. Alfredo	- Incaricato delle Dirigenza della Sezione.
OCCHIALINI	Dott. Roberto	- Capo dell'Ufficio 1°
STRACI	Dott. Calogero	- Coadiutore dell'Ufficio 1°
MONTANI	Ing. Dott. Mario	- Capo Riparto Bologna
CAPPELLI	Carlo Alberto	- Capo Riparto Movimento Modena
POICARI	Ing. Dott. Colzio	- Capo Riparto Movimento Parma.
MARTELLI	Dott. Libero	- Capo Riparto Movimento Ferrara
MANELLI	Carlo	- Capo Riparto Movimento Rimini

UFFICIO IMPIANTI ELETTRICI E DI SEGNALAMENTO

MAZZONI	Ing. Dott. Alfredo	- Capo dell'Ufficio
BIGNARDI	Ing. Dott. Umberto	- Capo 2° Ramo e sostituto del Capo dell'Ufficio-Esercizio apparati centrali e segnalamento
BERNARDI	Ing. Dott. Giuseppe	- Capo del 1° Ramo-Esercizio Elettrificazione
MIRONE	Ing. Dott. Luigi	- Capo del Gruppo Costruzioni Elettrificazioni.
GOLINELLI	Ing. Dott. Bruno	- Capo del Gruppo Apparati Centrali
NANNI	Ing. Dott. Otello	- Capo del 1° Riparto.
CECCHIERI	Ing. Dott. Lamberto	- Capo del 2° Riparto.
ORSI	Ing. Dott. Giorgio	- Capo del 3° Riparto.
PELUSO	Ing. Dott. Aldo	- Capo del 4° Riparto.
CAPUANO	Ing. Dott. Guido	- Capo del 5° Riparto.
BETTINI	Ing. Dott. Raul	- Capo del Riparto Telefoni Telegrafi
BECCHERUCCI	Per.Ind. Carlo Alberto	- Capo Impianti Luce e Forza Motrice

4830

SEZIONE COMMERCIALE E TRAFFICO

JAMIER	Avv. Pier Paolo	- Incaricato della Dirigenza della Sezione.
MASSEI	Dott. Massimo	- Sostituto del Capo Sezione
MARCHIONNI	Gino	- Capo del 1° Riparto Traffico
PACINI	Alfredo	- Capo del 2° Riparto Traffico

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

UFFICIO IMPIANTI ELETTRICI E DI SEGNALAMENTO

MAZZONI	Ing. Dott. Alfredo	- Capo dell'Ufficio
BIGNARDI	Ing. Dott. Umberto	- Capo 2° Ramo e sostituto del Capo dell'Ufficio-Esercizio apparati centrali e segnalamento
BERNARDI	Ing. Dott. Giuseppe	- Capo del 1° Ramo-Esercizio Elettrificazione
MIRONE	Ing. Dott. Luigi	- Capo del Gruppo Costruzioni Elettrificazioni.
GOLINELLI	Ing. Dott. Bruno	- Capo del Gruppo Apparati Centrali
NANNI	Ing. Dott. Otello	- Capo del 1° Riparto.
CECCHIERI	Ing. Dott. Lamberto	- Capo del 2° Riparto.
ORSI	Ing. Dott. Giorgio	- Capo del 3° Riparto.
PELUSO	Ing. Dott. Aldo	- Capo del 4° Riparto.
CAPUANO	Ing. Dott. Guido	- Capo del 5° Riparto.
BETTINI	Ing. Dott. Raul	- Capo del Riparto Telefoni Telegrafi
BECCHERUCCI	Per.Ind. Carlo Alberto	- Capo Impianti Luce e Forza Motrice

SEZIONE COMMERCIALE E TRAFFICO

JAHIER	Avv. Pier Paolo	- Incaricato della Dirigenza della Sezione.
MASSAI	Dott. Massimo	- Sostituto del Capo Sezione
MARCHIGNNI	Gino	- Capo del 1° Riparto Traffico
PACINI	Alfredo	- Capo del 2° Riparto Traffico
ORSI	Emilio	- Capo del 3° Riparto Traffico

OFFICINE MATERIALE MOBILE = BOLOGNA

BARBIERI	Ing. Dott. Umberto	- Capo dell'Officina

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

3.

COPY.

FROM: R.C.B.1 0323005

TO : TN INC - AQMG (MOV) REAR HQ 8 ARMY

INFO: D.D. RLYS ANCONA - D.D. RLYS TRIESTE (BY HAND)

RCE/TR1/1. RESTD. RECCE TRIESTE - CORMONS UDINE SPOTTING STRUCTURES WITH ENGINEER OF ISR. INFORMATION GIVEN EACH STATION APPEARS RELIABLE BUT NOT FULLY CHECKED. SINGLE LINE RUNNABLE THROUGHOUT EXCEPT THREE BRIDGES AND ONE TUNNEL. BRIDGES. FIRST AT MR 7287 APPROX. SIX ARCHES OF 33 FEET WITH CENTRE TWO BLOWN. REST GOOD AND MIDDLE PIER REBUILT TO SPRINGER. TRACK AND RSJ REPAIR DONE FROM TRESTLES IN MIDDLE OF SPANS FOR SINGLE LINE. NEW TRESTLE 27 FOOT AND TWO 40 FT SPANS REQUIRED AS GERMAN TRESTLE VERY LIGHT. THRUST PRECAUTION BY GERMANS ALSO VERY LIGHT BUT HEAVY INTERMEDIATE CONCRETE FOUNDS GIVE GOOD ANCHORS. SECOND. ISONZO RIVER. KEY TASK. 10 ARCHES 20 METRES. SIX ARE SOUND. TWO SHAKEN BUT MAY BE RUNNABLE. ONE WILL HAVE TO BE DROPPED AND ONE IS MISSING BEING NUMBER 5 FROM EAST SIDE. NEEDS DETAIL EXAMINATION BUT RAIL TO WATER ABOUT 70 FEET AND ALL GAPS WET. ISR HAVE SPOKEN CONTRACTOR FOR INTERMEDIATE FOUNDATION. CONSIDER THIS DIFFICULT AND UNLIKELY TO HELP. THIRD. NATISONE RIVER. SEVEN ARCHES 90 FOOT CLEAR ALL DOWN BUT PIERS TO SPRINGER ALL GOOD AND VERY EASY REPAIR WITH UCRB. FOURTH. TUNNEL NEAR SAGRADO ABOUT KILO 46. ONE 12 INCH RAIL GUN AND WAGONS BLOWN IN TUNNEL. BRICK LINING 80 PERCENT DOWN BUT ROCK ABSOLUTELY SOUND AND ROOM TO BY PASS WRECKAGE AFTER CLEARANCE BRICK DEBRIS. ISR SAY WILL START CLARING IN TUNNEL AND ON NATISONE. TRACK APPEARS GOOD WHERE SEEN EXCEPT UDINE WHICH WAS NOT EXAMINED AND HAS BEEN BOMBED RATHER BADLY. ISR AT UDINE GAVE REPORT DATED APRIL 28 ON UDINE TARVISO. 8 BRIDGES DOWN OF WHICH SIX REPAIRED BY DEVIATION AND RUNNABLE. OF OTHER TWO. DOGNA BRIDGE OF 150 FT SPANS AND 150 FOOT HIGH. ONE SPAN DOWN AND ONE PIER DESCRIBED AS SHAKEN. RESIUTTA BRIDGE TO NORTH. 100 FOOT SPAN AT 70 FOOT HIGH. SPAN DOWN. ELECTRICITY. BOTH CIVIL AND ISR PLANTS STATED TO BE GOOD WITHIN ONE WEEK. ROLLING STOCK NORTH OF UDINE. NINE

4829

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

FOR SINGLE LINE. NEW TRESTLE 27 FOOT AND TWO 40 FT SPANS REQUIRED AS GERMAN TRESTLE VERY LIGHT. THRUST PRECAUTION BY GERMANS ALSO VERY LIGHT BUT HEAVY INTERMEDIATE CONCRETE POUNDS GIVE GOOD ANCHORS. SECOND. ISONZO RIVER. KEY TASK. 10 ARCHES 20 METRES. SIX ARE SOUND. TWO SHAKEN BUT MAY BE RUNNABLE. ONE WILL HAVE TO BE DROPPED AND ONE IS MISSING BEING NUMBER 5 FROM EAST SIDE. NEEDS DETAIL EXAMINATION BUT RAIL TO WATER ABOUT 70 FEET AND ALL GAPS WET. ISR HAVE SPOKEN CONTRACTOR FOR INTERMEDIATE FOUNDATION. CONSIDER THIS DIFFICULT AND UNLIKELY TO HELP. THIRD. NATISONE RIVER. SEVEN ARCHES 50 FOOT CLEAR ALL DOWN BUT PIERS TO SPRINGER ALL GOOD AND VERY EASY REPAIR WITH UCRB. FOURTH. TUNNEL NEAR SAGRADO ABOUT KILO 46. ONE 12 INCH RAIL GUN AND WAGONS BLOWN IN TUNNEL. BRICK LINING 80 PERCENT DOWN BUT ROCK ABSOLUTELY SOUND AND ROOM TO BY PASS WRECKAGE AFTER CLEARANCE BRICK DEBRIS. ISR SAY WILL START CLARING IN TUNNEL AND ON NATISONE. TRACK APPEARS GOOD WHERE SEEN EXCEPT UDINE WHICH WAS NOT EXAMINED AND HAS BEEN BOMBED RATHER BADLY. ISR AT UDINE GAVE REPORT DATED APRIL 28 ON UDINE TARVISO. 8 BRIDGES DOWN OF WHICH SIX REPAIRED BY DEVIATION AND RUNNABLE. OF OTHER TWO. DOGNA BRIDGE OF 150 FT SPANS AND 150 FOOT HIGH. ONE SPAN DOWN ONE PIER DESCRIBED AS SHAKEN. RESIUTTA BRIDGE TO NORTH. 100 FOOT SPAN AT 70 FOOT HIGH. SPAN DOWN. ELECTRICITY. BOTH CIVIL AND ISR PLANTS STATED TO BE GOOD WITHIN ONE WEEK. ROLLING STOCK NORTH OF UDINE. NINE STEAM AND ELEVEN ELECTRIC LOCOS. 40 WAGONS AND SOME PASSENGER STOCK. THIS FROM ISR REPORT. IN ADDITION SEEN IN MAIFONCONE MINIMUM OF 200 WAGONS PROBABLY MANY MORE. SAN GIOVANNI 9 COACH HOSPITAL TRAIN. NEARLY ALL STATION HAVE WAGONS VARYING FROM 5 TO 20 APPROX. ON 4TH INTEND TO CONSOLIDATE TRIESTE UDINE. ON 5TH FLYING LINE UDINE TARVISIO IS POSSIBLE. AT PRESENT POLITICALLY NOT ALLOWED TO VISIT CENTRAL STATION. GENERALLY WOULD APPEAR FROM SAME REASON WEST TO CONCENTRATE ON ITALIAN LINE BUT WILL TRY REST BUT AT MOMENT NOT ADVISABLE. ISR HELPFUL ON SURFACE AND STATE WILL START WORK WHERE POSSIBLE AND HAVE INDICATED REPAIR DESIRABLE SO THAT WD S ERL CAN BE USED. APPROX SUMMARY STEEL TRIESTE TO UDINE. NATISONE. SEVEN UCRB OF 55 FOOT AND SIX TRESTLES ABOUT SEVEN FOOT.

4829

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

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

LORENZO. PROBABLY FOUR ( ) FOOT UCRB AND TWO TRESTL( ) 30 AND 60 FOOT
AND PERHAPS CAMELS FEET. ALSO AS INDICATED FOR FIRST BRIDGE.

4828

2129

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

HEADQUARTERS ALLIED COMMISSION
A P O 394
TRANSPORTATION SUB COMMISSION

File AHC G-5

Reference: Tn/AC/ 75 28 Apr. 45

Subject : Officers movements.

To : O.C. Public Safety, AMG 5 Army.

1. For reconstruction of damaged railway tracks & Bridges within the Army Area as per copies of documents attached, it is requested that permission be given for the undermentioned officers to travel within the 5 Army Area.

Major S.P. Buckley, RE 146479

Capt. L.A. Conway, R.C.S. 151274

2. For the purpose of Reconaissance and contact with I.S.Rly officials.

S Buckley Major RE

for. Lt. Col. H.O. Lindberg, RE
Tn/AC/SC/ Rail.

or his deputy

Please ask Col Bye if this will be OK and the date

APPROVED
E. J. BYE
LT. COL.
CHIEF PUBLIC SAFETY
AMG 5th ARMY

SPB/mm.

COPY

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

28th April 45

TO: Major Buckley S.P. 146479
Capt.L.A. Conway 151274
N.W. Italy.

Ref.211/3/Tn 1 Transportation Sub-Commission Officer N.W. Italy.

1. You will form the A.C. Tn Rail Division Engineering Branch in this Area.

2. Major Buckley will be in charge.

3. You will be under the direction of and responsable to, this Headquarters, keeping close liason with the advanced echelon, M.R.S. and I.S.R.

4. You will recce all lines in North Italy advising this H.Q. immediately, all lines available for traffic, and in conjunction with A.C. Tn (advanced) arrange for repair of important lines, not of military priority.

5. You will agree, with A.C. Tn adv nced echelon, as regards priorities for repair.

6. Urgent work will be put in hand at once, and advice sent to this office, with estimates, for formal authorization.

7. You should advise all concerned as regards your location, telephone number and telegrafic address.

For the Director :

(Signed) H.O.Lindberg, Lt.Col.RE

Copy to : H.Q. 15th Army Group A.M.G.
H.Q. 8th " " "
H.Q. 5th " " "
M.R.S.
Regional Commissioner Toscana
" " Emilia
" " Liguria
" " Piemonte
" " Lombardia
" " Veneto

4826

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

Ref.211/3/Tn 1 Transportation Sub-Commission Officer N.W. Italy.

1. You will form the A.C. Tn Rail Division Engineering Branch in this Area.

2. Major Buckley will be in charge.

3. You will be under the direction of and responsable to, this Headquarters, keeping close liason with the advanced echelon, M.R.S. and I.S.R.

4. You will recce all lines in North Italy advising this H.Q. immediately, all lines available for traffic, and in conjunction with A.C. Tn (advanced) arrange for repair of important lines, not of military priority.

5. You will agree, with A.C. Tn adv nced echelon,as regards priorities for repair.

6. Urgent work will be put in hand at once, and advice sent to this office, with estimates, for formal authorization.

7. You should advise all concerned as regards your location, telephone number and telegrafic address.

For the Director :

(Signed) H.O.Lindberg,Lt.Col.RE

Copy to : H.Q. 15th Army Group A.M.C.
H.Q. 8th " " "
H.Q. 5th " " "
M.R.S.
Regional Commissioner Toscana
" " Emilia
" " Liguria
" " Piemonte
" " Lombardia
" " Veneto
" " Venezia Giulia
" " Venezia Tridentina
Director Transportation Sub-Commission

4826

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

COPY

SECRET

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Phone +89081

Ref.211/3/Tn 1

10 April 1945

Transportation Sub Commission Officers - Northen Italy.

1. When AMG take over in N.W. Italy, it is proposed to establish an Advanced Echelon of the Transportation Sub-Commission. Its duties will be as follows:

a. To coordinate, on behalf of the Director of the Transportation Sub-Commission, movements and transportation work in the regions of Piemonte, Liguria, Lombardia, and such other provinces as may be considered as "N.W. Italy" from time to time.

b. To coordinate movements and transportation work with the military authorities.

c. To control the general distribution of AC and civilian transport in N.W. Italy.

d. To see that movements programs are carried out in accordance with established priorities, particularly programs affecting more than one region.

2. a. Regional Transportation Officers will arrange all local movement within N.W. Italy as far as possible from their own local resources: they will contact each other as necessary: and they also work closely with military movement officers.

b. Demands for local movement within the N.W. area that cannot be met as outlined in (a) above and movements to or from places outside N.W. Italy will be referred to the Advanced Echelon of the Transportation Sub-Commission, who will try to meet such demands (1) by adjustement of AC controlled capacity, (2) by further contact with military movement headquarters in N.W. Italy, and (3) by reference to Transportation Sub-Commission, Rome.

3. The following officers are nominated for the Advanced Echelon of Transportation Sub-Commission:

Lt.Col. M. Harris (A) (i/c)
Major H.C. Talbot (B)

4825

One other officer with railway operating experience will be nominated later.

4. The Advanced Echelon of the Transportation Sub-Commission will be located near HQ,2 District.

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

4. The Advanced Echelon of the Transportation Sub-Commission will be located near HQ,2 District.

a. To coordinate, on behalf of the Director of the Transportation Sub-Commission, movements and transportation work in the regions of Piemonte,Liguria,Lombardia, and such other provinces as may be considered as "N.W. Italy" from time to time.

b. To coordinate movements and transportation work with the military authorities.

c. To control the general distribution of AC and civilian transport in N.W. Italy.

d. To see that movements programs are carried out in accordance with established priorities, particularly programs affecting more than one region.

2. a. Regional Transportation Officers will arrange all local movement within N.W. Italy as far as possible from their own local resources: they will contact each other as necessary: and they also work closely with military movement officers.

b. Demands for local movement within the N.W. area that cannot be met as outlined in (a) above and movements to or from places outside N.W. Italy will be referred to the Advanced Echelon of the Transportation Sub-Commission, who will try to meet such demands (1) by adjustement of AC controlled capacity, (2) by further contact with military movement headquarters in N.W. Italy, and (3) by reference to Transportation Sub-Commission, Rome.

3. The following officers are nominated for the Advanced Echelon of Transportation Sub-Commission:

Lt.Col. M. Harris (A) (i/c)
Major H.C. Talbot (B)

4825

One other officer with railway operating experience will be nominated later.

4. The Advanced Echelon of the Transportation Sub-Commission will be located near HQ,2 District.

5. AC railway engineering work will continue as at present to be dealt with by Transportation Sub-Commission at HQ, and not by Regional Transportation Officers: the following HQ officers are nominated for detachment to Northen Italy:

Railway Civil Engineering -Major P.G. Buckley (B)
Railway Mechanical Engineering -Major E.N.B. Jeffrey (B)

They will keep in touch with Lt.Col.Harris as necessary, but will report direct to their respective branches in the Rail Division of Transportation Sub-Commission,Rome.

By Command of Rear Admiral STONE:

(Signed) M.B. THOMAS, Colonel
Deputy Director

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

Distribution:

List "A" plus
HQ 2 District
Q(M) c/o HQ 2 District
D.M.R.S.
HQ Fourth Corps.

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

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

1830/11 (1)

TO TN. INC. for TN SUB COMMISION Rome for Major STREET

FROM TN AC RAILS VENICE DIVI

CONFIDENTIAL. (.)

[redacted] RAIL AND BDGE TO PORT WORKABLE. VENICE-TRAVISO OK. TRAVISO-PIAVE OK. BGE. PIAVE SUGANO ALL DOWN. SACILE STAT BDGE. PORDENONE STAT AND UDINE RIVER BDGS ALL DOWN. TRAVISO-TRIESTE SINGLE TRACK BDGS AT FAGARE MOTTA DOWN. MESTRE-TRIESTE BDGES AT FOSSATA CEGGIA DOWN THENCE TRIESTE COMPARTI NO NEWS YET. TREVISO-CALALZO BDGS AT VITTORIA VENETO CADOLA-SOSSHER FAE FORTOGNA CASTELLAVA220 DOWN. TREVISO-BUSCHE LENTIAL-PONTE NELLE ALPI BDGS AT BUSCHE SAN GIUSTINA DOWN. VENICE-TRENTO BDG CISMON DOWN. VENICE-PADOVA BDG AT VIGONZO DOWN. PADOVA-VICENZA-VERONA. BDGS AT LERINO MONTE BELLO VERONA DOWN.

1824

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

PADOVA - CASTEL FRANO - BDG AT VIGODONZA © TRIVISO - VICENZA - BDGS FONTANIVA SAN PIETRO © DOWN ©
PADOVA - ~~ROVIGA~~ ROVIGO. OLHIOBELLO BDGS AT MONSELICE ROVIGO ARGUA ~~PADUA~~ - VERONA - ISOLA - SCALA - LEGNAGO WORKABLE © PHONE LINES BEING REPAIRED © LOCOS STEAM FIT FOR SERVICE AT VENICE 12. MESTRE 10 TREVISO 7 PADOVA 15 BAZZANO 12© ELECTRIC ABOUT 20 NO REPORT ON CONDITION YET. AUTO-ELECT AND LITTORINOS ~~A~~ ABOUT 9 ALL TO BE REPAIRED© ROLLING STOCK FIT FOR SERVICE. PASS 42. BAGGAGE CARS 42. TANKERS OIL & FREIGHT CARS ALL TYPES 1350, NEEDING REPAIRS PASS 610. BAGGAGE 190. TANKERS 93 FREIGHT 2650. © NO COAL. LUB AND FUEL OIL - © 1 ARMY REPAIRING BRENNERO - OSTIGLIA © VERONO - VICENZA © VERONO - BRESCIA © NOT REPORT YET VERONA COMPARTI © PASS ON MESSAGE © BUCKLEY.

Buckley Major Gen.

CONFIDENTIAL

Military Railway Service.
G.H.F.
Tele. Firebox 41
Outside Line 843236
30th March 1945.

LINE 65 - FIRENZE - BOLOGNA (DIRETTISSIMA)

Section Km. 70 to Bologna.

Report on the condition of Track and Structures as on

23 - 24 March 1945.

- -

Compiled from Aerial Photographic Reconnaissance photographs.

Photographs used:-

Sortie 682 A. 232 Prints 3139 - 3134
4139 - 4134
3143 - 3179
4143 - 4179
3083 - 3084
4084 - 4091

Cover is complete for all overground sections of the line.

- - - - - - - - - - - - - - - - -

4823

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

1. GENERAL.

In compiling this report note has only been made of damages to track and structures. Omission to mention any structure must be taken as a firm indication that at the time of the reconnaissance that particular structure was not visibly damaged.

The report should be read in conjunction with the Italian State Railways "Planimetria - Profilo" Section Prato - Bologna which is, except for minor instances, correct for this length of line.

2. TRACK.

Over the greater length of this section of line track damage can be described as light to medium. It is not thought that any deliberate rail demolition has yet taken place. So far as can be seen damage is limited to shell and bomb craters. This is heavy in the neighbourhood of structural targets listed as attacked in paragraph 3 and light in the intermediate sections.

From Bologna S. Ruffillo (Km. 90.49) to Bologna Central (Km. 96.90) the enemy has instituted a track recovery scheme, possibly for the purpose of providing materials for repair of bomb damage in his rear areas. The extent to which this has at present progressed is:-

S. Ruffilo Station Yard - Dismantling 60% complete.

S. Ruffilo to Bologna Central - Main Line - Dismantling nearly complete.

It is not possible to say whether the dismantled track has yet been removed.

3. STRUCTURES.

Km.	Station.	Structure.	Report.
70.26		South portal - Cave Tunnel.	Ground all around portal has been cratered by a heavy concentration of bombs. The portal structure however appears intact.
70.37		North portal - Cave Tunnel.	Ground all around portal has been cratered by a heavy concentration of bombs. One bomb has pierced the tunnel lining just behind the portal demolishing part of the portal. Another bomb has pierced the tunnel lining about 25 metres behind the portal.
70.56		Underbridge - River Setta (7 x 25 m. and 7 x 20 m. span arches.)	This has suffered severe damage from aerial bombardment. The 20 m. arch at the South end, the seven 25 m. arches and three of the 20 m. arches adjacent to the centre of the bridge have all been completely demolished. The remaining three 20 m. arches adjacent to the North abutment are apparently intact.

4822.

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

and bomb craters. This is heavy in the neighbourhood of [illegible] listed as attacked in paragraph 5 and light in the intermediate sections.

From Bologna S. Ruffillo (Km. 90.49) to Bologna Central (Km. 96.90) the enemy has instituted a track recovery scheme, possibly for the purpose of providing materials for repair of bomb damage in his rear areas. The extent to which this has at present progressed is:-

S. Ruffilo Station Yard - Dismantling 60% complete.

S. Ruffile to Bologna Central - Main Line - Dismantling nearly complete.

It is not possible to say whether the dismantled track has yet been removed.

5. STRUCTURES.

Km.	Station.	Structure.	Report.
70.26		South portal - Cova Tunnel.	Ground all around portal has been cratered by a heavy concentration of bombs. The portal structure however appears intact.
70.37		North portal - Cova Tunnel.	Ground all around portal has been cratered by a heavy concentration of bombs. One bomb has pierced the tunnel lining just behind the portal demolishing part of the portal. Another bomb has pierced the tunnel lining about 25 metres behind the portal.
70.56		Underbridge - River Setta (7 x 25 m. and 7 x 20 m. span arches.)	This has suffered severe damage from aerial bombardment. The 20 m. arch at the South end, the seven 25 m. arches and three of the 20 m. arches adjacent to the centre of the bridge have all been completely demolished. The remaining three 20 m. arches adjacent to the North abutment are apparently intact. The South abutment appears to be sound and standing. From the South end - 1st Pier is standing full height & section. 2nd Pier is cut right down to ground level. 3rd Pier is standing to full height and section.

...../to Page 3.

4822

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

3. STRUCTURES (Contd).

Km.	Station.	Structure.	Report.
70.56		Underbridge - River Setta (continued from Page 2.)	4th Pier is reduced to a stump. 5th Pier is reduced to a heap of rubble, but foundations may be traceable under the debris. 6th Pier is standing to full height and section. 7th Pier is reduced to a stump. 8th Pier is standing to full height and section. 9th Pier is reduced to a heap of rubble. 10th Pier is reduced to a heap of rubble. 11th Pier is standing to full height and section and supports the first standing arch at the North end of the bridge.
70.83		South Portal - Vado Tunnel.	Ground all around portal has been cratered by a heavy concentration of bombs. The portal structure has vanished and this end of the tunnel is probably closed. There is however no reason to suppose that the closure is serious or that the amount of earth to be moved in order to open it will be large.
70.98		North Portal - Vado Tunnel.	Intact.
71.18		Underbridge - Rio Savena (2 x 6 m. arches)	This has been cut at some time by bombing and has been repaired for double track with steel girders.
71.54	Monzuno Vado.		There is a large pile up of wrecked rolling stock at the South end of the station otherwise the station is fairly clear of debris. Bomb and shell damage has been sustained by the station buildings. There is a certain amount of bomb and shell damage to tracks but this is not excessive.
72.38		South Portal - Ancini Tunnel.	Intact.
72.57		North Portal - Ancini Tunnel.	Probably intact.

4821

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

		6th Pier is standing to full height and section. 9th Pier is reduced to a heap of rubble. 10th Pier is reduced to a heap of rubble. 11th Pier is standing to full height and section and supports the first standing arch at the North end of the bridge.
70.83	South Portal - Vado Tunnel.	Ground all around portal has been cratered by a heavy concentration of bombs. The portal structure has vanished and this end of the tunnel is probably closed. There is however no reason to suppose that the closure is serious or that the amount of earth to be moved in order to open it will be large.
70.98	North Portal - Vado Tunnel.	Intact.
71.18	Underbridge - Rio Covero (2 x 6 m. arches)	This has been cut at some time by bombing and has been repaired for double track with steel girders.
71.54	Monsano Vado.	There is a large pile up of wrecked rolling stock at the South end of the station otherwise the station is fairly clear of debris. Bomb and shell damage has been sustained by the station buildings. There is a certain amount of bomb and shell damage to tracks but this is not excessive.
72.38	South Portal Ancini Tunnel.	Intact.
72.57	North Portal - Ancini Tunnel.	Probably intact.
72.61	Underbridge - Rio Ancini (2 x 18 m. arches)	Completely demolished by bombing. North abutment probably sound.
72.64	South Portal - Mount Adone Tunnel.	Has been subjected to a heavy concentration of bombing. The portal structure is completely demolished and the mouth of the tunnel is blocked. The total amount of debris to be cleared however, would not appear to be very great.

...../to Sheet 4.

4821

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

3. STRUCTURES (Contd).

Km.	Station.	Structure.	Report.
79.78		North Portal - Mount Adene Tunnel.	Demolished. Difficult to state causes or extent.
80.05		Underbridge - minor road, and River Savuto. (1 x 4 m. and 5 x 15 m. arches)	As a result of heavy bombing the arch at the South end of the bridge, which is 4 m. span over the road, is nearly completely demolished. The second, third and fourth arches from the South end, which are 15 m. spans over the river are also completely demolished. The fifth arch is standing but has received a direct hit at its South springing and is therefore somewhat damaged. The sixth arch has not suffered any apparent damage. The South abutment is standing to full height and section and may be undamaged. From the South - 1st Pier is standing to full height and section. It has however received a direct hit on top and may therefore be cracked or shattered. 2nd Pier is reduced to a heap of rubble. 3rd Pier is standing nearly to full height and with full section. 4th Pier is standing to full height and section but owing to the direct hit on the springing of the fifth arch referred to above, it may be shattered. 5th Pier is apparently intact. The North abutment is apparently intact.
80.70	Pizzoro		There is a medium amount of damage to permanent way from bombing and shelling. The station buildings are uninhabitable but still stand. There is no wreckage or rolling stock in the station.
81.10		South Portal - Calonichetta Tunnel.	Attacked from the air. There may be some damage to the wing walls, but the [illegible] face is intact.
81.20		North Portal - Calonichetta Tunnel.	Attacked from the air but undamaged. 4820
81.40 to 81.49		Ca'Enlocca Tunnel.	Attacked from the air. The majority of bombs have fallen about the centre of the tunnel, so that in view of the small cover there may be some internal damage. Both portals are intact.

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

		are 15 m. spans over the river are also completely demolished. The fifth arch is standing but has received a direct hit at its South springing and is therefore somewhat damaged. The sixth arch has not suffered any apparent damage. The South abutment is standing to full height and section and may be undamaged. From the South - 1st Pier is standing to full height and section. It has however received a direct hit on top and may therefore be cracked or shattered. 2nd Pier is reduced to a heap of rubble. 3rd Pier is standing nearly to full height and with full section. 4th Pier is standing to full height and section but owing to the direct hit on the springing of the fifth arch referred to above, it may be shattered. 5th Pier is apparently intact. The North abutment is apparently intact.
80.70	Pizzoro	There is a medium amount of damage to permanent way from bombing and shelling. The station buildings are uninhabitable but still stand. There is no wreckage or rolling stock in the station.
81.10	South Portal - Colonichetta Tunnel.	Attacked from the air. There may be some damage to the wing walls, but the [illegible] face is intact.
81.20	North Portal - Colonichetta Tunnel.	Attacked from the air but undamaged. 4820
81.40 to 81.49	Ca'Dalocco Tunnel.	Attacked from the air. The majority of bombs have fallen about the centre of the tunnel, so that in view of the small cover there may be some internal damage. Both portals are intact.
82.62	South Portal - Ca'Boschetti Tunnel.	Attacked from the air. Heavy bombs have fallen just behind the portal and penetrated the tunnel. This has caused the complete demolition of the portal and about 15 metres of the tunnel lining.

...../to Page 5.

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

3. STRUCTURES (Contd).

Km.	Station.	Structure.	Report.
82.82		North Portal - Co'Boschetti Tunnel.	Attacked from the air. Tunnel lining may be damaged, but it is most unlikely that it will be blocked. Portal structure appears intact.
83.57		Underbridge - main road. (1 x 8 m. arch)	Intact but prepared for demolition.
83.87		Underbridge - minor road (1 x 4 m. arch)	Intact but prepared for demolition.
84.22		Underbridge - minor road (1 x 4 m. arch)	Intact, but prepared for demolition.
85.14		Underbridge - minor road. (1 x 4 m. arch)	Intact, but prepared for demolition.
85.30		Underbridge - minor road. (1 x 3 m. arch)	Intact, but prepared for demolition.
85.66		Underbridge - minor road. (1 x 4 m. arch)	Has been hit by small bomb, appears to be intact, but may be prepared for demolition.
86.10		Underbridge - minor road. (1 x 4 m. arch).	Intact, but prepared for demolition.
86.35		South Portal - Cartiera Tunnel.	Has been hit by a bomb and the portal face and about 10 metres of lining demolished. Much of the debris has, however, been cleared.
86.44		North Portal - Cartiera Tunnel.	Has been hit by bombs which have penetrated the tunnel. The portal and about 20 metres of the lining have been thus demolished. Owing to the small cover the amount of debris is not great. 4819
86.66		Underbridge - main road. (1 x 9 m. arch)	Intact but prepared for demolition.

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

83.67	Underbridge - minor road (1 x 4 m. arch)	Intact but prepared for demolition.
84.22	Underbridge - minor road (1 x 4 m. arch)	Intact, but prepared for demolition.
85.14	Underbridge - minor road. (1 x 4 m. arch)	Intact, but prepared for demolition.
85.30	Underbridge - minor road. (1 x 3 m. arch)	Intact, but prepared for demolition.
85.66	Underbridge - minor road. (1 x 4 m. arch)	Has been hit by small bomb, appears to be intact, but may be prepared for demolition.
86.10	Underbridge - minor road. (1 x 4 m. arch).	Intact, but prepared for demolition.
86.35	South Portal - Cartiera Tunnel.	Has been hit by a bomb and the portal face and about 10 metres of lining demolished. Much of the debris has, however, been cleared.
86.44	North Portal - Cartiera Tunnel.	Has been hit by bombs which have penetrated the tunnel. The portal and about 20 metres of the lining have been thus demolished. Owing to the small cover the amount of debris is not great. 4819
86.66	Underbridge - main road. (1 x 9 m. arch)	Intact but prepared for demolition.
87.44	Underbridge - main road. (1 x 9 m. arch)	Intact but prepared for demolition.
87.56	Underbridge - minor road. (1 x 4 m. arch)	Intact but prepared for demolition.
87.66	Underbridge (1 x 1.5 m. arch)	Intact but prepared for demolition.

..../to Page 6.

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

3. STRUCTURES (Contd).

Km.	Station.	Structure.	Report.
88.00		Underbridge - private road. (1 x 4 m. arch)	Intact but prepared for demolition.
88.1			Large bomb crater in centre of formation.
88.38		Overbridge - private road.	Demolished. Debris (masonry) lying across tracks.
89.25		Underbridge - River Savena (7 x 14 m. arches)	This bridge has been completely demolished. Each of the 7 arches is completely demolished. It is not possible to make any statement about the condition of the abutments as these are buried in the bank, having been constructed without wing walls. From the South end:- 1st pier is reduced to a stump about half its normal height. 2nd pier is reduced to a heap of rubble. 3rd pier is standing full height but is reduced in section about 30% at the top. 4th pier is standing to full height and section. 5th pier is reduced to a pile of rubble with the exception of one face which stands up nearly to full height at the East end of the pier. 6th pier stands to nearly full height but is reduced in section at the top. It is possible that in the reconstruction of this bridge that one arch at the South end and three arches at the North end could be filled if abutment wing walls were constructed.
89.40		Underbridge - canal. (1 x 4.2 m. arch)	Demolished.
89.76		Underbridge - private road. (1 x 2.5 m. arch)	Intact but prepared for demolition.
90.49	Bologna S. Ruffillo.		Section has suffered a small amount of bomb damage. There are four large craters and two or three smaller ones within the section limits. There are [illegible]

4818

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

89.25	Underbridge - River Savena (7 x 14 m. arches)	This bridge has been completely demolished. Each of the 7 arches is completely demolished. It is not possible to make any statement about the condition of the abutments as these are buried in the bank, having been constructed without wing walls. From the South end:- 1st pier is reduced to a stump about half its normal height. 2nd Pier is reduced to a heap of rubble. 3rd Pier is standing full height but is reduced in section about 30% at the top. 4th Pier is standing to full height and section. 5th pier is reduced to a pile of rubble with the exception of one face which stands up nearly to full height at the East end of the pier. 6th pier stands to nearly full height but is reduced in section at the top. It is possible that in the reconstruction of this bridge that one arch at the South end and three arches at the North end could be filled if abutment wing walls were constructed.
89.40	Underbridge - canal. (1 x 4.9 m. arch)	Demolished.
89.76	Underbridge - private road. (1 x 2.0 m. arch)	Intact but prepared for demolition.
90.49 Bolonna S. Ruffillo.		Station has suffered a small amount of bomb damage. There are four large craters and two or three smaller ones within the station limits. There are about a dozen trees (box and H.S.) in the station.
90.66	Underbridge - Culvert. (1 x 4 m. arch)	Demolished by well placed bomb.

4818

...../to Page 7.

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

3. STRUCTURES (Contd).

Km.	Station.	Structure.	Report.
94.04		Underbridge - private railway. (1 x 14.5 m. and 2 x 7 m. arch ea)	Demolished. All three arches have disappeared. The South abutment remains in part. There are traces of stumps of the South pier. The North pier and North abutment have too much debris over them to permit any statement as to their serviceability.
95.0		Overbridge - main road.	Still intact.
95.5		Overbridge - main road.	Still intact.
96.1		Overbridge - main road.	Still standing although badly hit by bombing.
96.1 to 96.6	Electrical Depot.		Considerable damage from bombing to track, buildings and rolling stock. Number of wrecked wagons in sidings.
96.6		Overbridge - main road.	Still intact.
96.90	Bologna Control.		Considerable damage to track and buildings from bombing. Considerable debris from destroyed buildings and track, but very few wrecked wagons.

4817

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

2440