

ACC

AC/TN/47/C.E.

10000/148/1521

C.E.

10000/148/1521

TURIN

MAY - SEPT. 1945

File 48-47

DR INC (AG/TH/RAILS)

171700

Capt. CONWAY, E.L.O. (Turin)
E.L.O. 60 Subarea (Genoa)

O.2 UNCLASSIFIED (.) YOUR GR 204 B1 ELECTRIC POWER (.) SIG
AMOUNT (.) HOURS REQUIRED (.) LOCATION (.) FOR ANSALDO AND CEMENT
FACTORIES (.) FOR I.S.R. WORK ONLY STRAIGHTEN OUT BEFORE RETURN (.)
ANY REPORT ON LINE 50 MONTECHISIO (.) I.S.R. RESERVING R. WAGNER
SEAN FOR MONTE VENTOSO (.)

CENIS

*PPBaker
Majors*

Reed

5120

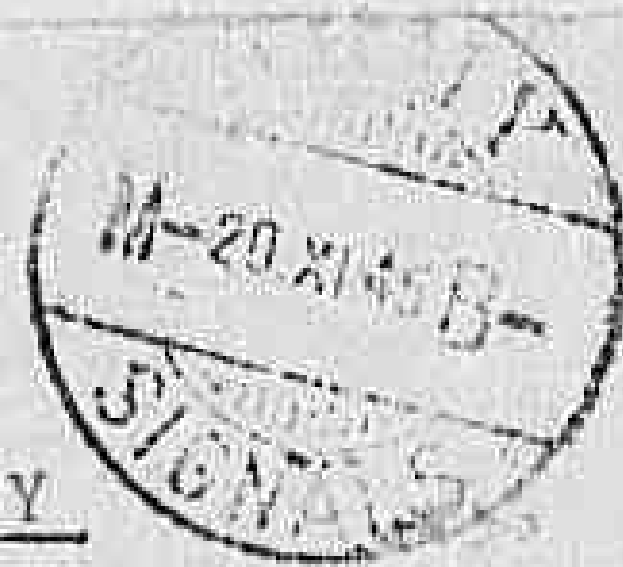
WARA V WEXS SRL 3 (WEAV NR 2069)
FROM CONWAY TN SUB COMMISSION GENOVA - 19,1300A
TO TN INC (TRANSPORTATION SC) ROME ATT MAJ BUCKLEY
GR 60 - BT
UNCLSD . REF YOUR SIGNAL ~~WEXS~~ DATED 171000 LINE VENTIMIGLIA - MENTON

NOW UNDER CONTROL OF I.S.R. GENOVA COMPARTIMENTO . LINE STILL INER-
RUPTED . TRAIN MOVEMENT WILL BE UNDER FRENCH CONTROL AS SOON AS REPAIRS
WILL BE COMPLETED . RECEPTION OF TRAINS AT VENTIMIGLIA WILL BE UNDER
TAKEN BY ITALIAN EMPLOYEES . AT VENTIMIGLIA WILL BE FRENCH OFFICES
WITH FRENCH DELEGATES OF THE FRENCH NATIONAL RAILWAY CYXX COY .
BT 19,1300A

SENT ROGERSON - AR - K

3RD LAST LINE READ CEXXX RECEPTION OF TRAINS - RPT - RECEPTIONXXX
RECEPTION -

KRB 3 PXX 0845 WJD AR



17

X Date Completion
see when
Major Mason
please 5119
WJD

(Copy)

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394
P. W. & U. Division

PR/ENG/500.1

12 September 1945

SUBJECT : Ticinà Bridge

TO

: Ing. Francesco Moncellini, Ufficio Speciale
per la Viabilità del Genio Civile, Torino.

Approv 12 Km East of Torino
Compartmento Line 53

1. It is desired to have an approved project for the bridge on State Road No. 11 over the Ticino River before September 20. In order to do this it is necessary to have a project for this bridge in this office by September 15.

2. It is desired to reconstruct this bridge up to the parapet base line with facing material to match existing. Arches will be of concrete; work will be done by contract and the cost will be born jointly by rail and highway departments.

3. At present it is understood that the Railroad will prepare a project. This project has been in preparation for three months and it is not yet ready.

4. You are directed to contact the State Railroad immediately and request submission of the project for approval by this office. If the project is not submitted by Sept. 15 a project will be prepared by your office for the work on the highway section and the railroad requested to immediately remove tracks from the Highway section where they are now located so that work can proceed and steps be taken for permanent reconstruction.

This is difficult!

Compartmento Torino

C. R. BIRCHETT
Colonel CE
Regional Engineer
Piemonte.

c.c. to Transportation Sub Commission Rails Section Alcom

Major Buckley Alcom Rome.
Capt. Conway, Porta Nuova Torino
P.W. & U. Sub Commission Rome.

Copy Sent Sq Inr Bianchi

SUBJECT : Ticinò Bridge

Ticino Compartimento Line 53

TO : Ing. Francesco Moncelli, Ufficio Speciale
per la Viabilità del Genio Civile, Torino

Approx 12 Km East of Torino

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Compartimento Torino.*

C.R. BIRCHETT
Colonel CE
Regional Engineer
Piemonte.

c.c. to Transportation Sub Commission Rails Section Alcom
Major Buckley Alcom Rome.
Capt. Conway, Porta Nuova Torino
P.W. & U. Sub Commission Rome.

Copy Sent Sp Inr Bianchi.

5118

HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 294
PW & U DIVISION

10 August 1945

PR/ENG/500.3

SUBJECT : APPROVAL OF PROJECTS
TO : HQ ALLIED COMMISSION (Att.P.W. & U SUB-COMMISSION)
APO 394 - U.S.ARMY

1. Forwarded herewith for your approval are three Acc-1's and 2 estimates for the following projects:

H - 129. 13 L. 137.750.000.-=

2. This project is for a combination bridge, that carries both Highway and Rail traffic and therefore one copy of the plans and estimate has been included for submission to the Rome Office of State Railroads.

FERROVIE DELLO STATO - DIREZIONE GENERALE

SERVIZIO LAVORI - ROMA

3. The State Railroads Engineers in Turin, responsible for railroad bridges in this Area, were consulted in the design of this structure and have given their approval to the completed plans - subject to final approval by their head office in Roma. At our suggestion they have contacted their Rome Office both by wire and by letter and advised them of their collaboration in the preparation of the plans for this bridge and have requested that Rome expedite the checking and approval of same. We have specifically requested that no minor technicalities be allowed to interfere with the same prompt approval of this project.

4. Since this is only major interruption between Torino and Savona it is urgent that this bridge be constructed as soon as possible. Therefore in order to expedite approval of this project we are requesting that the copy marked for State Railroad be delivered to them by hand at the address given above, in order to avoid all possible delays.

5. The total cost of the combination bridge is included in the estimate submitted for approval. When the bridge is constructed an amount equal to the estimated cost of the Railway section will be transferred to the railway finance office in order that they can defray their portion of the cost of construction.

6. This is an urgent work and we request that every effort be made expedite approval of this project. Work is proceeding in the clearing of the debris of destroyed bridge from the river bed, and the construction of the new bridge can begin as soon as the project is approved. Particularly we are requesting that the Railroad Office be asked not to withhold approval of the plans because of minor design revision that can be ironed out during construction.

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5117

cc : 2-Ferrovie Stato-Dir+Gen.Serv.Lavori
 2-Ing.Capo Genio Civile-Torino-Roma
 2-Capo State Railroad-Turin
 2 Central File.

Sig. C.R.BIRCHETT
 Colonel CE.
 Regional Engineer
 Piemonte-Liguria.

33

C O P I A

Traslate

File 43

ROMA TORINO 228 2/XI 19,30

DIRETTORE GENERALE ROMA

NR. 347/4

Seguito mio p.n. ieri piogge continuate sebbene con diminuita intensità. Perdurano interruzioni già segnalate. Fortissima pressione acqua causava stamane crollo sette arcate ponte fiume Po stazioni Valenza et Torreberretti linea Alessandria Mortara. Nesun danno alle persone. Al ponte fiume Orco fra stazioni Brandizzo et Chivasso linee Torino Milano scalzate per metri due circa base appoggio secondo cavalletto sostegno. Interruzioni linea Moretta Cavallermaggiore dovuta a straripamento torrenti Varsita et Mafra cui acque invadendo sede ferroviaria esportava tratti rilevato per lunghezze complessive circa settanta metri attenendosi completo deflusso acque per ripristino linea

SAVOIA

See Signal

5/11/45

Duc d'Angouleme

Fig. Maggiore

to the Bureau in my

Leads

5116

asked for more details

by [unclear]

NR. 347/4

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SAVCLIA

5/11/45

Fig. Maggiore Sac toky
 10th Anniversary Transport.
 See Signal for
 further details
 more

feels

5116

per concorrenza.

IL CAPO DEL SERVIZIO
LAVORI COSTRUZIONI


MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
COMPARTIMENTO DI TORINO

SEZIONE LAVORI

Turin, 30 - 9 - 1945

N° / 18310 / CS

— COMMISSARIO STRAORDINARIO
FERROVIE ALTA ITALIA - MILANO

Subject :

Weekly report on
restoration works.

-Captain CONWAY

presso SEZIONE LAVORI - TORINO

e p.c.

-CAPO COMPARTIMENTO - TORINO

-encl : //

Pending last week have been continued the restoration works according to the facts arising from the enclosed prospectus. Santhià-Arona line has been joined between Carisio and Buzonzo stations, and Savona-Carmagnola line has been joined between Ceva and Castellino stations.

In regard to tracks repairing :

a)- Has been restored down-trains track from Km.35.800 to Km.36.300, of Turin-Alessandria line, between Villanova and Villafranca d'Asti stations.

b)- Has been restored down-trains track from Km. 42.100 to Km.

42.200, of Turin-Modane line, between Borgone and Bussoleno stations.

c)- Has been restored up-trains track, from Km.35.620 to Km.36.180, and down-trains track, ^{from Km.36.130 to Km.36.330,} of Turin-Milan line between Torrazza and Saluggia stations.

d)- Has been restored, on the same line, down-trains track from Km. 33.374 to Km. 33.464 between Castelrosso and Torrazza stations.

e)- At Alessandria Centrale station has been restored 5th line (luggage-trains side) and 3rd line (platformas side) ;

at Alessandria Smistamento has been restored 4th line (up-trains side). 5115

During the same week have been regained along the Section lines, and have been sent to Torino-Dora in order to be stored in Torino-Smistamento ware-house, 225-298 Kg^s of iron materials.

Weekly report on
restoration works.

-Captain C O N W A Y

presso SEZIONE LAVORI - T O R I N O

e p.c.

-CAPO COMPARTIMENTO - T O R I N O

-encl : //

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42.200, of Turin-Modene line, between Borgone and Bussoleno stations.

c)- Has been restored up-trains track, from Km.35.620 to Km.36.180, and down-trains track, ^{from Km. 34.730 to Km. 35.330,} of Turin-Milan line between Torrazza and Selug-
gia stations.

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THE CHIEF OF THE WORKS SECTION

Locey

paz

AHS/ef

49

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

18th August 1945

Tel : 843239
Ref : AC/Tn/47/49/C.E.

SUBJECT : Bagnasco Lignite Mines.

TO : Industry Sub-Commission
Attn: Lt.Col.Gendinning.

1. Reference your AC/5612/IND of 30 July 45.
2. The reconstruction requested have been duly put in hand.
3. As soon as completion date is known you will be advised.

A.H.STREET, Lt.Col.

5114

ALLIED COMMISSION
TN. S. C. (RAILS) C. E. BRANCH N. W. ITALY

C/O E.I.O. 57 AREA
 C/O E.L.O. 151 SUB AREA
 C. M. F.

ITALIAN STATE RAILWAYS

GENOVA - VIA ANDREA DORIA 5 - TELEPH. 02-500
 TORINO - STAZIONE PORTA NUOVA - " 44-870

13th August 1945
 GENOVA,

Ref. _____

Subject: Bagnasco-Lignite-Mines
 Ceva-Bra Line.

To Transportation Sub-Commission, A.C.
 (Rail Division)
 c/o Transportation (Br.) Main
 C.M.F. Att. Lt. Col. Street - Rome

1. Ref your AC/Tn/47/43/C/E. this project is already in hand- see monthly report dated 2nd Aug(para 5).
2. Position is as follows. Fiats control these mines and are anxious to get supplies out especially from stock-pile which is spoiling. They approached me on various occasion for the early repair of this section but I pointed out that other lines had priority and the necessary materials were in short supply. On the last interview I suggested that as it was so important to them- they with their giant ramification could surely produce the necessary material i. e. cement and iron. 5113
3. They returned at an early date with a letter stating they would produce the necessary materials from their industrial allocation and also assist in transport etc.
4. With this proviso; a contract has been made with Ditta Borini by I.S.R. Torino and work has already started this week.
5. Progress will be reported in normal weekly reports from Torino.
6. The repair of this section will give an alternative route Savona-Cuneo and Savona-Torino.

[Signature]
 Capt.
 R. Signals

ALLIED COMMISSION
TN. S. C. (RAILS) C. E. BRANCH N. W. ITALY

C/O E.L.O. ~~XXXXXXXXXX~~ 60 Sub Area
 C/O E.L.O. 151 SUB AREA
 C. M. F.

ITALIAN STATE RAILWAYS

GENOVA - VIA ANDREA DORIA 5 - TELEPH. 02-506
 TORINO - STAZIONE PORTA NUOVA - " 44-879

GENOVA, 14th August 1945

Ref/B/76

TO: Transportation Sub Commission, A.C.
 (Rail Division)
 c/o Transportation (Br.) Main
 att. Lt Col. Street
 C.M.F. ROME

Subject: Begnasco-Lignite Mines
 Ceva-Bra Line.

This was omitted from letter B/75, dated 13th August 1945.

[Signature]
 Capt.
 R. Signals

5112

INDUSTRY SUB-COMMISSION

Tel. 328

AHG/tks

Ref. AC/5612/IND

30 July 1945

SUBJECT: Railway Affairs.

TO: Transportation Sub-Commission. ✓

1. The shortage of coal in Turin would be somewhat relieved if we could get lignite from the Bagnasco mine. The railway between the mines and Ceva is very badly damaged and its repair is not practical at the moment; but, by employing road transport for the 10 kilometers from the mine to Ceva and by repairing the two bridges at Castellino and Niella, the lignite could then be moved by rail to Turin.

2. The attached map shows the railway proposed, and the two broken bridges are indicated. The Fiat Company has offered to make available the steel required, and assist in anyway possible.

3. It would be appreciated if you would arrange for DMRS to approve this work.

A. H. Glendinning
A. H. GLENDINNING
Lt. Colonel
Acting Director
Industry Sub-Commission

cc: File 5616

1 Incl.
Map

5111

TRANSLATION

I.S.R. WORKS SECTION

TURIN.

Turin 1st August 1945

Ref: 12560 Gr. 1

To NO 13181 of 31 July 1945

SUBJECT: Rehabilitation of Dora Bridge (Ivrea)

TO : To Sub-Comm (Rail Div)
C/O Transportation (Br) Main
G.M.F.

Referring to above file I beg to inform you that
"COCCI" Co, in charge of works for rehabilitation of the Dora
bridge near Ivrea, is already effecting double working shift,
and that the completion of all works, included masonry ones,
is forecast for August 20, 1945.

5110

Chief of work Section

Tr/al/13/8/45



Torino ()- 8- 1945 -

48

N. 12660 Gr. I°

Al N. 13101 del 31 luglio 1945

Oggetto

Ripristino ponte Dora (Ivrea)

ALLA TRANSPORTATION SUB-COMMISSION

(RAILS DIVISION)

c/o. Transportation (Br) Main

C. M. F.

Con riferimento alla sopracitata nota significhio che la Soc. Cogne, incaricata dei lavori di ripristino del ponte sulla Dora presso Ivrea, attua già il doppio turno di lavoro degli operai e prevede l'ultimazione di tutte le opere, comprese quelle murarie, per il 20 / 8 / 1945 -

5109
IL CAPO DELLA SEZIONE LAVORI

F.

TRANSPORTATION SUB-COMMISSION

(RAILS DIVISION)

c/o . Transportation (IT) d.n.

C. 2272

SUBJECT: Bridge at IVREA

Ref AG/TH 4 CE

- 1) The Steel Coy are asking for the above bridge, as the lack of Rail facilities is delaying their program.
- 2) It seems that they are the people responsible for the repairs to the steel works for this bridge, having the contract from the I.S.R.
- 3) Tell them to double shift the work and I.S.R. engineers to see that the masonry work is ready for the steel.
- 4) Advise me the date when completed.

26 July 1945

- 1) La Compagnie Acciaio si sta interessando per il suddetto ponte, dato che la mancanza del regolare servizio ferroviario ritarda il suo programma.
- 2) Risulta che detta Compagnia è l'ente responsabile per le riparazioni alle costruzioni in acciaio di questo ponte, avendo un contratto con la F.S.I.
- 3) Pregherei dare istruzioni perché venga organizzato il lavoro a doppio turno e perché gli ingegneri apprestino il lavoro di muratura e ricevano le parti d'acciaio.
- 4) Mi informino della data in cui il lavoro sarà terminato.

5108

Capt. L. L. L.
Capo L. L. L.

COPY: Chief Industr. Div.

Major

Major
Lieut Col. Rk

41
Enfile

SUBJECT: Bridge at IVREA

Ref AC/TH 4 35

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- 4) Advise me the date when completed.

Capt Louwan
Cepo Lavar.

Copy: Chief Industr. Div.

AMG HQ 21
Milon Jike
Hq Com

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5108


Major
In Lieut Col. Rk

MABA V MAAZ NR 250549 IMPORTANT
FROM CONWAY TN SC TORINO
TO TN INC MAIN ROME (T STREET)
QQX GR 128 BT

RESTRICTED (.) FURTHER COMPLICATIONS REGARDING
FREYJUS TUNNEL HAVE DEVELOPED (.) THE SS ENGINEERS ARE APPARENTLY
MAKING FRESH CONTACTS WITHOUT REFERENCE TO CAPO COMPARTIMENTO
TORINO AS AGREED BQ COL CANTRELL (.) RESULT IS CHAOTIC AS ORIGINAL
CONTRACTORS HAVE PLACED ~~EQUIP~~ EQUIPMENT AND PERSONNEL ON SITE (.)

CONTRARY TO HIS PROMISE COL EVANS HAS NOT KEPT THIS OFFICE

INFORMED OF PLANS AND PROGRESS AND AM COMPLETELY

IN THE DARK (.) IT IS ~~APPRECIATED~~ APPRECIATED THAT MRS ARE COMPLETELY

RESPONSIBLE FOR WORK ON THIS LINE BUT AC ARE TIED UP WITH ISR AND

CIVIL CONTRACTS ALREADY MADE AND BROKEN TWO OR THREE TIMES (.)

COULD IT BE POSSIBLE FOR MRS TO USE CONTRACTORS

WHO ALREADY HAVE PLANT AND PERSONNEL ON SITE AND SO PREVENT

FURTHER COMPLICATIONS (.) URGENT REPLY BY SIGNAL WILL BE APPRECIATED

(.) FULL WRITTEN REPORT FOLLOWING

BT THI 1630

UENT NR 549 2045B YH B 2

RD SRL 549 25-2045B GWW K

5107

ALLIED COMMISSION

TN. S. C. (RAILS) C. E. BRANCH N. W. ITALY

C O E. L. O. ^{60 818} A R E A
C O E. L. O. 151 SUB AREA
C. M. F.

ITALIAN STATE RAILWAYS

GENOVA - VIA ANDREA DORIA 5 - TEL. 62-596

TORINO - STAZIONE PORTA NUOVA - " 43-878

GENOVA, 13th. July 1945

Subject:
Reports

TO: TN. S.C. (Rails) att.
Maj. STREET

Herewith this week progress report, your AC/TN/8/196/C.E. not clear, does "monthly" report refer to the attached report submitted weekly? It will be noted that even now shortage of transport is used as an excuse, this is entirely inadmissible. Acting under H.Q. instructions the new trucks were handed over completely to the I.S.R. with the proviso that construction work would have first priority. It is understood but subject to detailed confirmation that they are being used for other purposes i.e. transporting staff, goods, food etc. to the detriment of essential work. These items are an AMG Transportation matter, who have plenty of transport for this purpose.

It is suggested that at the present stage full control of transport by I.S.R. is premature and will only result in abuses especially as they are using W.D. petrol.

A counter suggestion is that control is invested in A.C. for a certain period at least to enable these trucks to be hired to the contractors as envisaged. 5106

For example, in Torino a few days ago, I obtained the release of the ex TODT materials I mentioned, it took me all day to get hold of one truck and three days after they had not completed the collection. Four or five trucks immediately would have done the job in a morning, the final result is that some of the items promised have now been issued elsewhere by P.W.&U.

It is my honest and firm opinion that the present administration of I.S.R. working under existing conditions are incapable of carrying out the policy of A.C. without strict supervision and control. Release of materials, liaison between local government, military authorities and the State Railway, supervision of contracts and contractors, the smoothing of labour and staff problems and political intervention constitute the major items and can only be handled by A.C. representatives. It is appreciated that normally most of this is outside the jurisdiction of "Civil Engineering", but it constitutes that the end of the matter, the job done. I think it will be agreed that

ITALIAN STATE RAILWAYS

GENOVA - VIA ANDREA DORIA 5 - TELEPH. 62.596
TORINO - STAZIONE PORTA NUOVA - " 48789

GENOVA, 13th. July 1945

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Reports

TO: Tn. S.C. (Rails) att.
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It is my honest and firm opinion that the present administration of I.S.R. working under existing conditions are incapable of carrying out the policy of A.C. without strict supervision and control. Release of materials, liaison between local government, military authorities and the State Railway, supervision of contracts and contractors, the smoothing of labour and staff problems and political intervention constitute the major items and can only be handled by A.C. representatives. It is appreciated that normally most of this is outside the jurisdiction of "Civil Engineering", but it constitutes that "be and all" ^{see} getting the job done. I think it will be agreed that the results (completion of lines etc.) have justified ^{any} such interventions.

The main point is that if the work is to continue to progress as

ALLIED COMMISSION TN. S. C. (RAILS) C. E. BRANCH N. W. ITALY

GO 503
C/O E.L.O. 547 AREA
C/O E.L.O. 151 SUB AREA
C. M. F.

ITALIAN STATE RAILWAYS

GENOVA - VIA ANDREA DORIA 5 - TELEPH. 62-596
TORINO - STAZIONE PORTA NUOVA - " 44-873
48723

GENOVA.

continued

heretofore, a "travelling inspector" will be hardly sufficient!

A possible alternative has been found for line from Savona to San Giuseppe which has three major projects to complete, it seems there is a partially finished line which only requires track laying and no repairs, the matter is being investigated and will report fully as soon as possible.

It is suggested in view of the work in hand and the necessity of remaining on the job, my visit to Rome due about now, is postponed and that orders may be issued to cover another month; this should include the driver.

Re memo on timber demand, full figures will be submitted as instructed but have an alternative and quicker source of supply should that fail.

5105

[Signature]
Capt.
R. Signals

1. From Sept 28/8/202/CE received this a.m.
2. Consensus with R.C.E 12/2 etc, arranged at Turin for Monday, postponing leave. Subject, final appointment of work TURIN - MORGATE.
3. By attached signal shown demands, have included as Italian M.C.S. and it

continued

heretofore, a "travelling inspector" will be hardly sufficient!

A possible alternative has been found for line from Savona to San Giuseppe which has three major projects to complete, it seems there is a partially finished line which only requires track laying and no repairs, the matter is being investigated and will report fully as soon as possible.

It is suggested in view of the work in hand and the necessity of remaining on the job, my visit to Rome due about now, is postponed and that orders may be issued to cover another month; this should include the driver.

Re memo on timber demand, full figures will be submitted as instructed but have an alternative and quicker source of supply should that fail.

[Signature]

Capt.
R. Signals

5105

1. From 12/17/58/202/CE received this a.m.
2. Conference with R.C.E. 12/12 etc, arranged at Turin for Monday, postponing leave. Delayed, find opportunity of work Turin - MOGASCO.
3. By attached signal store demands, have included as Italian branch in case M.R.S. need it.
4. Another point re I.S.R. control of trucks - latest expenditure they need circulating permits!! I have arranged to be replaced that they done! Please get N.G. to issue a directive clarifying the whole matter please!

ALLIED COMMISSION TN. S. C. (RAILS) C. E. BRANCH N. W. ITALY

C/O E.L.O. 57 A B E A
C/O E.L.O. 151 SUB AREA
C. M. F.

ITALIAN STATE RAILWAYS

GENOVA - VIA ANDREA DORIA 5 - TELEPH. 02-596
TORINO - STAZIONE PORTA NUOVA - " 48753

GENOVA 14th July 1945

Ref. A. 45

To Major Street

Ref. use of trucks.- I called for a ^{Turin} relation of No. of trucks used this week, details of journey etc. Below is the return !
Every available truck should be used daily on transportation of materials or debris clearing at Recco, Bogliasco etc. Instead of which, they have all been handed to I.E.S. and remain in garage with the drivers asleep (and getting paid for it)! Exactly the same is occurring in Torino !

Journey assigned to Chevrolet trucks	km	Petrol used
I.E.S. car No. 86069 transport of cement from Quinto to San Michele di Paganà	592	181 ^{Litres}
" Provvida" (Food Dept.) cars No. 86062 & 86067 transport of food: from Levanto, " Porto Maurizio " Ventimiglia etc.	890	276 "

5104

[Signature]
Capt.
R. Signals

It results to us that ~~few~~ some agencies of our city are helping the families of their own employees about returning in the city, furnishing them cars and drivers for the transportation of their furnitures from the country to the town; the employees will provide for themselves for the benzine necessary. We ask if such a treatment could be made for the families of our own employees.

This would help the return of many families who have been for long years away.

This is the translated piece of letter handed to me for consideration. I agree & carry my argument a stage further.

[Signature] 13/7/45

5143

RIUNIONE NEL MIO UFFICIO LUNEDI ORE 9.00 -
PROVEDETE TROVARVI

21

[Faint handwritten notes, possibly a signature or initials]

[Faint, mostly illegible typed text, possibly a letter or report]

SUBJECT: LINE 50A - BUSOINO TO BART-YESCHIA

Major Smith (for information)

1212 Rly Constr. & Maint. Group R.E.
O.M.F.

16 July 1945

MEMORANDUM ON MEETING HELD AT T U R I N on 16 July 1945

Present: Lt. Col. A.H. GANTRELL
 Major J.A. PATTERSON
 Major G.P. GEORGE
 Capt. L.A. CONWAY
 Capt. J.A. JACKSON
 Ing. A. SAVOIA
 Ing. E. SAVOIA

Capo Compartimento
 Sezione Lavori

- 1) Due to the necessity of completing the reconstruction of the line to the FREJUS Tunnel in less than the contract time of 3 months (and possibly 4 months), it was agreed that the control and allocation of the works should come under R.C.E. 1212.
- 2) For ease of reference the bridges have been given job numbers as follows:

No	at Km.	51.622	over	RIO DELL'ASSO
1	"	"	"	T. AQUILA
2	"	"	"	"
3	"	"	"	"
4	"	"	"	T. DORA
5	"	"	"	road and stream
6	"	"	"	"

5102

- 3) It was agreed that jobs 1, 2, 3 and 4 will be taken over at once by RCE 1212, who will keep on the civil labour already employed. The hand over of the work will be arranged by O.C. 159 Rly Constr. Coy R.E., the Capo Compartimento and the Contractor as soon as possible.
- 4) The contractors on jobs 5 and 6 will continue work as already arranged, but will come under the technical control of RCE 1212. No conditions of contract will be changed except with the consent of the Capo Compartimento, who will make the necessary arrangements when applicable. If in the opinion of RCE 1212 the work on these jobs is behind schedule, he can take them over after advising the Capo Compartimento accordingly.

MEMORANDUM ON MEETING HELD AT T U R I N On 15 July 1945

16 July 1945

Present: Lt. Col. A.H. GANTRELL
Major J.A. PATTERSON
Major G.F. GEORGE
Capt. L.A. CONWAY
Capt. J.A. JACKSON
Ing. A. SAVOIA
Ing. E. SAVOIA

Capo Compartimento
Sezione Lavori

- 1) Due to the necessity of completing the reconstruction of the line to the PREJUS Tunnel in less than the contract time of 3 months (and possibly 4 months), it was agreed that the control and allocation of the works should come under R.C.E. 1212.
- 2) For ease of reference the bridges have been given job numbers as follows:

N°	at Km.	51.622	over	RIO GELASSO
1	"	"	"	"
2	"	62.850	"	T. AQUILA
3	"	65.309	"	"
4	"	20.585	"	F. DORA
5	"	82.320	"	road and stream
6	"	83.622	"	"

5102

- 3) It was agreed that jobs 1, 2, 3 and 4 will be taken over at once by RCE 1212, who will keep on the civil labour already employed. The hand over of the work will be arranged by O.C. 159 Rly Constr. Coy R.E., the Capo Compartimento and the Contractor as soon as possible.
- 4) The contractors on jobs 5 and 6 will continue work as already arranged, but will come under the technical control of RCE 1212. No conditions of contract will be changed except with the consent of the Capo Compartimento, who will make the necessary arrangements when applicable. If in the opinion of RCE 1212 the work on these jobs is behind schedule, he can take them over after advising the Capo Compartimento accordingly.
- 5) Any financial compensation it is considered necessary to make, will be arranged by the ISR after discussion with the Contractors.

- 6) In view of the fact that local labour rates may be higher than those authorised for payment through military channels, the ISR will pay all labour engaged. This has been agreed verbally with Ing. G. BIANCHI, MILAN who will accept time sheets certified by O.C. 159 Rly Constr. Coy R.E. -
- 7) Further, as payment through military channels for local supplies such as cement etc, is usually very slow, it was agreed that any bills certified by ACE 1212 as covering materials delivered, will be paid by the local ISR without submission through ROME Ing. BIANCHI has stated that he has already received a financial allotment for such stores.
- 8) R.C.E. 1212 will investigate the possibility of providing a midday meal for the labour on repayment.

A. H. Bantell,

Lt. Col. R.E.

5101

19 10.30

3e

Major BUCKLEY, E.L.O. H.Q. 59 ARSA.

Capt. CONWAY, E.L.O. 151 Subarea(Turin)
Capt. CONWAY, E.L.O. 60 Subarea(Genoa)

O.60 RESTRICTED (.) REFERENCE PARA ONE WEEKLY REPORT TRUCKS
SENT ARE TO BE USED SOLELY REPEAT SOLELY FOR RECONSTRUCTION WORK (.)
YOU MUST INSIST THAT THIS IS DONE IF NOT THEY WILL BE WITHDRAWN (.)
I.S.R. CONFIRMING THIS (.) TRUCKS ARE UNDER I.S.R. CONTROL FOR
MAINTENANCE PROVISION OF DRIVERS ETC. BUT YOU CAN DISPOSE OF THEIR
USE (.)

5100

MABA V MELC NR

FROM CONWAY TN S C CRINO 120930

1700

AM TN INC MAIN ROME ATT STREET

QQX GR 134 BT

RESTRICTED (.) REF YOUR 100900 (.) BRIDGE AT IVREA AGREED BY

COL CANTRELL TO REMOVE REPAIR AND REPLACE ON MODANE LINE

REPLACING WITH NEW SPAN FROM VERONA (.) OWING TO DELAY HAVE

MANAGED TO CARRY ON WITHOUT BUT STILL NEED NEW ONE FOR

MODANE (.) SAME WITH AURELIA HAVE ARRANGED WITH CRE FOR REPLACEMENT

AND IT IS NOW IN POSITION (.) HAVE ALSO MADE ALTERNATIVE

ARRANGEMENTS FOR TIMBER AND FUTURE POSITION SHOULD BE OK (.)

UNABLE TO CONTACT EUCKLEY ALL WEEK PROPOSE TO LEAVE 16 JULY

RETURNING ~~23~~ RETURNING 23 JULY (.) ANY POSSIBILITY OF GETTING 2EXCAVATORS AND 2 BULLDOZERS HANDED OVER TO ~~ISR~~ ISR WILL NEED

THEM BADLY FOR FUTURE PROJECTS (.) YOU MENTION ISR DUNPS WHERE ARE

THESE HAVE NOT RECEIVED ON ITEM FROM THIS SOURCE YET (.)

NEED FOLLOWING TRUSSES 3 X 30 M 9X 22M FOR BRIDGES SAVONA-E

~~23~~ GUISEPPE LINE (.)

BT THI

SENT JBN ARK

RD

TOR1500

PLF

5099

M-12/145R



8

MABA V MELG NR 32

FROM CONWAY TN S C TORINO 101620B

TO TN INC MAIN ROME ATT STREET

QQX GR 156 BT

RESTRICTED :.) TORINO REPORT AGAIN DELAYED THROUGH INCORRECT
AND INSUFFICIENT DETAILS ~~COMBAT~~// COMPARE

ISION BETWEEN LAST WEEKS AND

THIS SHOWS NO PROGRESS OF WORK EXCEPT ON ONE BRIDGE(.) ONE ITEM
SHOWS 50 PERCENT LAST WEEK AND 10 PERCENT THIS (.) CAPO AND CHIEF ~~ENGT~~
~~ENGT~~ ENGINEER AT MILAN FOR MORE TALK AND CANNOT TAKE ACTION ON THIS
OR RESUMPTION OF WORK MODANE LINE UNTIL THEY

RETURN (.) SUGGEST

YOU ASK LO CIGNO TO INSIST ON INC SAVOIA REMAINING ~~CHZ~~ ON
JOB (.) MORE WORK AND PROGRESS MADE IN GENOVA COMP IN ONE WEEK
THAN ONE MONTH HERE (.) HAVE RECEIVED LIST FROM I.E.S FOR SIGNAL
EQUIPMENT AND STORES TO COMPLETE MAIN LINES :.) HAVE ALREADY
STARTED NEGOTIATIONS FOR RELEASE OF CERTAIN ITEMS

THROUGH CSO 2 DISTRICT BUT OTHER ITEMS ARE

ESSENTIALLY RAILWAY STORES (.) AM SENDING COPY WILL

YOU CONTACT MRS SIGNAL DEPT AND SEE WHAT THEY CAN SUPPLY (.)

HAVE OBTAINED SOME VALUABLE STORES FROM PWU EX TODT ISSUING SAME
TO GENOVA AND TORINO

BT THI 1630

SENT JEM ARK

NEXT LAST LINE WB EX TODT

ISSUING IMI ISSUING

WORD BEFORE E944S EX IMI EX

149. 227 3/ 8.8 FROM PWU EX TODT

TBRD SRL 32 11-0615B GWW AR

5098

Subject: Medloc - rail routes through France.
Line 50 - Turin - Mt. Genis tunnel - Romans.

To : D.C.N.G. (Adv & En)
A.F.H.M.

Copy to: D.B.T., A.F.H.M.
M.A.S., Milan
R.C.M. (S.A.R.C.)
R.C.M. 1212.
Major Street (A.C. Rail)

29
Military Railway Service,
C.M.P.
Tel. Firebox 9341.
Outside Line 843236.
Tn. 104/218.
9 July, 1945.

1. Further to my Tn. 104/218 of 15 June, 1945, para. 3.

2. Reconnaissance of the line between Bussoleno and St. Michel de Maurienne has now been completed.

It has emphasized that the clearance of the Mt. Genis tunnel is the key to the opening of the line, but it is still not possible to give even a reasonable guess as to the time this will take.

3. The results of reconnaissance and action taken are as follows:-

(a) Line Bussoleno to St. Michel de Maurienne

R.C.M. 1212 has been instructed to prepare a reconstruction scheme in conjunction with A.C., for repairs to the six demolished bridges.

Whilst maximum use will be made of A.C. contractors, 159 Railway Construction Coy. A.E. will take over works or part of works from them to open this section of line in the shortest possible time.

Military bridging will be used where necessary to achieve this aim. It is not proposed to relate the programme of repairs of this section to any estimated date of opening of the tunnel, but rather, to open the line to the tunnel as quickly as possible with the resources available.

Repair work will commence shortly.

(b) Mont Genis tunnel.

(1) The eastern portal demolition does not appear to present any severe engineering problems.

61 tunnelling Coy. S.A.R.C. are moving to site, and clearance will start as soon as the tunnel has been cleared of mines and booby traps by German P.G.M.

(2) The western portal demolition is more severe, and its extent cannot be fully determined from outside the tunnel.

A large amount of clearance of debris by M.E. equipment is necessary to achieve quick results.

The S.A.R.C. have already set contractors to work but here again work is delayed pending mine clearance, now in hand by the French Army.

There is no question that military assistance on this work

5097

1. Further to my D.O. 4/233 of 13 June, 1945, para. 3.
2. Reconnaissance of the line between Gussolengo and St. Michel de Maurienne has now been completed.
It has been emphasized that the clearance of the Mt. Genis tunnel is the key to the opening of the line, but it is still not possible to give even a reasonable guess as to the time this will take.
3. The results of reconnaissance and action taken are as follows:--

(a) Line Gussolengo to E. Portal of Mt. Genis Tunnel.

R.O. M. 1212 has been instructed to prepare a reconstruction scheme in conjunction with A.C., for repairs to the six demolished bridges. Whilst maximum use will be made of A.C. Contractors, 139 Railway Construction Coy. R.E. will take over works or part of works from them to open this section of line in the shortest possible time.

Military bridging will be used where necessary to achieve this aim. It is not proposed to relate the programme of repairs of this section to any estimated date of opening of the tunnel; but rather, to open the line to the tunnel as quickly as possible with the resources available.

Repair work will commence shortly.

(b) Mont Genis Tunnel.

5097

- (i) The eastern portal demolition does not appear to present any severe engineering problem.
61 tunnelling Coy. R.E. are moving to site, and clearance will start as soon as the tunnel has been cleared of mines and booby traps by German P.C. S.
- (ii) The western portal demolition is more severe, and its extent cannot be fully determined from outside the tunnel.
A large amount of clearance of debris by M.S. equipment is necessary to achieve quick results.
The S.E. G.O.F. have already set contractors to work but here again work is delayed pending mine clearance, now in hand by the French Army.
There is no question that military assistance on this work would cut down the time of opening very considerably, as it is unlikely that the S.E. G.O.F. contractor has the equipment to produce a quick job.
However, before any work can be started by M. units, it will be necessary to discuss the scheme and achieve agreement with all interested authorities in France. It is believed that Brigadier Phillips now on tour in U.S. Europe, will arrange for such a meeting to be held in Paris at an early date, between D.M. S., SIAEF, S.E. G.O.F. and my representative.
Not until entry to the tunnel through both portals has been won, and internal demolitions, if any, are even, can any estimate be given of the estimated date of opening.

/to sheet 2..

Sheet 2,Para. 3 (Contd.)(c) Western portal of tunnel to St. Michel.

Traffic is now being operated by the S.N.C.F. to St. Michel. Bridge repairs in progress between St. Michel and Madans are well advanced and will obviously be finished before the tunnel is opened. The question of military assistance does not therefore arise.

4. I attach a draft of proposed reply to GMR/4025/4/MSV of 31 May 45.

(194) *Glatton*

(J. Hutton) Colonel,
for Brigadier,
Director, Military Railway Service.

5096

R R A 2 2

To: Gen. (now a Gen.),
E.H.H.H.H.H.

1. Reference your letter/1029/4/Nov of 31st Dec 1945.

2. I confirm that civil and military resources in Italy are adequate to achieve the opening of the railway between Turin and the Western portal of the Mont Genis Tunnel, including repairs to the demolished portal itself. Work is already commenced.

The damage is as stated in the French report attached to your letter. No knowledge of further conditions inside the tunnel is available.

3. The unit now at work on repairs to the Western portal can undertake also work at the Western portal. The necessary mechanical equipment is available.

4. I understand that the U.S.G.P. have already let a contract for repairs to the Western portal. Before any military assistance can be given it will therefore be necessary for our representatives to meet the U.S.G.P., in order

(a) to agree a scheme for repairs

(b) to settle administrative details arising from the location of an A.P.H.C. unit in French territory.

5. If you agree, please convene such a meeting. It is suggested that it should be held in Paris, at the earliest possible date.

5095

*Signal sent to Capt. Conway
copy given to Major Buckley*

MESSAGE OUT

FROM: TB MAIN ROME 080900Z

TO : R.C.E.1212.

816/TN.A.4 (.) RESTRICTED (.) RECONSTRUCTION LINE 50 TURIN - BARDONECCHIA (.)
CONFIRMING CONVERSATION CANTRELL - RATTER (.) IN CONJUNCTION WITH CAPT CONWAY
A.C PREPARE PLANS FOR RECONSTRUCTION OF SECTION BUSSOLENO TO MONT CENIS TUNNEL
EXCLUSIVE (.) TUNNEL WORK WILL BE CARRIED OUT BY R.C.E. (S.A.E.C) (.) IN
PREPARING YOUR PLANS MAXIMUM USE SHOULD BE MADE OF CONTRACTORS WHO HAVE
ALREADY BEEN ORDERED TO CARRY OUT WORK THROUGH A.C. ARRANGEMENTS (.) UNITS
OF YOUR GROUP SHOULD BE USED IN CASES WHERE COMPLETION OF INDEPENDENT JOBS
BY CONTRACT WORK WOULD TAKE EXCESSIVE TIME (.) PLEASE PRODUCE A PLAN ON THESE
LINES AND LET ME HAVE DETAILS EARLY WITH RECONNAISSANCE REPORT AND LISTS
OF MATERIALS REQUIRED (.) AS NO ESTIMATED TIME OF COMPLETION OF TUNNEL WORK
IS YET AVAILABLE YOU MUST BASE YOUR PLANS ON OPENING TO BARDONECCHIA ONLY
WITHOUT REFERENCE TO DATE OF OPENING OF THE TUNNEL.

This message may be sent as written
by any means (except) wireless.

Originators instructions
Degree of priority

(C. Williams) Major R.E.

071813B

Copy to Major Street. ~~_____~~

5094

MABA V MILC NR 22 IMMEDIATE

67

FROM CONWAY TN S C (RAILS) TORINO 041000

TO TN INC MAIN ROME (ATT STREET)

QQY GR 134 BT

RESTRICTED (.) YOUR LATEST SIGNAL ENQUIRING ABOUT LINES TURIN
NOT UNDERSTOOD WEEKLY AND MONTHLY REPORT IN MAIL NOW (.) PLEASE

INFORM ME LATEST DEVELOPMENT RE LINE 50 TURIN-MODANE (.) OC 159

CON COY RE HAS LETTER FROM LT COL CANTRELL INSTRUCTING HIM TO ^{TAKE} OVER
LINE BUSSLENO-BARDONECCHIA
~~KNOWS~~ DOES THIS MEAN ALL THE

WORK ON THAT LINE (.) IF SO IT DOES NOT AGREE WITH DECISION OF

COL RATTER A WEEK AGO (.) MY INSTRUCTIONS WERE TO ARRANGE WITH

ISR TO PUSH AHEAD ON THIS LINE AND HAVE ALREADY STARTED

MOVING ~~THE~~ MATERIALS AND STAFF (.) IT IS SUGGESTED THAT ANY FURTHER

CHANGES IN POLICY SHOULD BE COMMUNICATED TO ME DIRECT

AS APPROX 2000 MEN ARE INVOLVED AND CONTRACTS TOTALLING

62000000 (.) NO INFORMATION HAS BEEN RECEIVED TO THE CONTRARY AND

IT WAS PURELY BY ACCIDENT THAT OC 159 CONTACTED ME

BT THI 1245B

SENT JBM ARK

KQ

5093

WILL TAKE

27
9021

TKS

PROF V MEBW NR 69 IMMEDIATE

FROM CONWAY TN S C (RAILS) GENOVA 051030

TO TN INC MAIN ROME (ATT STREET)

QOX CR 142 BT

RESTRICTED (.) PLEASE INFORM PROGRESS IN SUPPLYING TO 37 METRE IRON TRUSS FOR BRIDGE AT IVREA. LT COL CANTRELL WAS INFORMED OF URGENCY OF THIS AND ANOTHER OF 35 METRES REQUIRED FOR THE AURELIA ROAD AT PRAROLA TUNNEL ON VENTIMIGLIA LINE. IF NOT FORTHCOMING IMMEDIATELY A LANDSLIDE WILL OCCUR BLOCKING ROAD AND RAIL.

THIS LINE IS DUE TO OPEN 15 JULY. TIMBER SHORTAGE STILL ACUTE ANY RESPONSE RE PREVIOUS SIGNAL REGARDING SUPPLY OF TIMBER AT COZENZA IN REGIO EMILIA. HAVE HEARD BY CHANCE FROM I S R THAT FURTHER NUMBER OF TRUCKS ARRIVING. WHERE IS P O L COMING FROM. ALLOCATION FIGURES AFHQ DIDNOT INCLUDE LAST FIFTY AND AM HAVING DIFFICULTY IN OBTAINING SUPPLEMENTARY ALLOWANCE. IN TORINO NO P O L RECEIVED AT ALL FROM OFFICIAL SOURCES TO DATE BUT MANAGED THROUGH ABNORMAL CHANNELS TO KEEP ROLLING. MY OPINION IS THAT SUFFICIENT TRANSPORT ALREADY HERE CONSIDERING P O L SITUATION.

BT

THI ---

SENT NR 69 1321 KJM B1 K

CON LINE 3 READS ANOTHER OF 35 METRES

MESS (17)

RD STP NRS 69 1321 AR KKK

* Advise I.S.R. CE
ref no more trucks for Torino
Genova

5092

(TH INC (TN-SUB- COMMISSION)

0.10 9.00

CAPT. CONWAY, E.L.O. 151 SUB-AREA (TURIN)

CAPT. CONWAY, E.L.O. 60 SUB-AREA (GENOA)

M.R.S. MILAN for Col. Swanpoel

1212 R.C.R. for Col. Cantrel

48 (.) RESTD (.) YOUR REQUEST IRON BRIDGES (.) IVREA NOT MIL:
PRIORITY (.) TRY I.S.R. DUMPS FOR GERMAN REPAIR MATERIAL (.)
FOR AURELIA SPAN AND TYPE REQUIRED (.) TIMBER FOR I.S.R.
INDENTS TO GO TH R4 P.E.S. (.)

5091

HABA V MELC NR 21
FROM CONWAY TN S.C. TORINO 031430B
TO TN INC MAIN ROME FOR STREET
GR31 -

MONTHLY REPORT IN MAIL . LORRIES ARRIVED OK AND DISTRIBUTED
TORINO AND GENOVA. EVERYTHING PROGRESSING FAVOURABLY. AM
FEELING UNDER THE WEATHER REQUEST PERMISSION FOR A FEW DAYS
OFF FOR A REST.

BT 1600

SENT NR 21 VEN

RD TOR 21 TOR 2150 JTM AR

322, 4 2 3043 IMMEDIATE

123

FROM COMNAV, IN S. C. GENOA 271020

TO IN MA DI ROME (FOX STREET)

BY 31 156

RESTRICTED. MY LORRIES HAVE DESPATCHED 52 DRIVERS PLUS UNDER COMMAND
 IT WOULD ~~BE~~ BORROWED FROM HERE TO PISA 2700 HRS TODAY, NO INFORMATION
 YET WHETHER THE LORRIES HAVE ARRIVED AT PISA BUT HIS INSTRUCTIONS ARE
 TO WAIT. ONE IMPORTANT MATTER NEEDS OUR ASSISTANCE. A N G LINE IN
 (PUBLIC SAFETY) ARE REFUSING TO RECOGNISE THE FORMATION OF RAILWAY
 POLICE IN ACCORDANCE WITH INSTRUCTIONS FROM ROME AMPLIFIED BY MILAN.
 THEY SAY THAT THEY MUST FIRST BE NOTIFIED BY PUBLIC SAFETY HQ HQ.
 EVERYTHING RUNNING SMOOTHLY THIS MORNING IN MILAN AND THERE CAN YOU
 ARRANGE MATTERS WITH HQ AND EXPEDIT. ABSOLUTELY ESSENTIAL THEY BE
 ARMED AND RECOGNISED BY A N G TO PREVENT THEFTS OF MATERIALS WHICH
 ARE OCCURRING DAILY. EVERYTHING ELSE RUNNING SMOOTHLY EXCEPT FOR
 SHORTAGE OF TIMBER. ANY CHANCE OF OBTAINING ANY FROM CALABIA. STILL
 AWAITING REPLY RE SEVEN CARS FOR I S R.

TWT 1225

ZEDLINE FROM ENDS : FROM CALABIA

SENT RE 43 1235 WITH AR TKS

AD 43 281235B CANTWRIGHT AT - BI

1-5090

23
○ ALLIED COMMISSION
TN. S. C. (RAILS) C. E. BRANCH N. W. ITALY

C/O E.L.O. 57 AREA
C/O E.L.O. 151 SUB AREA
G. M. F.

ITALIAN STATE RAILWAYS

GENOVA - VIA ANDREA DORIA 5 - TELEPH. 62-506
TORINO - STAZIONE PORTA NUOVA - " - 44-879

GENOVA, Turin June 14th 1945

To : DIRECTOR

TN. S.C. HQ Allied Commission

Subject: Electric Power - N.W. Italy

Herewith latest report on electric power plants
in N.W. Italy (Torino-Genova Compartiment)

5089

Civil Engineering Division
ITALIAN STATE RAILWAYS
<i>[Signature]</i>
Capt.
Transportation Commission
H. Q. Allied Commission

I. M. S.

CONDITION OF E.T. PLANTS ON 9/6/45

- 1) Hydroelectric station of
- Bardonecchia : three engines repaired and restored
(10.000 Kw. on the whole)
- 2) Conversion Station of
- Collegno - Efficient - Normal connection with
Turin Electric company restored
- 3) Hydroelectric Stations of Acceglio and Prazzo -
efficient - Connected with the system by repairing
a line Acceglio - Dusca - Cuneo - Ceva
- 4) Hydroelectric station of S. Delmazzo di Vonda -
No damages - Occupied by the French - Still
isolated from the net.
- 5) Hydroelectric station of Spigno - Normal service
proceeds

5088

SUBSTATIONS

- Turin-Modane line - Ulzio s.s. : repareations proceed -
Slight damages s.s. of Bussoleto and Avigliana
repaired -
- Turin-Pinerolo line - Sangone s.s. restored by the
temporary installation of a main switch -
Turin-Fossano-Cuneo-S. Delmazzo line -

1) Hydroelectric station of

-- Bardonecchia : three engines repaired and restored
(10.000 Kw. on the whole)

2) Conversion Station of

-- Collegno - Efficient - Normal connection with
Turin Electric company restored

3) Hydroelectric Stations of Aceglio and Prezzo -

efficient - Connected with the system by repairing
a line Aceglio - Busca - Cuneo - Ceva

4) Hydroelectric station of S. Dalmezzo di Tenda -

No damages - Occupied by the French - Still
isolated from the net.

5) Hydroelectric station of Saigro - Normal service

proceeds

5088

S U B S T A T I O N S

Turin-Modane line - Ulzio s.s. : reparations proceed -

Slight damages s.s. of Russoleno and Avigliana
repaired -

Turin-Pinerolo line - Bangone s.s. restored by the
temporary installation of a main switch -

Turin-Carmagnola-Tossano-Cuneo-S. Dalmezzo line -

Unchanged conditions for the substations - S. Dal-
mezzo s.s. is damaged - Region occupied by the
French.

Carnagnola-Bra-Ceva line - Narzole s.s. restored
by two transformers connected in an open triangle -
Fossano-Mondovi-Ceva-S.Giuseppe line - The substations of Mondovi-Ceva-Saliceto and S.Giuseppe are normally operating - Slight damages repaired

Ceva-Ormea line -

Alessandria-Acqui-S.Giuseppe line -

Asti-Niaza-Acqui line -

Unchanged conditions - S.stations not damaged

Trofarello-Alessandria line -

Reparations of the s.s. of Fossione - Villefranca

Asti and Alessandria almost performed - Service

proceeds -

Main lines -

Dardonecchia-Collegno main line - A line from Dardonecchia to Ulzio repaired and restored - Two from

Ulzio to Chiomonte - Three from Chiomonte to

Bussoleno - Two from Bussoleno to Collegno -

Bussoleno-Airasca main line - Still interrupted

Sangone-Airasca main line - Both lines repaired

and restored -

Valmaira-Busca-Cuneo main lines - A line repaired

and restored

Cuneo-Ceva main lines - A line repaired and restored

Cuneo-Limone main lines - Unchanged conditions -

Sangone-Fossano-Cuneo main line - Repaired and

restored from Sangone to Narzole and from Fossano

to Cuneo - The middle section Fossano-Narzole

will be repaired in 5 days -

Fossano-Mondovi-Ceva main line - Repaired and restored

5087

Tossano-Mondovi-Ceva-S. Giuseppe line - The subsections of Mondovi-Ceva-Saliceto and S. Giuseppe are normally operating - Slight damages repaired

Ceva-Ormea line -

Alessandria-Acqui-S. Giuseppe line -

Asti-Niella-Acqui line -

Unchanged conditions - S. stations not damaged

Triverello-Alessandria line -

Reparations of the S.S. of Pessione - Villafranca

Asti and Alessandria almost performed - Service proceeds -

Main lines -

Dardagnocchia-Collegno main line - A line from Dardagnocchia to Ulzio repaired and restored - Two from

Ulzio to Chiomonte - Three from Chiomonte to Bussoleno - Two from Bussoleno to Collegno -

Bussoleno-Airasca main line - Still interrupted

Sengone-Airasca main line - Both lines repaired

and restored -

Valmaira-Busca-Cuneo main lines - A line repaired

and restored

Cuneo-Ceva main lines - A line repaired and restored

Cuneo-Limone main lines - Unchanged conditions -

Sangone-Possano-Cuneo main line - Repaired and

restored from Sangone to Narzole and from Tossano

to Cuneo - The middle section Tossano-Narzole

will be repaired in 5 days -

Tossano-Mondovi-Ceva main line - Repaired and restored

Asti-Acqui-S. Giuseppe main line - Repaired and restored

Sangone-Alessandria main line - A line repaired and restored

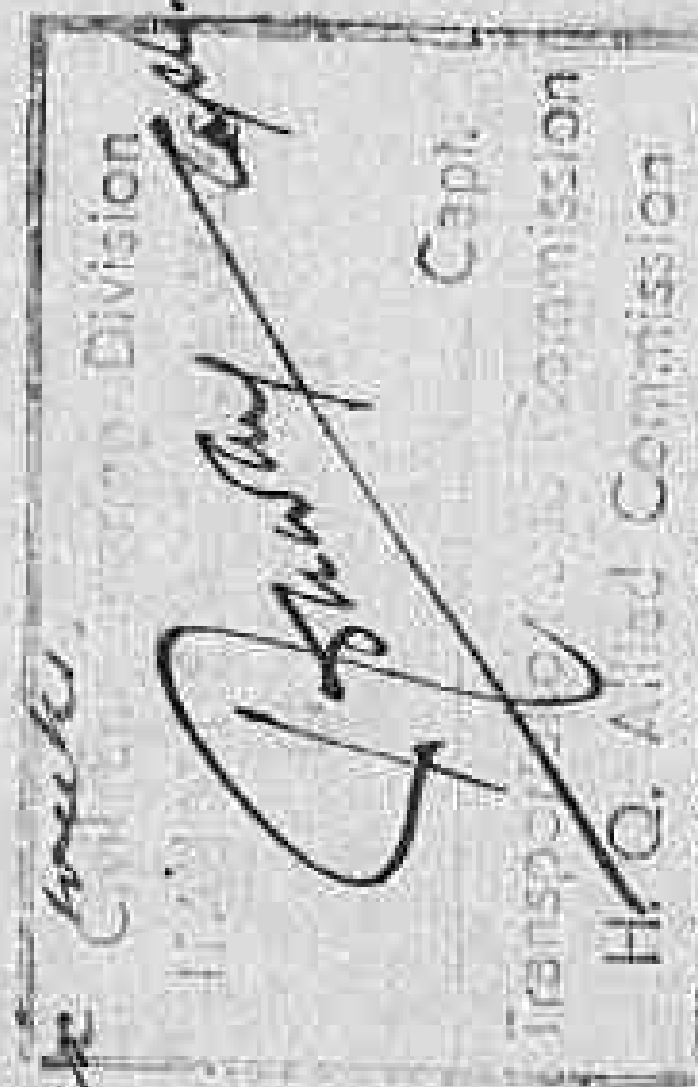
E.T. Contact Lines

The contact lines have been repaired
on all the sections where plants and rails have been
restored.

Turin June 9th 1945

The Chief of the I.E.S.

X. Made a personal survey of this line - working
at approx $33\frac{1}{3}\%$ max output. hoped to increase
to 50,000 Kw within 2 or 3 weeks.



5086

367

MADA V MELC NR 10 IMMEDIATE
FROM CONWAY TN SC TORINO 261400Z
TO: TN INC MAIN ROME (FOR STREET)
GR9S QOK BT

RESTRICTED . PLEASE REQUEST MRS TO OBTAIN RELEASE OF MILITARY
TYPE STEEL TRUSS 47 METRES TO REPLACE FALLEN BRIDGE IN TORINO -
AOSTA LINE AT IVREA . COL RATTER AGREES IT SHOULD HAVE MILITARY
PRIORITY IN VIEW OF CAOL OUTPOST ~~AT AOSTA~~ AT AOSTA . TYPE REQUIRED
BELIEVED TO BE AT VERONA AND CAN BE MOVED BY RAIL ON OR ABOUT
7 JULY . DAMAGED TRUSS TO BE REMOVED
AND REPAIRED

AND USED ON TORINO - MODANE LINE . RESULT OF INSPECTION
YESTERDAY RATTER - EVANS - BROWNE - CANTRELL - CONWAY ~~ALMOST~~ ALMOST
CERTAIN THAT MRS

TAKE OVER FRESUE TUNNEL AND TWO IRON BRIDGES .
AC/ISR TO

REMAINDER - NECESSARY ACTION BEING TAKEN

BT

EWI NR 10 (OP) AT 2025Z WWS AR KKK

5085

14 th June 1945
956/C.S.

HQ 1212 Rly Constr. & Maint Op R.E.
to Lt.Col. A.H. Cantrell

copy to D.M.R.S.
M.R.S. Milan

Subject:
Railway Reconstruction.

Ref. A/RCE/123/1920 of 10 June.

1.

These days, the permanent reconstruction of the following bridges has been arranged for entrusting to different contractors the execution of the respective works.

In the area of the Compartment of Turin:

- a) bridge over river Bormida near Alessandria
- b) " " main road near Francavilla d'Asti

In the area of the Compartmento of Genoa:

- a) bridge over river Scrivia near Tortona
- b) " " " Curone near Pontecurone
- c) " " " Staffora near Voghera

this reconstruction work will be entrusted within the next few days.

I shall communicate you the names of the different contractors as soon as possible.

2.

The reconstruction of the tunnel at Celle Ligure near Savona has been completed and the trains are already passing it.

AL COMMISSARIO STRADONAUTA

F. S. ALTA ITALIA

HQ 1212 Rly Constr. & Maint Cp R.E.
to Lt.Col. A.H.Cantrell

copy to D.M.R.S.
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2.

The reconstruction of the tunnel at Celle Ligure near Savona has been completed and the trains are already passing it.

IL COMANDO REGIONALE

F. S. ALTA ITALIA

5084

MESSAGE FORM.

021 17.00 HRS.

FROM : TN IHC (Tn Sub-Commission)

TO : E.L.O. 151 Sub area (Turin) for Cap. Conway
TO : E.L.O. 57 Area (Genoa) for Capt. Conway
TO : E.L.O. H.Q. 59 Area for Major Buckley.

O.27 (RESTRICTED (.)

RECEIVED SIGNAL 108 FROM TN.A.4. (.) REPEAT FOR YOUR INFORMATION (.)
AMEND RENDEZVOUS TO TURIN AIRPORT MAP REFERENCE H 9631 SHEET (.)
SCHEDULE FOR PLANE IS LEAVE/0900 HOURS 25 JUNE (.) ARRIVE TREVISO
1015 HRS (.) DEP TREVISO 1045 HRS (.) ARRIVE TURIN 1200 HRS (.)
PLANE THEN RETURNS TO ROME (.) EVANS BROWNE CANTRELL AND CONWAY
(OF A.C.) TO INSPECT TRUIN TO MT GENIS AND RETURN TO TURIN FOR
NIGHT (.) ACCOMODATION HAS BEEN BOOKED FOR WHOLE PARTY IN HOTEL
TURIN BY CONWAY FOR NIGHT OF 25 (.) EVANS RATTER AND BROWNE
TO LEAVE FOR FRENCH SIDE MORNING OF 26 TO INSPECT LINE TO
GRENOBLE (.) SPEND NIGHT AT LYONS ON 26 (.) EVANS RATTER AND
BROWNE TO RETURN LYONS TO MILAN ON 27 JUNE AFTER VISITING M.R.S.
H.Q. AT LYONS IN MORNING (.) THIS H.Q. WILL ARRANGE ACCOMODATION
AT MILAN ON NIGHT OF 27 FOR PARTY (.) E.C.E. (S.A.E.C.) NOTE
NO PETROL POINTS LIKELY TO BE AVAILABLE IN FRANCE (.) D.M.R.S.
IS JOINING RATTER AT MILAN ON NIGHT OF 27 JUNE (.) PLANE WILL
BE AVAILABE TO RETURN EVANS AND BROWNE TO TREVISO ON 28 JUNE
(.) WILL ALL CONCERNED PLEASE CONFIRM (.)

5083

TH INC (Tn Sub-Commission)

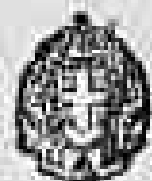
C.18 12.30

To : C/O E.I.S. H.Q. 59 Area for Major Buckley
: S.I.C. 57 Area for Capt. Conway, AC/Tn Sub-Comm.

O.19(.) RESTRICTED (.)

Position line 50 not yet clear, possible tunnel will
be undertaken by M.E.S. (.) Push work on bridges and
viaducts (.) Col. Ratter visiting work 25 & 26 arrange if
possible to contact (.)

181245Bfu
5082



DEL TRASPORTI
MINISTERO DEI TRASPORTI
 FERROVIE DELLO STATO - DIREZIONE GENERALE
 (1) SERVIZIO LAVORI E COSTRUZIONI

ROMA, 24 Giugno 1945 - A

N. L.S. 325

Al N.

del

OGGETTO. Automezzi per le Sezioni
 Lavori di Torino e Genova

SOTTOCOMMISSIONE TRASPORTI
 DIVISIONE FERROVIE
 SIG. MAGGIORE STREET

Alle Sezioni Lavori di Genova e Torino sono stati assegnati complessivamente 50 automezzi. Detti automezzi saranno caricati su carri a Roma S. Lorenzo: 20 il giorno 25, 20 il giorno 26 et 10 il giorno 27 *giugno*.

Tutti i cinquanta carri saranno inoltrati con apposito treno fino a Livorno da dove gli automezzi proseguiranno via ordinaria.

Prego telegrafare Comando Alleato Torino et Genova perchè provveda tempestivamente autisti per la prosecuzione del viaggio. Gli automezzi dovranno essere provvisti di carburante nella stazione di Livorno.

IL CAPO DEL SERVIZIO

Locegu

SIGNAL MESSAGE OUT

FROM: TM MAIN ROME 201700 B

TO: R.C.E. (S.A.E.C.)

R.C.E. 1212

INFO: MAJOR STREET A.C. (By hand) ✓

108 TH.A.L. (.) REMOVED (.) FURTHER BY 995TH.A.4 OF 18TH JUNE SUBJECT
 LEGAL TURN ARDAM (.) ARMED RUMORS TO TURN AIRPORT REFERENCE R. 9631
 SIGHT 7 (.) SCHEDULE FOR PLANE IS LEAVE ROOM 0900 LEAVE 25 JUNE (.) ARRIVE
 TREVISO 1015 HRS (.) DEP TREVISO 1045 HRS (.) ARRIVE TURIN 1200 HRS (.) PLANE
 THEN RETURNS TO ROME (.) EVANS BROWNS CAMPBELL, HATTELL AND GUNWAY (OF A.C.)
 TO DEPART TURIN TO AT ORDIN AND RANSON TO TURIN FOR HIGH (.) ACCOMMODATION
 HAS BEEN BOOKED FOR WHOLE PARTY IN HOTEL TURIN BY GUNWAY FOR NIGHT OF 25
 25 (.) EVANS RATTEN AND BROWNE TO LEAVE FOR FRENCH SIDE MORNING OF 26 TO INSPECT
 LINE TO GEMMELN (.) SECOND NIGHT AT LYONS ON 26 (.) EVANS RATTEN AND BROWNE
 TO REACH LYONS TO MILAN ON 27 JUNE AFTER VISITING M.A.S. H.C. AT LYONS IN
 MORNING (.) THIS H.C. WILL ARRANGE ACCOMMODATION AT MILAN ON NIGHT OF 27 FOR
 PARTY (.) H.C.E. (S.A.E.C.) NOTE NO PETROL POLICE LIKELY TO BE AVAILABLE IN
 FRANCE (.) D.M.R.S. IS JOINING RATTEN AT MILAN ON NIGHT OF 27 JUNE (.) PLANE
 WILL BE AVAILABLE TO REACH EVANS AND BROWNE TO TREVISO ON 28 JUNE (.) WILL
 ALL CONCERNED PLEASE COMPLY

This message may be sent as written
 by any means except wireless.

Originators Instructions
 Degree of Priority

JR/SAB

E.O. 12356

INFO: MAJOR STREET A.C. (By hand) ✓

108 TH.A.L. (.) FURTHER BY 995TH.A.4 OF 18TH JUNE SUNDAY
 ROOM TRENCHARD (.) JAMES HERMANUS TO TRENCHARD HAD REFERENCE IL 9634
 SHEET 7 (.) SCHEDULE FOR PLANE IS LEAVE HOME 0900 HOURS 25 JUNE (.) ARRIVE
 TREVISO 1015 HRS (.) DEP TREVISO 1045 HRS (.) ARRIVE TURIN 1200 HRS (.) PLANE
 THEN RETURNS TO ROMA (.) EVANS BROWNE CARRIED. RATHER AND CONWAY (OF A.C.)
 TO INTEREST TURIN TO AT CENIS AND RETURN TO TURIN FOR NIGHT (.) ACCOMMODATION
 HAS BEEN BOOKED FOR WHOLE PARTY IN HOTEL TURIN BY CONWAY FOR NIGHT OF 26/27
 25 (.) EVANS RATHER AND BROWNE TO LEAVE FOR FRIENH SIDE MOUNTAIN OF 26 TO INTEREST
 LINE TO GERMANY (.) STAYED NIGHT AT LYONS ON 26 (.) EVANS RATHER AND BROWNE
 TO RETURN LYONS TO MILAN ON 27 JUNE AFTER VISITING M.I.S. IL.C. AT LYONS IN
 MORNING (.) THIS F.O. WILL ARRANGE ACCOMMODATION AT MILAN ON NIGHT OF 27 FOR
 PARTY (.) R.C.E. (S.A.B.C.) NOTE NO PENCIL POINTS LIKELY TO BE AVAILABLE IN
 FRANCE (.) D.M.E.S. IS JOINING RATHER AT MILAN ON NIGHT OF 27 JUNE (.) PLANE
 WILL BE AVAILABLE TO RETURN EVANS AND BROWNE TO TREVISO ON 28 JUNE (.) WILL
 ALL CONCERNED PLEASE CONFIRM

This message may be sent in written
 by any means except wireless.

Originators Instructions
 Degree of Priority

IR/SAB

5081

OFFICE OF THE DIRECTOR (CIVIL)
 AIRMAIL REVIEWED SERVICE 15/17
 CIVIL SERVICE

4043452

A. E. 1212.

NAME: R. G. B. (S.A.S. 0)

STATION ENGINEER A.C. (By hand)

995 TH. 4.4. (.) REMEMBERTED (.) RUP YOUR ~~WPS~~ 4/1258 (.) AS A.C.S. (S.A.L.C) WILL BE AVAILABLE FOR WORK IN THIS THEATRE LATER THAN ANTICIPATED IT IS PROBABLE THEY WILL HAVE OVER FROM YOU IMMEDIATELY FOR REPAIRS LINE 30 THEIR NO-ONE LABELING HOW THIS TUNNEL (.) S.A. SURVEY TEAM IS WITHIN 5 MT AT ONCE TO SURVEY FRANGES ON ITALIAN SIDE AND RECONSTRUCT TUNNEL (.) THEY WILL COME AT YOUR H.Q. IN AT PARMA AND ROUTE TO CHAIN LATER INFORMATION ON PROGRESS AND HAVE MADE IN ARRANGED WITH FIVE ARMY FOR MINE SWEEPING BY GERMANY A.C.S. (.) EVANGEL HONORS ALSO RATHER WILL VISIT LINE ON WED. 26TH AND 27TH JUNE TRAVELLING RECONSTRUCTING ON FRANKEN RIDE AND POSSIBLY VISIT TO A.C.S. IN LEONS (.) WILL. HAS PLACES ABOUT DUNKERRE AT ALL. H. AND ON MONDAY 25 JUNE AT 11.30 HOURS AND IF POSSIBLE ARRIVE AT ON 26TH JUNE (.) PARSONS HAD NO MORE UP 25 JUNE AT MUNIN AND 26 JUNE IN FRANKS (.)

Originators Instructions
Office of Priority

This message may be sent as written by any means except wireless.

[illegible]

ALLIED COMMISSION
TN. S. C. (RAILS) C. E. BRANCH N. W. ITALY

C/O E.I.O. 57 AREA
C/O E.I.O. 151 SUB AREA
C. M. F.

ITALIAN STATE RAILWAYS

GENOVA - VIA ANDREA DORIA 5 - TELEPH. 02-500
TORINO - STAZIONE PORTA NUOVA - " 44-870
48780

GENOVA, 16th June 1945

Subject: Line 50-Torino-Modane.

To En. S.C. (Rails) C.E. Branch.

Further to signal 16 1100 herewith I.S.R. estimates for repairs etc.
The asphalt and steel will depend on modification of plans and
availability of materials.

Am trying to arrange release of German bridging material as an
alternative.

5079



LINEA TORINO - MODANE

Materiali occorrenti o perizie di massima per la riparazione delle opere d'arte danneggiate nel tratto Torino-Bardonecchia

I) - Ponte obliquo sul fiume Dora Riparia al chilometro 33+387,90 a tre arcate della luce di m. 13,22.

Occorre ricostruire le tre arcate del ponte.

a) - Perizia della spesa

Scavo di materie, o trasporto mc. 2000 x 100 = L. 200.000,00

Calcestruzzo di cemento a Kg. 350 per metro cubo di inerte mc. 500x2000 = " 1.000.000,00

Idem c.s. Kg. 300 id. " 400x1900 = " 760.000,00

Centina per volti " 100x7500 = " 750.000,00

Pietra da taglio " 20x3000 = " 160.000,00

Cappa di asfalto mq. 600x200 = " 120.000,00

Somme L. 2.990.000,00

Imprevisti 10% circa " 310.000,00

IMPORTO Lire 3.300.000,00

Per la esecuzione del lavoro occorrono 100 giorni.

b) - Materiali contingentati occorrenti.

Cemento a Kg. 500	Q11	2750	5078
Legname	mc.	100	
Asfalto	Kg.	1800	

II) - Ponte muratura sul Rio Chianco al Km. 44 + 596.

Occorre ricostruire l'arco in calcestruzzo di cemento.

a) - Perizia della spesa.

Calcestruzzo di cemento a Kg. 350 per metro

cubo di inerte mc. 80 x 2000=L. 160.000,00

I) - Ponte obliquo sul fiume Lora Riparia al chilometro 33+387,90

a tre arcate della luce di m. 13,22.

Occorre ricostruire le tre arcate del ponte.

a)-Perizia della spesa

Scavo di materie, e trasporto mc. 2000 x 100 = L. 200.000,00

Calcestruzzo di cemento a Kg. 350
per metro cubo di inerte mc. 500x2000 = 1.000.000,00

Idem c.s. Kg. 300 id. " 400x1900 = 760.000,00

Centine per volti " 100x7500 = 750.000,00

Pietra da taglio " 20x8000 = 160.000,00

Capra di asfalto mq. 600x200 = 120.000,00

Sommato

L. 2.990.000,00

Imprevisti 10% circa

" 310.000,00

TIPORTO

Lire 3.300.000,00

Per la esecuzione del lavoro occorrono 100 giorni.

b)-Materiali contingentati occorrenti.

5078

Cemento a Kg. 500 q.li 2750

Legname mc. 100

Asfalto Kg. 1800

II) - Ponte muratura sul Rio Chianco al Km. 44 + 596.

Occorre ricostruire l'arco in calcestruzzo di cemento.

a)-Perizia della spesa.

Calcestruzzo di cemento a Kg. 350 per metro

cubo di inerte

mc. 80 x 2000=L. 160.000,00

Idem. c.s. Kg. 300 id

" 50 x 1900=" 95.000,00

Centine per volti

" 40 x 7500=" 300.000,00

Capra di asfalto mq.¹

mq. 130 x 200=" 26.000,00

Pietra da taglio

mc. 5 x 8000=" 40.000,00

a riportare : Sommano

L. 621.000,00

- 2 -

riporto	L.	621.000,00
Imprevisti 10% circa		79.000,00
	IMPORTO	700.000,00
	Lire	=====

Per la esecuzione occorrono 200 giorni.

b) - Materiali contingentati occorrenti

Cemento a Kg.	600	Qli	400,00
Legname	mc.		40,00
Asfalto	Kg.		400,00

III)- ponte obliquo a 3 arcate di m.15,53 sul fiume Dora Riparia al Km. 44 + 910

Occorre ricostruire due arcate

a) - Perizia della spesa

Muratura di mattoni	mc.	500 x 2100	=	L.	1.050.000,00
Centine per volti	"	20 x 8000	=	"	640.000,00
Calcestruzzo a Kg.250 di cemento per ogni metro cubo di inerte	mc.	300 x 1800	=	"	540.000,00
pietra da taglio	mc.	40 x 8000	=	"	320.000,00
Cappa di asfalto	mc.	400 x 200	=	"	80.000,00
	Sommato			L.	2.630.000,00
Imprevisti 10% circa					270.000,00

IMPORTO
L. 2.900.000,00
=====

Per la esecuzione del lavoro occorrono 100 giorni.

b)-Materiali contingentati occorrenti.

Mattoni		Bigliaia	225
Cemento a Kg.	350 Qli		1300
Legname	mc.		20
Asfalto	Kg.		1200

5077

Cemento a Kg. 800
 Legname mc. 40,00
 Asfalto Kg. 400,00

III)- ponte obliquo a 3 arcate di m.15,53 sul fiume Dora Riparia al

Km. 44 + 910

Occorre ricostruire due arcate

a) - Perizia della spesa

Muratura di mattoni	mc. 500 x 2100	=	L. 1.050.000,00
Contina per volti	" 80 x 3000	=	" 640.000,00
Calcestruzzo a Kg. 250 di cemento per ogni			
metro cubo di inerte mc. 300 x 1300	=	"	540.000,00
Pietra da taglio mc. 40 x 8000	è	"	320.000,00
Cappe di asfalto mc. 400 x 200.	=	"	80.000,00
	Sommano		L. 2.630.000,00
	Imprevisti 10% circa		270.000,00
	IMPORTO		L. 2.900.000,00
			=====

Per la esecuzione del lavoro occorrono 100 giorni.

b)-Materiali contingentati occorrenti.

5077

Mattoni	Migliaia	225
Cemento a Kg. 350 Qli		1300
Legname	mc.	80
Asfalto	Kg.	1200

IV)-Viadotto a 5 archi di m.12 sul Rio Gelasso al chilometro 51+622

Occorre ricostruire completamente l'opera.

a) - Perizia della spesa.

- 3 -

Rimozione di materie mc. 4000 x 100	=	L.	400.000,00
Calcestruzzo per archi Kg. 350 per metro cubo di inerte mc. 700 x 2000	=	"	1.400.000,00
Calcestruzzo a Kg. 300 per metro cubo di inerte mc. 500 x 1900	=	"	1.140.000,00
Idem. c.s. Kg. 250 mc. 2200 x 1800	=	"	3.960.000,00
Centine per volti e ponti di servizio mc. 400 x 7500	=	"	3.080.000,00
Capra di asfalto mc. 500 x 200	=	"	100.000,00
Somma	=	L.	10.080.000,00
Imprevisti 10% circa	=	"	920.000,00
IMPORTO TOTALE		Lire	11.000.000,00

Per l'esecuzione del lavoro occorrono 200 giorni.

b) Materiali contingentati occorrenti :

Cemento a Kg. 500	Qli	9800
Legname	mc.	400
Asfalto	Kg.	1600

vo) - Viadotto dell'Aquila a quattro archi di m.15 ciascuno.
 Le spalle sono buone, il resto completamente distrutto.

a) - Perizia della spesa. **5076**

Rimozione di materie mc. 4500 x 100	=	L.	450.000,00
Muratura di mattoni per volti mc. 3000 x 1900	=	"	1.260.000,00
Calcestruzzo a Kg. 300 per metro cubo di inerte mc. 3000 x 1900	=	"	5.700.000,00
Idem c.s. Kg. 250 mc. 2400 x 1800	=	"	4.320.000,00
Centine per volti e ponti di mc. 300 x 7800	=	"	2.340.000,00

Centine per volti e ponti di servizio mq. 400 x 7800	=	"	3.080.000,00
Cappe di asfalto mq. 500 x 200	=	"	100.000,00
Sommario	=	L.	10.080.000,00
Imprevisti 10% circa	=	"	920.000,00
IMPORTO TOTALE		Lire	11.000.000,00

Per l'esecuzione del lavoro occorrono 200 giorni.

b) - Materiali contingentati occorrenti :

Cemento a Kg. 500	q.li	9800
Legname	mc.	400
Asfalto	kg.	1600

v°) - Viadotto dell'Aquila a quattro archi di m. 15 ciascuno.

Lesypalle sono buone, il resto completamente distrutto.

5076

a) - Perizia della spesa.

Rimozione di materie mc. 4500 x 100 =	L.	450.000,00
Muratura di mattoni per volti mc. 3000 x 1900 =	"	1.260.000,00
Calcestruzzo a Kg. 300 per metro cubo di inerte mc. 3000 x 1900 =	"	5.700.000,00
Idem c.s. Kg. 250 mc. 2400 x 1300	"	4.320.000,00
Centine per volti e ponti di servizio mc. 300 x 7800	"	2.340.000,00
Cappe di asfalto mq. 500 x 200	"	1.000.000,00
Sommario	L.	15.070.000,00
Imprevisti 10% circa	"	1.530.000,00
IMPORTO TOTALE	Lire	16.600.000,00

Per la esecuzione del lavoro occorrono 240 giorni.

- 4 -

b) - Materiali contingentati occorrenti.

Mattoni	migliaia	270
Cemento a Kg. 350	q.li	600
Cemento a Kg. 500	"	15.000
Legname	mc.	300
Asfalto	Kg.	1.500

VI) - Ponte in ferro ad una travata di metri 30,83 sul fiume Dora Riparia al chilometro 65 + 039

La travata è tranciata in due parti. La travata ad dove ricostruire.

a) Perizia della spesa.

Peso della travata Kg. 93.000 x L. 30 = L. 2.800.000,00

b) Materiali contingentati occorrenti

Ferro Kg. 93.000,00

Per la esecuzione del lavoro occorrono 90 giorni.

VII) Galleria artificiale di Pont Ventoux fra i chilometri 70 + 419,50 e 70 + 497,80.

Crellata per un tratto di circa metri 12.

a) Perizia della spesa.

Calcestruzzo di cemento a Kg. 350 per metro cubo di inerte mc. 300 x 2200 = L. 660.000,00
 Legname per armature mc. 20 x 7800 = " 156.000,00

Sommato

L. 816.000,00

Imprevisti 10% circa

" 84.000,00

IMPORTO TOTALE

L. 900.000,00

b) - Materiali occorrenti :

Cemento a Kg. 500 q.li 1.050

Legname

mc. 20

5075

Legname
Asfalto

mc. 300
Kg. 1.500

VI)- Ponte in ferro ad una travata di metri 30,83 sul fiume Dora Riparia al chilometro 65 + 039

La travata è troncata in due parti. La travata si deve ricostruire.

a) Perizia della spesa.

Peso della travata Kg. 93.000 x L. 30 = L. 2.800.000,00

b) Materiali contingentati occorrenti

Ferro Kg. 93.000,00

Per la esecuzione del lavoro occorrono 90 giorni.

VII) Galleria artificiale di Pont Ventoux fra i chilometri 70 + 419,50 e 70 + 497,80.

Crollata per un tratto di circa metri 12.

a) Perizia della spesa.

Calcestruzzo di cemento a Kg. 350 per metro cubo di inerte mc. 300 x 2200 = L. 660.000,00

Legname per armature mc. 20 x 7800 = " 156.000,00

L. 816.000,00

" 84.000,00

L. 900.000,00

Sommato

Imprevisti 10% circa

IMPORTO TOTALE

b) - Materiali occorrenti :

Cemento a Kg. 500 Qli 1.050

legname mc. 20

Per la esecuzione del lavoro occorrono 70 giorni.

5075

- 5 -

VIII) - Ponte in ferro a 2 travate di m. 48 sul fiume Dora Riparia al Km. 70 + 585.

Le travate sono completamente distrutte e perciò si devono ricostruire.

a) - Perizia della spesa.

Peso delle travate Kg. 370.000,00 x 30 = L. 11.400.000,00

b) - Materiali contingentati occorrenti.

Ferro Kg. 370.000,00

Per la esecuzione del lavoro occorrono 160 giorni.

IX) - Sottovia obliquo al chilometro 32 + 010,70 e attiguo ponte di m. 18,21 sul Torrente Bardonecchia.

Sono completamente crollate le arcate: si devono ricostruire

a) - Perizia della spesa.

Muratura di mattoni mc. 200 x 2200 = L. 440.000,00

Calcestruzzo a Kg. 300 per ogni metro cubo di inerte mc. 250 x 1900 = " 475.000,00

Centine per volti mc. 40 x 7800 = " 312.000,00

Sommario

L. 1.227.000,00

Imprevisti 10% circa

" 123.000,00

IMPORTO TOTALE

L. 1.350.000,00

b) - Materiali occorrenti contingentati.

Mattoni migliaia 90

Cemento a Kg. 350 qli 200

" " 500 " 750

Legname

mc. 40

Per la esecuzione del lavoro occorrono 100 giorni.

5074

- 6 -

x) - Ponte a tre archi di m.20 la centrale e di m.10 le laterali
sul torrente Molezet 63 + 622

Completamente crollato

a) - Perizia della spesa.

Mistura di mattoni mc. 900 x 2200	=	L. 1.980.000,00
Mistura di pietrame mc. 2200 x 1300	=	" 2.860.000,00
Centine per volti mc. 150 x 7800	=	" 1.170.000,00
Cappe di asfalto mq. 500 x 200	=	" 100.000,00
Sommano		L. 6.110.000,00
Imprevisti 10% circa		" 610.000,00
IMPORTO TOTALE		L. 6.720.000,00

b) - Materiali contingentati occorrenti.

Mattoni	milina	405
Cemento a 350	q.li	7080
Asfalto	Kg.	1000

Per la esecuzione del lavoro occorrono 100 giorni.

R I E P I L O G O

5073

1° - Perizia delle spese

I) - Ponte sul fiume Dora al Km. 33 + 387	=	L. 3.700.000,00
II) - Ponte sul Rio Chianco " 44 + 596	=	" 800.000,00
III) - Ponte sul fiume Dora al " 14 + 910	=	" 3.000.000,00
IV) - Viadotto sul Rio Gelasso al Km. 51 + 622	=	" 12.500.000,00
V) - Viadotto dell'Aquila al Km.	"	" 17.500.000,00
VI) - Ponte in ferro sul fiume Dora al Km. 65+039	"	" 3.000.000,00
VII) - Galleria Pont Ventoux fra i Km. 70+419	"	" 1.000.000,00

Muratura di pietrame mc. 2200 x 1300	=	"	2.860.000,00
Centine per volti mc. 150 x 7800	=	"	1.170.000,00
Capre di asfalto mq. 500 x 200	=	"	100.000,00
Sommano			
Imprevisti 10% circa		L.	6.110.000,00
		"	610.000,00
		L.	6.720.000,00

b) - Materiali contingentati occorrenti.

Mattoni	migliaia	405
Cemento a	q.li	7080
Asfalto	Xg.	1000

Per la esecuzione del lavoro occorrono 120 giorni.

R I P E R T O

5073

1° - Perizia della spesa

I) - Ponte sul fiume Dora al Km. 33 + 387	=	L.	3.700.000,00
II) - Ponte sul Rio Cigliano " 44 + 596	=	"	800.000,00
III) - Ponte sul fiume Dora al " 14 + 910	=	"	3.000.000,00
IV) - Viadotto sul Rio Gelasso al Km. 51 + 622	=	"	12.500.000,00
V) - Viadotto dell'Aquila al Km.		"	17.500.000,00
VI) - Ponte in ferro sul fiume Dora al Km. 65+039		"	3.000.000,00
VII) - Galleria Pont Ventoux fra i Km. 70+419 e 70+497		"	1.000.000,00
VIII) - Ponte in ferro sul fiume Dora al Km. 70+585		"	12.000.000,00
IX) - Sottovia al Km. 82+310 e attiguo Ponte " " Bardonecchia		"	1.800.000,00
X) - Ponte sul Torr. Moleset al Km. 83+622		"	7.000.000,00
IMPORTO TOTALE			62.000.000,00
			Lire

2° - MATERIALI CONTINGENTATI OCCORRENTI

Cemento	a	Kg.	500	Qli	29.750,00 X
Cemento	"	"	350	"	9.180,00 X
Mattoni				Migliaia	990,00 X
Legnami				Metri cubi	980,00 X
Asfalto				Chilogrammi	7.500,00
Ferro				Tonnellate	463,00

X Release of this item already arranged.



5072

AHS/ef

12
TRANSPORTATION SUB-COMMISSION A.C.,
(RAIL DIVISION)
c/o Transportation Increment,
C.M.F.

Tel : 843239

Ref : AC/Tn/44/53/C.F.

16th June 1945

SUBJECT : Line 50, Turin-Modane.

TO : A.C. Transportation
Sub-Commission.

1. Attached is copy of report on Frejus Tunnel of above line.
2. Provisional financial approval is requested, pending submission of firm estimate for the whole of the work.

A.H. STREET, Major.

5071

Subject: SITREP- Torino Compartimento

Ref. T/R/1

Telephone: Torino 44879

Genoa 62596

To: Tn S.C. (Rails) att. Major Street
from: Tn S.C. (Rails) Capt. Conway.

1. Generally the position here is much better than at Genoa except the supply of materials is not quite so good on first reports.
2. I have requested full reports of all damages, repairs, whether temporary or permanent etc. etc. The first one should be in hand by Monday.
3. There was a certain amount of overlapping of responsibility between the local Regional Engineer, Regional Transportation Officer and my particular Province but this has or is in the process of being straightened out.
4. The question of transport again arises and whilst I have managed to obtain the loan of five trucks temporarily it is absolutely imperative that some heavy trucks are assigned to me at once to complete urgent repairs. Can this be expedited please?
5. I am analysing the importance of the various lines in order to present the projects in order of priority. On first sight, apart from the main trunk lines already catered for, the line Torino-Aosta would appear to be priority 1 because of the anthracite mines in that district, followed by the line Torino S. Giuseppe di Cairo which in conjunction with the repairs to the line S. Giuseppe Savona will open up that port to the north.
6. Rolling stock position to date, approximately 1500 wagons various and 150 passenger coaches. But this is far from the complet count. Fiat have another 50 or so to put at our disposal.
7. Fiat, incidentally, are ^{most} ~~not~~ ^{cooperable} ~~un~~ ^{cooperable} by giving me a complete report of all secondary lines of the Compartimenti of Genoa, Torino and Milano within 24 hours of my arrival. They are also assisting me to obtain urgent transport.
8. Went to Milano yesterday but was unable to contact Maj. Buckley, left a message and have arranged to see him ~~next~~ ^{next} Sunday.
9. Ref. para 5 Temporary repairs have been effected on Torino-Aosta line and am arranging urgent movement of coal and iron to Torino "subito" (if the french will permit it !!) ^{can} 5070
10. On the 14th of the 5th/45 70 trains ^{can} within the Compartimento, as far as I know, Movements, don't even know abt. this yet! I get a daily report of all trains plus the forecast for the following day.

- temporary or permanent work by Monday.
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 11. Have arranged with Telecom Board and IES for immediate repair of telephone line between Genova and Torino, this should be through within 24 hours and will link up Genova-Torino-Milano etc. Telephone lines to south are very uncertain yet. Am attending a conference with local M.R.S. - Telecom Movements regarding priorities of communications.
 12. Have set up a similar office to the Genoa one at Torino in the I.S.R. building, Telephon number 44879.

13. The present arrangement of spending half the week at Torino and half at Genoa is proving quite satisfactory. Reports are being translated and copied in my absence from each H.Q. and are ready for checking on my return. Contacts have been made to such good advantage that the M.R.S. and Movements people obtained their latest information of lines, repairs, rolling stock etc. from me.
14. I have arranged with Industry at Piedemonte Region for the release of 7200 tons of Cement and Commerce for P.O.L. supplies.
15. The organisation and efficiency of the I.S.R. up in N.W. Italy is first class and the railways are "setting the pace" to the other services. My acting as liaison between the various military services - A.M.G. and I.S.R. in the procurement of materials and facilities is amply justified in the results which are forthcoming and it is hope that these activities will not be hampered by "red tape" from local sources etc.
16. The "Frejus" Tunnel on the Modane line is known to have unexplored mines inside it apart from the 400 m fall. Have contacted 57 Area re using German prisoners to assess and an having a "stab" at 4 Corps who control the P.O.W. cages.
17. Have not yet contacted Maj. Buckley, I went to Milan last Sunday but he was away, he telephoned on Monday saying he would be at Turin on Tuesday morning. I waited until 4.30 p.m. and had to leave then because of urgent meeting at Genoa, on Wednesday morning and the dispatch of latest reports to you, 57 Area being nearest E.I.O. at present. I shall return to Milan again on Sunday to try to see him.
18. In collaboration with Lt. Col. Zwaniepoel i/c M.R.S. N. Italy, Maj. Prentiss Telicomboard, priorities and material allocations have been made for rehabilitation of railway Telegraph and Telephone services in this Area.
19. I have approached Movements and Royal Navy regarding the shipment of 1100 tons of steel girders from Savona and Genoa to bridge sites at Rapallo, Zoagli and Chiavari by I.S.F. This will shorten the projected time for restoration of line Genova-Spezia.
20. Arrangements are being made with Commerce Liguria Region for allocation of P.O.L. for I.S.B. and civil contractors.

Capt.

5069

Lt. Col. (Rails) C. F. French

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The "Freyus" Tunnel on the Modane line is known to have unexploited mines inside it. A part from the 400 m fall. Have contacted 57 Area re using German prisoners to assist and are having a "stab" at 4 Corps who control the P.O.W. cages.

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L. Buckley 5069
Capt.

Tn. S.C. (Rails) C.E. Branch
Allied Commission
(c/o E.L.O 57 Area) C.M.F.)

Genova; telephone : 62596
Torino: " 44879

RESTRICTED

E/1994

JUNE 24 1955

IMMEDIATE

JUNE 140845

CONWAY IN SC (RAILS) TURIN

ACTION SC (RAILS) ALLIED COMMISSION ROME

RESTRICTED.

Accompanied by Capo Compartimento and engineers and Recce of line 50 TORINO-MONFALCONE yesterday. 5 projects between PIAIA-BASCONCCHIA being put in hand immediately. FREYUS Tunnel blocked at mouth and side gallery by booby traps and mines. Unable to enter and make examination until these are cleared by sappers. Have arranged release of sufficient materials to carry projects through. Absolutely essential that sufficient heavy transport is allocated at once. No help here, can you assist.

LIST

ACTION IN SC 2
INFO CHIEF COMMISSIONER
ECON SEC
FILE 2
FLOAT

5068

RESTRICTED

161100B

RESTRICTED

E/5330

JUNE 161850B
OF PRIORITY

CONWAY TN SC (RAILS)

TN SC (RAILS) CE BRANCH ALCON ROME

RESTRICTED

Ref latest signal line 50 TORINO - MODANE.

Full report and signal already sent to you. Latest position is MRS construction have sent up a bulldozer to clear primary obstructions sappers will then follow for mine clearance. If damage is not worse than estimated reports line should be open in 5 months. French report awaited. They are inclined to believe that there is a further demolition in centre. It is understood that the German engineers responsible for setting charges etc are in POW cages in IV CORPS area. Can approach be made on high level for contact to be made with them. Information received from them should facilitate work. Contrary to DMRS Memorandum TN A4/95 dated 29 May MRS are showing activity and interest in this line. May it be suggested that any alterations or amendments to quoted Memorandum be intimated this office immediately to allow ISR to make necessary arrangements with contractors. Am going ahead with repairs to bridges and viaducts between BUSSOLENO - BARDONECCHIA. Have despatched ISR estimates for above today but they are subject to modifications release of cement timber and bricks already arranged.

Dist

Action - Tn SC 2
Info - Chief Commissioner
Econ Sec
File 2
Float

HEADQUARTERS

17 JUN 1945

5067

11th June 1945

Subject: Situation Report

To Director - Transportation Sub Commission
Allied Commission- R O M S

From: Capt. Conway - In. 3.C. (Rails) C.E. Branch. N.W. Italy.

Staff:

1. Acting on your advice I approached Col. Marshall- R.O. Piedmonte- on the question of an assistant, possibly Lt. Irving Strand- he was entirely in agreement with the necessity for same but explained he was already 20 officers below I.O. and losing more daily. He finally instructed me to communicate with you direct, setting out my exact position here and work involved.

Originally my directive(appx.'A') was confined to civil engineering reconnaissance and immediate urgent repairs but my duties have become multifarious inasmuch as I appear to be the sole A.C. railway representative in Liguria and Piedmonte regions. In addition to the original directive Brig. Waghorn instructed me to assume the responsibility for procuring transport and P.O.I. for the I.S.R. Since then H.Q. Rome have intimated that I liaise with Reg. Transport Officers regarding A.C. Rail Movement :

As will be seen by the attached weekly report (appx.B.) the construction projects alone, are more than sufficient for one captain to supervise, and that report is for one compartment only. Torino has even more in hand. Added to this is the latest information from In.Stores

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Allied Commission- Rome

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5066

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more in hand. Added to this is the latest information from In.Stores
that all I.S.R. controlled stores are to be handed over to I.S.R. under
A.C. supervision and pending instructions I have assumed responsibility
for this, too.

..... to 2

(continued)

As will be seen from the following para's, something must be done immediately to alleviate the pressure of work, for whilst I am more than ready to tackle the lot, I feel that final result will be affected by insufficient control.

If, however, it is impossible for me to have the assistance of another officer, I beg to make the following suggestion for your approval: I have been approached by an Italian officer of A.M.G. Piedmonte on the employment of four Italian civil engineers who have just completed their training in Switzerland and have or are about to return to N. Italy. My intention is to employ them within A.C. and to hand over certain projects to their control under my supervision. Two I will use for outside work and one in each of the Compartiments's controlling stores, materials, transport and P.O.I. At present I am employing two female staff at Turin and Genoa and my intention is to increase these to three. Subject to the engineers arrival this organisation would be capable of coping with all A.C. Railway matter in N.W. Italy and should be running smoothly within two weeks of inception. May I be informed whether this action is approved?

Policy:

At our last interview the subject of the validity of Ing. Bianchi's assumption of office as head of the State Railways N. Italy, was discussed. It appears that D.M.R.S. Rome issued the memorandum affective 1st June. From examination it would appear that A.C. T4. (Rails) were not even on the distribution! My information was, that he had been installed by the C.L.N. and local A.M.G. policy was that no executive or administrative action on the part of the C.L.N. would be recognised. On my return from Rome I was sent for by Lt. Col. Zwanipael (Rly Optg.) and Lt. Col. Walker (H.Q. Movements) and among other things, was taken to task for not complying with the D.M.R.S. directive in the recognition of Bianchi as the controller. My explanation and their examination of the distribution list cleared this point up

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(continued)

Movements etc. etc. and arrangements are being made for a fortnightly meeting in Milan of various sections to exchange information and discuss policy.

3. Materials:

As will be noted by Appx. A. & C. materials are required in very large quantities, application to Tn. Stores for timber, steel and cement has been passed to Rome and turned down as not issuable from M.R.S. stocks. As the I.S.R. stocks have been considerably depleted by M.R.S. and all raw materials are blocked by Industry, Commerce and A.P.H.Q. the question of availability is acute. I have managed to get small quantities from various sources, but the bulk of reconstruction work is held up through the "blockade". Added to this difficulty is Bianchi's direction to Capo Compartimento's that all application for materials should be made to Milan; as M.R.S. has vetoed the using of their stores and control of I.S.R. stores is now vested in A.C. the duplication of demands seems unnecessary.

Lancini
In addition, serious depredations of railway materials, made by various unauthorised military units, chiefly American field units, my information is that some of it is just being "He jacked" and sold privately to contractors. I am following up one particular case of 1000 qts of cement removed from railway premises. Upon the handing over ^{of} stocks by Tn. Stores it is my intention to mount a railway policeguard at every warehouse with definite orders. I have already inaugurated this in Turin but am awaiting Milan's instructions for Genoa, regarding Railway Police.

4. P.O.L.

The P.O.L. supply in N.W. Italy is very acute. I have managed to obtain

5064

4 (continued)

2000 qls. Petrol and 14 tons of Diesel from Military Sources and a further 10 000 litres Petrol and 17 000 litres Diesel from Liguria Region. I have transferred 4,500 litres and 12,000 litres respectively from Genoa to Turin and should the port be open to schedule, it should be possible to manage, using strict control of issue. I am reserving this entirely for essential works journeys and not for operating, my policy being, that whilst operating is controlled by M.R.S. they should provide the P.O.L. through Army channels. At this stage the calls upon our limited stocks are enormous and I have stated a system of request bids and chit issues in Turin and hope to control it in the same way in Genoa. - the actual issue is controlled by the Railway Police under my orders.

5. Transport:

This is even more acute than P.O.L. or materials, but should the port of Genoa and Savona become operable soon, the long road hauls of food and P.O.L. will cease and more heavy transport become available. I have managed to requisition certain private cars, ex Fascisti and Partigiani and am forming a Motor pool in Turin for issue to and use by I.S.R. departmento, on official duties, especially the works section.

My reason for this acting is threefold:

1. It was the only way to obtain transport to replace that taken by the Germans etc.

2. By controlling vehicles, maintenance and workshops, maximum use can be made of available cars.

3. Strict supervision of P.O.L. issues are maintained.

This action on my part has the approval of Torino Compartimento and it is hoped to start the same in Genoa as soon as possible.

I am having all the cars overhauled, sprayed olive drab and marked

5003

5 (continued)

A.C. /Mys and am arranging the requisition to be made by A.M.G. Piemonte for A.C. In. I trust this action is approved. Garage and Workshops are already operating in Torino.

6. Reports:

A preliminary report on the Frejus Tunnel has been submitted to Civil Engineering Branch (Major Street). In the course of next week I am endeavouring to arrange a meeting between the Italian Engineers and the French counterparts in the immediate commencement of work from both ends. Application has already been made through military channels for the use of 400 P.O.W. on this project.

7. General:

I am afraid the foregoing is rather protracted but felt it was incumbent upon me to justify my statement and suggestions in para I.

Copy to Director, Rail Division.

W. J. G. W. J. G.
Capt.

N.B. Appendices A & B are already in your possession.

Appendix 'C' attached for information only - full consolidated demand for materials now in preparation.

W. J. G.

Ref C

5062

VIADUCT OF:	TEMPORARY REPAIRS		P e r m a n e n t R e c o n							
			Stone		Masonry		Cut			
	Wood	Iron	Volume	Stone	Cement	Wall Area	with stone Cement	Vol.	Cem.	Ar
F O R O N E T R A C K										
	C. M.	Kg.	C. M.	Qls.	Qls.	S. M.	Qls.	CCM.	Qls.	C
BOGLIASCO	750	22.000	2.440	671.000	3125	3300	100	40	8	8
SORI	650	19.000	3.330	916.000	4300	2112	65	40	8	6
RECCO	1692	52.170	6.930	11906.000	8870	3460	104	300	60	16
S. MICHELE di P.	160	4.000	690	190.000	880	635	19	30	6	2
ZOAGLI	600	19.000	11600	268.000	2050	2000	60	200	40	6
ENTELLA	50	1.500	150	37.000	3750					
MONTEGLIA	90	2.500	500	125.000	650	100	25	20	4	2
					1982		373		124	
TOTALS	3992	118.670	15.640	4113.500	225457	11610	6630		41	
F O R T W O T										
BOGLIASCO			5.200	1657.500	7813	8250	250	100	20	2
SORI			8.325	2229.000	10750	5288	163	100	20	1
S. MICHELE di P.			1.725	4475.000	22280	1587	48	75	15	
ENTELLA			300	75.000	7500					
MONTEGLIA			1.250	3312.500	1625	250	63	50	10	
					2212		484		65	
TOTALS			17.700	4749.000	32100	15375	325			

Permanent Reconstruction

Masonry			Cut		Cover of		Brick Masonry for each vault		Frame of the vaults			
Qls.	Cement	Wall Area	with stone	Vol.	Cem.	Area	Cement	Volume	Bricks	Hydraulic lime	Mould	Wood
ONE TRACK												
Qls.	Qls.	S.M.	Qls.	C.M.	Qls.	C.M.	Qls.	C.M.	Thousands	Qls.	S.M.	C.M.
000	3125	3300	100	40	8	800	290	1260	472	1260	1140	317
000	4300	211	65	40	8	630	225	913	343	913	765	172
000	8870	3460	104	300	60	1680	605	1470	551	1470	1725	386
000	880	63	19	30	6	225	80	260	98	260	285	50
000	2050	2000	60	200	40	600	215	715	268	715	669	186
000	3750											
000	650	100	25	20	4	200	70	240	90	240	280	45
	1982		373		124		1485					
500	225457	11610	6630		4135		4858	1822	4858	4834	1155	

FOR TWO TRACKS

500	7813	8250	250	100	20	2000	725	3150	1180	3150	2850	793
000	10750	5288	163	100	20	1575	563	2283	858	2283	1913	430
000	22200	1587	48	75	15	563	200	130	50	130	713	125
000	7500											
500	1625	250	63	50	10	500	175	600	225	600	625	113
	2212		484		65		1563					
000	32100	15375	325		4638		6163	2313	6163	6101	1461	

RECCO	1692	52.170	6.930	11906.000	8870	3460	104	300	60	168
S. MICHELE di P.	160	4.000	690	190.000	880	635	19	30	6	22
ZOAGLI	600	19.000	1.600	268.000	2050	2000	60	200	40	60
ENTELLA	50	1.500	150	37.000	3750					
MONTEGLIA	90	2.500	500	125.000	650	100	25	20	4	20
					1982		373		124	
TOTALS	3992	118.670	15.640	4113.500	225457	11610	6630		413	
RECCO F O W T W O T I										
BOGLIASCO			6.300	1657.500	7813	8250	250	100	20	20
SORI			8.325	2229.000	10750	5288	163	100	20	1
S. MICHELE di P.			1.725	4475.000	22280	1587	48	75	15	
ENTELLA			300	75.000	7500					
MONTEGLIA			1.250	3312.500	1625	250	63	50	10	
					2212		484		65	
TOTALS			17.700	4749.000	32100	15375	325			
RECCO F O W T H R E E										
RECCO			25.255	667.100	21.045	12.100	304	1050	210	160
ZOAGLI			5.600	938.000	71775	7.000	210	700	140	21
					37995		574		350	
TOTALS			30.855	7609.000	42.015	19.110	1750			79

8870	3460	104	300	60	1680	605	1470	551	1470	285	50
880	635	19	30	6	225	80	260	98	260	669	186
2050	2000	60	200	40	600	215	715	268	715		
3750											
650	100	25	20	4	200	70	240	90	240	290	45
1982		"373		124		1485					
225457	11610	6630	4135		4658	1822	4858	4834	1155		

SECTION F O R TWO TRACKS

7813	8250	250	100	20	2000	725	3150	1180	3150	2850	793
10750	5288	163	100	20	1575	563	2283	858	2283	1913	430
22280	1587	48	75	15	563	200	130	50	130	713	125
7500											
1625	250	63	50	10	500	175	600	225	600	625	113
2212		484		65		1663					
32100	15375	325	4638	6163	2313	6563	6101	1461			

SECTION F O R THREE TRACKS

1.045	12.100	364	105021015884	2118	5085	1929	5085	6038	1251
71175	7.000	210	700140	2100	753	2503	938	2503	2242
37755		574	350	2871					
42.015	19.110	1750	7980	7588	2867	7588	88380	1902	



ALLIED COMMISSION

TN. S. C. (RAILS) C. E. BRANCH N. W. ITALY

C/O E.L.O. 57 AREA
C/O E.L.O. 151 SUB AREA
C. M. F.

ITALIAN STATE RAILWAYS

GENOVA - VIA ANDREA DORIA 5 - TEL. 62-596
TORINO - STAZIONE PORTA NUOVA - " 44-579
48728

GENOVA

10/6/45

Turin-Modane Line.

Technical Report on the Frejus Tunnel Condition.

The Frejus tunnel length: m 13 '636 connects Italy with France through the valleys of the rivers Doria Riparia (Italian side) and Are (French side). This tunnel belongs to Italy for 6790 m and to France for 6846 m. - It is a straight tunnel except for two curves near the South mouth (Italy) and North mouth (France): the first Section of about 100 m at the South mouth is formed by an artificial tunnel while the North mouth has no artificial section.

From the South mouth (Italy) the level has an a short length where it rises m 0,030, then with further rises of m.0,010 and 0,0005 the level gets to m 1294,75 (top) above the sea level on the frontier point between Italy and France; then, with descendent declivities of m 0,023 and 0,027 the tunnel finishes at the North mouth (France) m 1130 above the sea level.

The tunnel is bored across stratified rocks and protected by a masonry lining.

On the declaration of war between Italy and France, the French army exploded a short tunnel section of about 30 m near the North mouth which has been repaired by the French themselves on the armistice between the two Countries (Italy and France). - When the Germans invaded Italy, the Italian army exploded a section of about 80 m at 800 m from the mouth. The invasion completed, the German army compelled Italy to provide for the restoration of this tunnel section.

When Modane was liberated by the Allied troops, the Germans made demolitions of a more serious nature to the tunnel section already repaired on the Italian side.

According to informations, the Germans before exploding the tunnel section, blocked the two tracks with two trains loaded with munitions and explosive (tritol).

It is now probable that the tunnel has completely collapsed on

C/O E.L.O. 57 AREA
C/O E.L.O. 151 SUB AREA
C. M. F.

ITALIAN STATE RAILWAYS

GENOVA - VIA ANDREA DORIA 5 - TELEPH. 62-596
TORINO - STAZIONE PORTA NUOVA - " 44-879
48703

GENOVA,

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It is now probable that the tunnel has completely collapsed on the above section (about 150 m.

- 2 -

Herewith the list of work needed for the restoration:

- a) Removal, conveyance and unloading of abt. mc. 16 000 of debris
- b) Cement concrete for the vault and pilaster mc. 3500
- c) Filling with hand setteled dry stones mc. 2000
- e) covering stone plates for central gallery mq. 400 and the following materials:

- 1o) Normal cement (kg 500): qls. 10500
- 2o) - Timber for armature mc 200
- 3o) - Iron for armature (n.20) qls. 1600

with an expense of:

Io - Excavation, conveyance and unloading of materials mc. 16000,00 X 150	L. 2,400,000,00
IIo - Concrete kg 300 for a m.c. of sand mc. 3500 x 2400	" 8,400,000,00
IIIo - Iron for armature qls. 1600x 1400	" 2,240,000,00
IVo - Stone plates for gallery covering mq. 400 x 200	" 80,000,00
Vo - Timber for armature mc. 200 x 7500	" 1,500,000,00
VIo - Filling with dry stones mc 2000 x 7000	" 1,400,000,00
Total	L. 16,020,000,000
About 10% unforeseen	" 1,580,000,00
For a total amount of	L. 17,600,000,00
	=====

It is estimated that it will take approx. 5 months, working from both sides.

Addendum. The foregoing is just a rough estimate, should the international situation permit, I am going to take the Chief Engineer etc. up to the Area and if possible contact the French Chief Engineer and see if they can get together on this matter. **5000**

Have already applied to Col. Walker- Milen for 400 German P.O.W. to assist and the Regional Commissioner is approaching General Crittenburger about the same subject.

Unfortunately the situation in that area is "sticky" and orders are to go slow in any way which is likely to affect it. This policy has been laid down by the combined Chiefs of

c) covering stone plates for general safety and the following materials:

- 10) 4 Normal cement (kg 500): qls. 10500
- 20) - Timber for armature mc 200
- 30) - Iron for armature (n.20) qls. 1600

With an expense of:

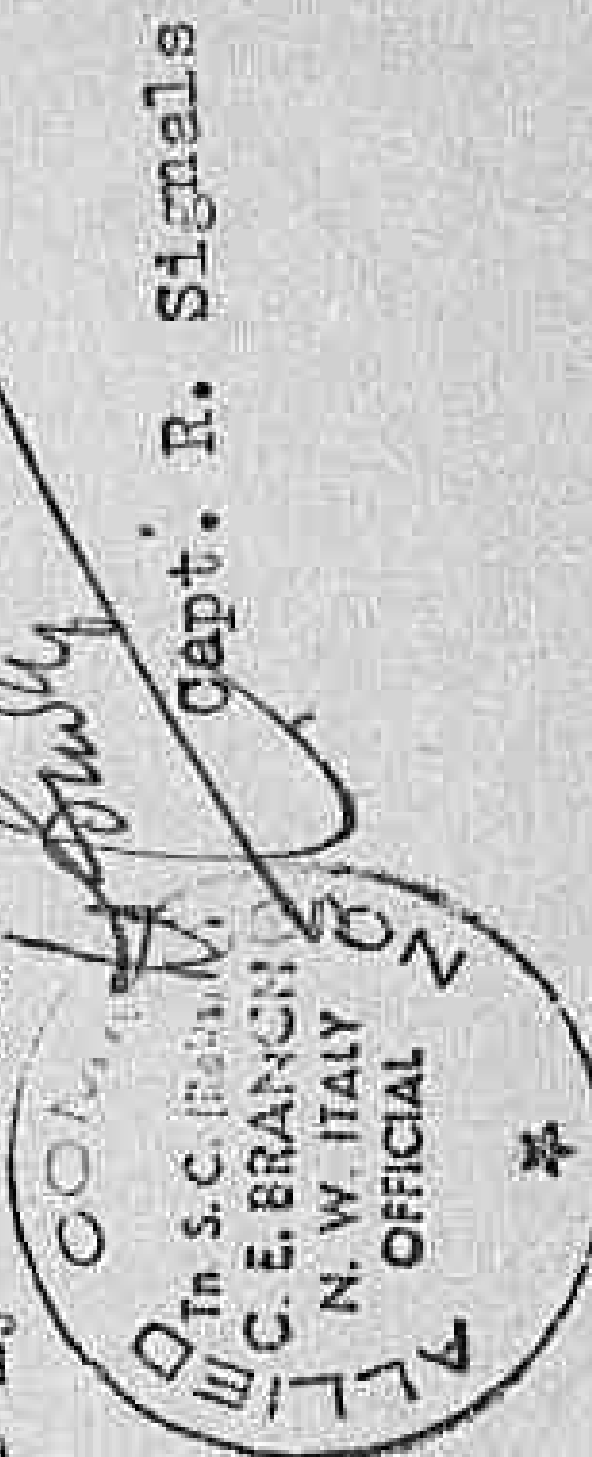
I° - Excavation, conveyance and unloading of materials mc. 16000,00 X 150	L.2,400,000,00
II° - Concrete kg 300 for a m.c. of sand mc. 3500 x 2400	" 8,400,000,00
III° - Iron for armature qls. 1600x 1400	" 2,240,000,00
IV° - Stone plates for gallery covering mq.400 x 200	" 80,000,00
V° - Timber for armature mc.200 x 7500	" 1,500,000,00
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Total	L.16,020,000,000
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Will report more fully after my "reccy."



Hg Rome

Turin-Modane Line. 50-Technical Report on the Frejus Tunnel Condition.

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5059

n.2

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a)	Removal, conveyance and unloading of abt. mc. 16.000 of debris	
b)	Cement concrete for the vault and pilaster mc. 3500	
c)	Filling with hand settled dry stones mc. 2000	
d)	Covering stone pltes for central gallery mq. 400 and the following materials:	
1.)	Normal cement (kg. 500): qls. 10500	
2.)	Timber for armature mc. 200	
3.)	Iron for armature (n. 20) qls. 1600 with an expense of:	
I.	- Excavation, conveyance and unloading of materials mc. 16000,00 X 150	L. 2.400.000,00
II.	- Concrete Kg. 300 for a m.c. of sand mc. 3500 X 2400	" 8.400.000,00
III.	- Iron for armature qls. 1600 X 1400	" 2.240.000,00
IV.	- Stone plates for gallery covering mq. 400 X 200	80.000,00
V.	- Timber for armature mc. 200 X 7500	" 1.500.000,00
VI.	- Filling with dry stones mc 2000 X 7000	" 1.400.000,00
Total		L. 16.020.000,00
About 10% unforeseen		" 1.580.000,00
For a total amount of		<u>L. 17.600.000,00</u> =====

It is estimed that it will take apprx. 5 months,
working from both sides.

5058

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Capt. R. Signals

SPV/em

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

Tel : 843239

Our ref : Tn/AC/44 C.E.

28th May 1945

TO : The Director
Tn. Sub-Commission A.C.

SUBJECT : Release of tyres for I.S.R.

1. The I.S.R. in the North Italy area are unable to obtain Recessees of damage and make surveys in order to commence the repair of those lines that should quickly be put in operation as being essential for food supply, rehabilitation of Industry etc.

2. It is also the case that when contracts are let and the contractors commence work, that their lorries soon are unable to keep up the supply of materials, it being so long since they had any tyres.

3. In the case of contractors it is suggested that, as tyres outlast the contract, that the following list be released to I.S.R., who would issue tyres to their various contractors for the duration of the contract, charging hire against the contractors account.

4. It is requested that Commerce Subcommission be asked to promptly release to I.S.R. on payment the following.
For Florence Compartimento I.S.R. (these could no doubt be released from Milano).

N° 9	tyres and tubes 11,25x24	or	11x24
N° 12	tyres and tubes 11,25x24	or	11x24
N° 9	tyres and tubes 11 x 20	or	10,50x20
N° 20	tyres and tubes 6,00x16		
N° 10	tyres and tubes 26 x 5,00	or	17x4,25
N° 9	tyres and tubes 12 x 20		
N° 9	tyres and tubes 9 x 16		

5057

5. For North Italy I.S.R. H.Q. Milano
From Michelin and Pirelli works:

N° 5	5,50 x 15 covers and tubes.
N° 10	Tipo Piloto

SUBJECT : Release of tyres for I.S.R.

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2. It is also the case that when contracts are let and the contractors commence work, that their lorries soon are unable to keep up the supply of materials, it being so long since they had any tyres.
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For Florence Compartimento I.S.R. (these could no doubt be released from Milano).

Nº 9	tyres and tubes	11,25x24	or	11x24
Nº 12	tyres and tubes	11,25x24	or	11x24
Nº 9	tyres and tubes	11 x 20	or	10,50x20
Nº 20	tyres and tubes	6,00x16		
Nº 10	tyres and tubes	26 x 5,00	or	17x4,25
Nº 9	tyres and tubes	12 x 20		
Nº 9	tyres and tubes	9 x 16		

5037

5. For North Italy I.S.R. H.Q. Milano
From Michelin and Pirelli works:

Nº 5	5,50 x 15 covers and tubes.
Nº 10	Tipo Piloto
Nº 15	400 x 14

A.H. STREET, Major.

N.B. Since writing the above Commerce Division have agreed to release the items in parra 5 (letter Col Avans - Major Wood).

Sezione Lavori TorinoE L E N C O

delle interruzioni della Sede e di Opere d'Arte e dei danni ai fabbricati.

Linea Torino - ModaneSalabertano-Ulazio

Crollo della travata di m. 48 del Ponte Ventoux sul T. Dora.

Trasbordo di m. 200.

Tagliata la galleria artificiale di Ponte Ventoux

Meana-Chiomonte

Viadotto a 5 archi di m. 12 caduna sul Rio Gelasso - completamente distrutto al km. 51 + 622

Chiomonte-Salabertano

Ponte viad. a 4 archi di m. 15 cad. sul Torr. Aquila km. 62 + 850

buone le spalle il rimanente distrutto

Travata in ferro di m. 30,83 sul Torr. Dora R. km. 65 + 309 -

tagliata -

Bussoleno-Meana

Ponte obliquo a 3 luci di m. 15,53 cad. sul Torr. Dora km. 44 + 910
crollo di 2 arcate

5008

Bealland-Bardonecchia

Sottovia di m. 5,77 km. 82 + 310 - crollo del volto

Ponte di m. 18,21 sul Torr. Bardonecchia km. 82 + 328 - crollo

del volto

Ponte a 3 archi di m. 20 la centrale e di m. 10 le laterali sul

Torr. Melezet - km. 83 + 622 - Crollo totale del ponte

Bardonecchia-Modane

Galleria artificiale del Prejs km. 85 + 400 - crollo tratto di
volto

Linea Asti - ChivassoStazione di Cunico

Danneggiato binario km. 20 + 797 = Sospeso esercizio Asti-Chivasso

delle interruzioni della Sede e di Opere d'Arte e dei danni ai fabbricati.

Linea Torino - Modane

Salabertano-Ulsio

Crollo della travata di m. 48 del Ponte Ventoux sul F. Dora
Trasbordo di m. 200.

Tagliata la galleria artificiale di Ponte Ventoux

Meana-Chiomonte

Viadotto a 5 archi di m. 12 caduna sul Rio Gelasso - completamente
distrutto al km. 51 + 622

Chiomonte-Salabertano

Ponte viad. a 4 archi di m. 15 cad. sul Torr. Aquila km. 62 + 850
buone le spalle il rimanente distrutto

Travata in ferro di m. 30,83 sul Torr. Dora R. km. 65 + 309 -
tagliata -

Dussoleno-Meana

Ponte obliquo a 3 luci di m. 15,53 cad. sul Torr. Dora km. 44 + 910
crollo di 2 arcate

Beaillard-Bardonecchia

Sottovia di m. 5,77 km. 82 + 310 - crollo del volto

Ponte di m. 18,21 sul Torr. Bardonecchia km. 82 + 328 - crollo
del volto

Ponte a 3 archi di m. 20 la centrale e di m. 10 le laterali sul
Torr. Melezet - km. 83 + 622 - Crollo totale del ponte

Bardonecchia-Modane

Galleria artificiale del Frejs km. 85 + 400 - crollo tratto di
volto

Linea Asti - Chivasso

Stazione di Cunico

Danneggiato binario km. 20 + 797 = Sospeso esercizio Asti-Chivasso

Stazione di Serravalle

Danneggiato binario e 2 deviatori km. 8 + 652 . Sospeso esercizio
Asti-Chivasso.

2)

Stazione Serravalle

Danni deviatori N° 1 e 5 - Sospeso esercizio Asti-Chivasso

Stazione Montechiaro

Danni 2 aghi - 2 contraghi - 4 totale - Sospeso esercizio Asti-Chivasso

Stazione Chiusano

Danni deviatori N° 1 - Sospeso Asti-Chivasso

Danni deviatori N° 1-2-3-4-6-7. Sospeso esercizio Asti-Chivasso

S. Sebastiano-Chivasso

Ponte di 12 luci di m. 20 cad. sul F. Po. km. 46 + 841

Crollo della 1° arcata - Sospeso esercizio Asti-Chivasso

Ponticello di m. 3 - km. 45 + 743 . demolito . Sospeso esercizio Asti-Chivasso.

Chiusano-Montechiaro

Danni binari km. 14 + 060. Sospeso esercizio Asti-Chivasso

Settime-Chiusano

Danni 6 campate binario km. 11 + 350. Sospeso esercizio Asti-Chivasso

Linea Chivasso - Casale

5055

B. Revel-Crescentino

Sottovia in ferro di m. 5 Str. Lamporo km. 12 + 987 .

Distrutta piastra banda e tratti di binario fra Crescentino e S. Silvestro. Sospeso esercizio Chivasso-Casale

Ponte di 7 archi di m. 18 cad. sulla Dora B. km. 12 + 385.

Crollo travata metallica di fortuna 1° arcata

~~Santhià-Arona~~ Linea Santhià - AronaCureggio-Porgomanero

Sottopass. di m. 6 - Crollo del volto km. 47 + 872

Sospeso esercizio Santhià-Arona

Disarmato m. 300 di binario ed asportato dal Com. Tedesco km. 47 + 043 - Sospeso esercizio Santhià-Arona

Stazione Serravalle
 Danni deviatori N° 1 e 5 - Sospeso esercizio Asti-Chivasso

Stazione Montechiaro
 Danni 2 aghi - 2 contraghi - 4 totale - Sospeso esercizio
 Asti-Chivasso

Stazione Chiusano
 Danni deviatore N° 1 - Sospeso Asti-Chivasso
 Danni deviatore N° 1-2-3-4-5-6-7. Sospeso esercizio Asti-Chivasso

S. Sebastiano-Chivasso
 Ponte di 12 luci di m. 20 cad. sul F. Po. km. 46 + 841
 Crollo della 1° arcata - Sospeso esercizio Asti-Chivasso
 Ponticello di m. 3 - km. 45 + 743 . demolito . Sospeso
 esercizio Asti-Chivasso.

Chiusano-Montechiaro
 Danni binari km. 14 + 060. Sospeso esercizio Asti-Chivasso

Settime-Chiusano
 Danni 6 campate binario km. 11 + 350. Sospeso esercizio
 Asti-Chivasso

Linea Chivasso - Casale

5055

D. Revel-Crescentino
 Sottovia in ferro di m. 5 Str. Lamporo km. 12 + 987 .
 Distrutta piazza banda e tratti di binario fra Crescentino
 e S. Silvestro. Sospeso esercizio Chivasso-Casale
 Ponte di 7 archi di m. 18 cad. sulla Dora B. km. 12 + 386.
 Crollo travata metallica di fortuna 1° arcata

~~Santhia-Arona~~ Linea Santhia - Arona

Cureggio-Portomanero
 Sottopass. di m. 6 - Crollo del volto km. 47 + 372
 Sospeso esercizio Santhia-Arona
 Disarmato m. 300 di binario ed asportato dal Com. Tedesco
 km. 47 + 043 - Sospeso esercizio Santhia-Arona

Linea Vignale - Verello

Grignasco-Dettolle Vald.
 Ponte a 15 archi di m. 15 cad. sul Rio S. Quirico km. 38 + 726
 Lesionato 1° arco
 Sottovia di m. 7 + km. 39 + 460. Diroccata

3)

Ghemme-Romagnano

Ponticello di luce di m. 4 km. 27 + 857. Grollo della travata. Sospeso esercizio Vignale-Varallo

Vignale-S. Bernardino

Ponte in ferro di m. 14,20 due luci e di m. 17,40 una luce km. 6 + 468. sul Torr. Agogna. Denneggiata. Sospeso esercizio Vignale-Varallo.

Grignasco-Valduggia

Denni binario in galleria di Grignasco per ml. 50 km. 36+800 Sospeso esercizio Vignale-Varallo

S. Bernardino-Briona

Rotte rotaie N° 28 km. 12 + 573 + 12 + 741. Sospeso esercizio Vignale Varallo

Sizzano-Ghemme

Rotte rotaie N° 30 km. 21 + 824 - 22 + 004. Sospeso esercizio Vignale Varallo.

Grignasco-Valduggia

Rotte rotaie N° 4 in galleria di Grignasco km. 36 + 675 Sospeso esercizio Vignale-Varallo.

Linea Novara - DomodossolaCrusinallo-Gravellona

Ponte in ferro di m. 18 sul Torr. Gabbio km. 56 + 530. Grollo travata. Sospeso esercizio Vignale-Cuzzago

5054

Ornavasso-Cuzzago

Ponte in ferro a 7 luci di m. 56 la estreme; e m. 68 le intermedie- km. 66 + 217- sul Torr. Toce. Demolita 5° pila. Ponte a 3 luci di m. 4,90 cad. km. 64 + 481. ~~Demolita~~ Lancia di Ornavasso. Demolita 2° arcata. Sospeso esercizio Vignale Cuzzago.

Linea Torino - MilanoSanthià-S. Germano

travata. Sospeso esercizio Vignale-Varallo

Vignale-S. Bernardino

Ponte in ferro di m. 14,20 due luci e di m. 17,40 una luce
km. 6 + 468. sul Torr. Agogna. Danneggiata. Sospeso esercizio
Vignale-Varallo.

Grignasco-Valduggia

Danni binario in galleria di Grignasco per ml. 50 km. 36+800
Sospeso esercizio Vignale-Varallo

S. Bernardino-Briona

Rotte rotaie N° 28 km. 12 + 573 + 12 + 741. Sospeso esercizio
zio Vignale Varallo

Sizzano-Chemme

Rotte rotaie N° 30 km. 21 + 824 - 22 + 004. Sospeso esercizio
Vignale Varallo.

Grignasco-Valduggia

Rotte rotaie N° 4 in galleria di Grignasco km. 36 + 675
Sospeso esercizio Vignale-Varallo.

Linea Novara - Domodossola

Crusinallo-Gravellona

Ponte in ferro di m. 18 sul Torr. Cabbio km. 56 + 530
Grollo travata. Sospeso esercizio Vignale-Cuzzago

Ornavasso-Cuzzago

Ponte in ferro a 7 luci di m. 56 le estreme; e m. 68 le
intermedie- km. 66 + 217- sul Torr. Toce. Demolita 5° pila.
Ponte a 3 luci di m. 4,90 cad. km. 64 + 481. ~~MANCA~~ Lanca
di Ornavasso. Demolita 2° arcata. Sospeso esercizio Vignale
Cuzzago.

Linea Torino - Milano

Santhià-S. Germano

Ponte a sifone sul Canale Cavour di 3 luci di m. 8 cad.
km. 61 + 936. 1 arcata metà crollata e metà lesionata

Linea Savona - Carmagnola

Carrù-Farigliano

Svio locomotore sul Ponte Ticino km. 69 + 795. Sospeso eser-
cizio Ceva-Dra.

4)

Sale Langhe-Ceva

Ponte di 5 arc. di m. 17 cad. sul Cevetta km. 41 + 995
 crollo di 3 arcate. Sospeso esercizio Ceva-Bra.

Parigliano-Monchiero

Crollo sottovia di m. 5,90 km. 76 + 609. Sospeso esercizio
 Ceva-Bra

Ponte a 2 luci di m. 44,35 cad. sul F. Tanaro. km. 74 + 359
 Danneggiata travata lato Savona.. Sospeso esercizio Ceva-Bra.

Monchiero-Narzole

Ponte di 5 arc. di m. 20 cad. sul F. Tanaro km. 81 + 072.
 Crollo di 4 arcate

Cherasco-Bra

Ponte a 6 arc. di m. 20 cad. sulla Stura km. 88 + 901.
 Crollo della 4° arcata. Sospeso esercizio Ceva-Bra.

Niella-Bastia

Ponte a 3 luci di m. 20 cad. sul Tanaro km. 57 + 529. Crollo
 di 2 arcate e pila interm. Sospeso esercizio Ceva-Bra

Bastia-Cerrù

Ponte a 3 archi di m. 13,40 km. 63 + 959. Crollo di 1 arcata.

Cengio-Saliceto

Ponte a 3 arcate di m. 23 cad. sul F. Bromida-crollo arcata
 centrale km. 30 + 176. Sospeso esercizio S. Giuseppe-Ceva.

Ceva-Castellino

Viadotto a 9 luci di m. 6 cad. sul T. Braja km. 46 + 291.
 Crollo di 3 arcate. Sospeso esercizio S. Giuseppe-Ceva.

Linea Tossano - Ceva

5053

Fossano-Trinità

Viadotto a 16 luci di m. 25 rad/ sul T. Stura. km. 2 + 606.
 Crollo di 6 arcate. Sospeso esercizio Fossano Ceva.

Mondovì-Vicoforte

Ponte a 16 luci di m. 25 cad. sul T. Ellero - Crollo 8 ar-
 cate km. 19 + 722. Sospeso esercizio Fossano-Ceva

Parigliano-Monchiero
Crollo sottovia di m. 5,90 km. 76 + 609. Sospeso esercizio
Ceva-Bra
Ponte a 2 luci di m. 44,35 cad. sul T. Tanaro. km. 74 + 359
Danneggiata travata lato Savona.. Sospeso esercizio Ceva-Bra.

Monchiero-Marzole
Ponte di 5 arc. di m. 20 cad. sul T. Tanaro km. 81 + 072.
Crollo di 4 arcate

Cherasco-Bra
Ponte a 6 arc. di m. 20 cad. sulla Stura km. 88 + 901.
Crollo della 4° arcata. Sospeso esercizio Ceva-Bra.

Niella-Bastie
Ponte a 3 luci di m. 20 cad. sul Tanaro km. 57 + 529. Crollo
di 2 arcate e pila interm. Sospeso esercizio Ceva-Bra

Bastia-Carrù
Ponte a 3 archi di m. 13,40 km. 63 + 959. Crollo di 1 arcata.

Cengio-Saliceto
Ponte a 3 arcate di m. 23 cad. sul T. Bromida-crollo arcata
centrale km. 30 + 176. Sospeso esercizio S. Giuseppe-Ceva.

Ceva-Castellino
Viadotto a 9 luci di m. 6 cad. sul T. Draja km. 46 + 291.
Crollo di 3 arcate. Sospeso esercizio S. Giuseppe-Ceva.

Linea Tossano - Ceva

5073

Tossano-Trinità
Viadotto a 16 luci di m. 25 rad/ sul T. Stura. km. 2 + 606.
Crollo di 6 arcate. Sospeso esercizio Tossano Ceva.

Mondovì-Vicoforte
Ponte a 16 luci di m. 25 cad. sul T. Ellero - Crollo 8 ar-
cate km. 19 + 722. Sospeso esercizio Tossano-Ceva

Lesegno-Lesegno Tanaro
Viad. a 16 arc. di m. 25 cad. sul Torr. Mongia. km. 32+114
crollo di 4 arcate. Sospeso esercizio Tossano Ceva.

Lesegno Tanaro-Ceva
 Viad. a 9 luci di m. 25 cad. sul Tanaro km. 37 + 319. Crollo
 di 6 arcate. Sospeso esercizio Fossano-Ceva

Linea Ceva - Ormea

Ceva-Mucetto
 Viad. a 18 luci di m. 15 cad. e 1 di m. 20,80 Km. 0 + 782.
 Crollo di 8 arcate. Sospeso esercizio Ceva - Ormea.
 Ponte a 8 luci di m. 15 cad. e 1 di m. 20 sul Tanaro km. 4+446
 Crollo di 7 arcate. Sospeso esercizio Ceva-Ormea.
 Ponte in muratura a 5 luci di m. 15 cad. e 1 di m. 20,80 sul
 T. Tanaro km. 6 + 366
 Crollo del ponte. Sospeso esercizio Tossano-Ceva

Linea Trofarello - Cuneo E.

S. Benigno-Cuneo G.
 Ponte in muratura di 11 luci di m. 15 cad. sul Torr. Stura
 km. 73 + 302. Crollo della 9° 10° 11° arcata e No 2 pile.

S. Benigno-Cuneo
 Ponte viad. di 27 luci di m. 25 cad. sul T. Stura. km. 74+790
 Crollo della 12° 13° 14° arcata e 2 pile.

Linea Cuneo Gesso - Ventimiglia

Borgo S. Dalmezzo-Roccavione
 Ponte a 3 archi di m. 21 cad. km. 12,850. sul T. Gesso.
 Crollo totale.

Vernante-Limone
 Viad. (Rivoira) di 14 luci di m. 15 cad. e 1 di m. 23
 km. 26 + 191. Crollo di 4 arcate lato Limone

Vievolta-Tenda
 Ponte viad. di 5 luci di m. 15 cad. sul T. Roja - km. 44+000
 Crollo di 2 arcate.

Limone-Vievolta
 Galleria Golle di Tenda km. 33 + 280 - 41 + 379. Crollo
 imbocco e sbocco.

5052

Ceva-Rucetto
 Viad. a 18 luci di m. 15 cad. e 1 di m. 20,80 Km. 0 + 782.
 Crollo di 8 arcate. Sospeso esercizio Ceva - Ornea.
 Ponte a 8 luci di m. 15 cad. e 1 di m. 20 sul Tanaro km. 4+446
 Crollo di 7 arcate. Sospeso esercizio Ceva-Ornea.
 Ponte in muratura a 5 luci di m. 15 cad. e 1 di m. 20,80 sul
 T. Tanaro km. 6 + 366 Sospeso esercizio Tossano-Ceva
 Crollo del ponte.

Linea Trofarello - Cuneo E.

S. Benigno-Cuneo G.
 Ponte in muratura di 11 luci di m. 15 cad. sul Torr. Stura
 km. 73 + 302. Crollo della 9° 10° 11° arcata e N° 2 pile.

S. Benigno-Cuneo
 Ponte viad. di 27 luci di m. 25 cad. sul T. Stura. km. 74+790
 Crollo della 12° 13° 14° arcata e 2 pile.

Linea Cuneo Gesso - Ventimiglia

Borgo S. Dalmazzo-Roccazione
 Ponte a 3 archi di m. 21 cad. km. 12,850. sul T. Gesso.
 Crollo totale.

Vernante-Limone
 Viad. (Rivoira) di 14 luci di m. 15 cad. e 1 di m. 23
 km. 26 + 191. Crollo di 4 arcate lato Limone

Vievola-Tenda
 Ponte viad. di 5 luci di m. 15 cad. sul T. Roja - km. 44+000
 Crollo di 2 arcate.

Limone-Vievola
 Galleria Golle di Tenda km. 33 + 280 - 41 + 379. Crollo
 imbocco e sbocco.

5052

6)

Linea Cuneo - SaluzzoManta-Saluzzo

Ponte in ferro di m. 8 sul Rio Torto km. 30 + 269
Distrutto. Sospeso esercizio fra Braca-Saluzzo

Madonna dell'Olmo-Rosta Rossi

Danni 30 m. di binario km. 5 + 890. Sospeso esercizio Cuneo-Saluzzo

Linea Torino - PineroloCandiolo-Mone

Ponte in mur. di 2 archi di m. 10 cad. sul T. Chisola -
km. 10 + 998. Rottura travata metallica e danni arcata
in murat. - Sospeso esercizio Candiolo-Mone

Linea Pinerolo - Torre PellicePinerolo-3.Secondo

Ponte in murat. a 3 arc. di m. 17 cad. sul T. Chisone - crollo
totale - km. 2 + 872 . Sospeso esercizio Pinerolo-Tricheresio

Linea Airasca - CavallermaggioreCercenasco-Vigone

Ponte di m. 8 sul Lemina - crollato - km. 8 + 093
Sospeso esercizio Airasca-Cavallermaggiore

Stazione di Vigone

Svio treno OL sul deviatolo d'ingresso. Sospeso esercizio
Airasca-Cavallermaggiore

Vigone-Villafraanca P.te

Ponte a 5 archi di m. 17 cad. sul T. Pellice - Crollato -
km. 13 + 339. Sospeso esercizio Airasca-Cavallermaggiore

Linea Cantalupo-CavallermaggioreMussotto-Alba

Ponte a 7 archi di m. 23 cad. sul F. Tanaro - Crollo 3° e
4° arcata - danneggi. 5° e 6° - km. 59 + 703-Sosp. Castagnole
Mussotto

5051

Linea Cuneo - SaluzzoManta-Saluzzo

Ponte in ferro di m. 8 sul Rio Torto km. 30 + 269
Distrutto. Sospeso esercizio fra Basca-Saluzzo

Madonna dell'Olmio-Roata Rossi

Danni 30 m. di binario km. 5 + 890. Sospeso esercizio Cuneo-Saluzzo

Linea Torino - PineroloCandiolo-None

Ponte in mur. di 2 archi di m. 10 cad. sul T. Chisola - km. 10 + 898. Rottura travata metallica e danni arcata in murat. - Sospeso esercizio Candiolo-None

Linea Pinerolo - Torre PellicePinerolo-S. Secondo

Ponte in murat. a 3 arc. di m. 17 cad. sul T. Chisone - crollo totale - km. 2 + 872 . Sospeso esercizio Pinerolo-Bricherasio

Linea Airasca - CavallermaggioreCercenasco-Vigone

Ponte di m. 8 sul Lemina - crollato - km. 8 + 093
Sospeso esercizio Airasca-Cavallermaggiore

Stazione di Vigone

Svio treno OL sul deviatolo d'ingresso. Sospeso esercizio Airasca-Cavallermaggiore

Vigone-Villafranca P.te

Ponte a 5 archi di m. 17 cad. sul T. Pellice - Crollato - km. 13 + 339. Sospeso esercizio Airasca-Cavallermaggiore

5051

Linea Cantalupo-CavallermaggioreMussotto-Alba

Ponte a 7 archi di m. 23 cad. sul T. Tanaro - Crollo 3° e 4° arcata - danneg. 5° e 6° - km. 59 + 708-Sosp. Castagnuolo-Mussotto

Neive-Barbaresco

Danni 50 m. binario - km. 49 + 600 - Sospeso esercizio Castagnolo-Bra.

Linea Savigliano - Saluzzo

Madonna delle Grazie-Ignasco
 Ponte a 4 archi di m. 15 cad. sul T. Varaita - km. 6 + 737
 Grollo parziale 2° arc. lato Saluzzo. Sospeso esercizio
 Savigliano-Saluzzo

Linea Torino - Genova

Villanova-Villafranca
 Ponte a 5 luci di m. 13 cad. sul T. Stenevasso - Darnegg.
 cavalletto di sostegno alle travate del ponte - km. 37 + 733
 Si effettua trasbordo

Linea Castagnole - Asti

S. Marzanotto-Asti
 Ponte a 5 luci di m. 24,80 cad. sul F. Tanaro - Darn. 1°
 2° 3° e 5° travata - km. 18 + 171. Sospeso esercizio
 Castagnole-Asti

Molini d'Isola-S. Marzanotto
 Danni m. 250 binario km. 13 + 200 - 15 + 000. Sospeso eser=
 cizio Castagnole-Asti

Linea Asti - Casale

Mondalvo-Serralunga
 Ponte in mur. di m. 5 - km. 45 + 372. Demolizione parziale
 del volto. Sospeso esercizio Asti-Casale

Ozzano-S. Giorgio
 Danni m. 100 binario - km. 56 + 899 - 56 + 999. Sospeso,
 esercizio Asti - Casale.

Asti-Casa dei Coppi
 Divelta la travata di m. 9,90 sul Rio Maggiorino. km. 26+897
 Sospeso esercizio Asti-Casale

Linea Casale - Mortara

Zeme - Castel d'Agogna
 Ponte in murat. a 2 luci di m. 17 cad. sul Torr. Agogna-
 km. 88 + 714. Grollato - Sospeso esercizio Casale-Mortara

Medonna delle Grasse-Ignasco

Ponte a 4 archi di m. 15 cad. sul F. Varaita - km. 6 + 737
Crollo parziale 2° arc. lato Saluzzo. Sospeso esercizio
Savigliano-Saluzzo

Linea Torino - GenovaVillanova-Villafranca

Ponte a 5 luci di m. 13 cad. sul T. Stenavasso - Danness.
cavalletto di sostegno alle travate del ponte - km. 37 + 733
Si effettua trasbordo

Linea Castagnole - AstiS. Marzanotto-Asti

Ponte a 6 luci di m. 24,80 cad. sul F. Tanaro - Dann. 1°
2° 3° e 5° travata - km. 18 + 171. Sospeso esercizio
Castagnole-Asti

Molini d'Isola-S. Marzanotto

Danni m. 250 binario km. 13 + 200 - 15 + 000. Sospeso eser-
cizio Castagnole-Asti

Linea Asti - CasaleMondalvo-Serralunga

Ponte in mur. di m. 5 - km. 45 + 372. Demolizione parziale
del volto. Sospeso esercizio Asti-Casale

Ozzano-S. Giorgio

Danni m. 100 binario - km. 56 + 899 - 56 + 999. Sospeso
esercizio Asti - Casale.

Asti-Casa dei Coppi

Divelta la travata di m. 9,90 sul Rio Maggiore. km. 26+897
Sospeso esercizio Asti-Casale

Linea Casale - MortaraZeme - Castel d'Agogna

Ponte in murat. a 2 luci di m. 17 cad. sul Torr. Agogna-
km. 88 + 714.. Crollato - Sospeso esercizio Casale-Mortara

Terranova-Terrasa

Ponte a 16 luci di m. 17 cad. sul F. Sesia - km. 76 + 255
Demolita 8° arcata. - Sospeso esercizio Casale-Mortara

57/5/91

Linea Genova - Ovada - Asti

S. Marzotto-Rivi-Asti

Ponte a 3 luci di m. 58 lacentr. e di m. 47,10 le esterne
sul F. Tanaro - Darnegg. l travata. km. 101 ÷ 710 . Sospeso
servizio Montegrosso-Asti

S. Marzano-Agliano

Ponticello di m. 0,80 - Crollato - km. 85 + 180/Sospeso esser#
cizio S.Marzano-Agliano

Bazzana-Nizza

Ponte di luce m. 33 sul T. Belbo - km. 76 + 962. Dannegg.
la spalla lato Nizza e la travata.
Sospeso esercizio Acqui-Nizza

~~James
L. Thompson~~

