

ACC

AC / TN / 73 / CE

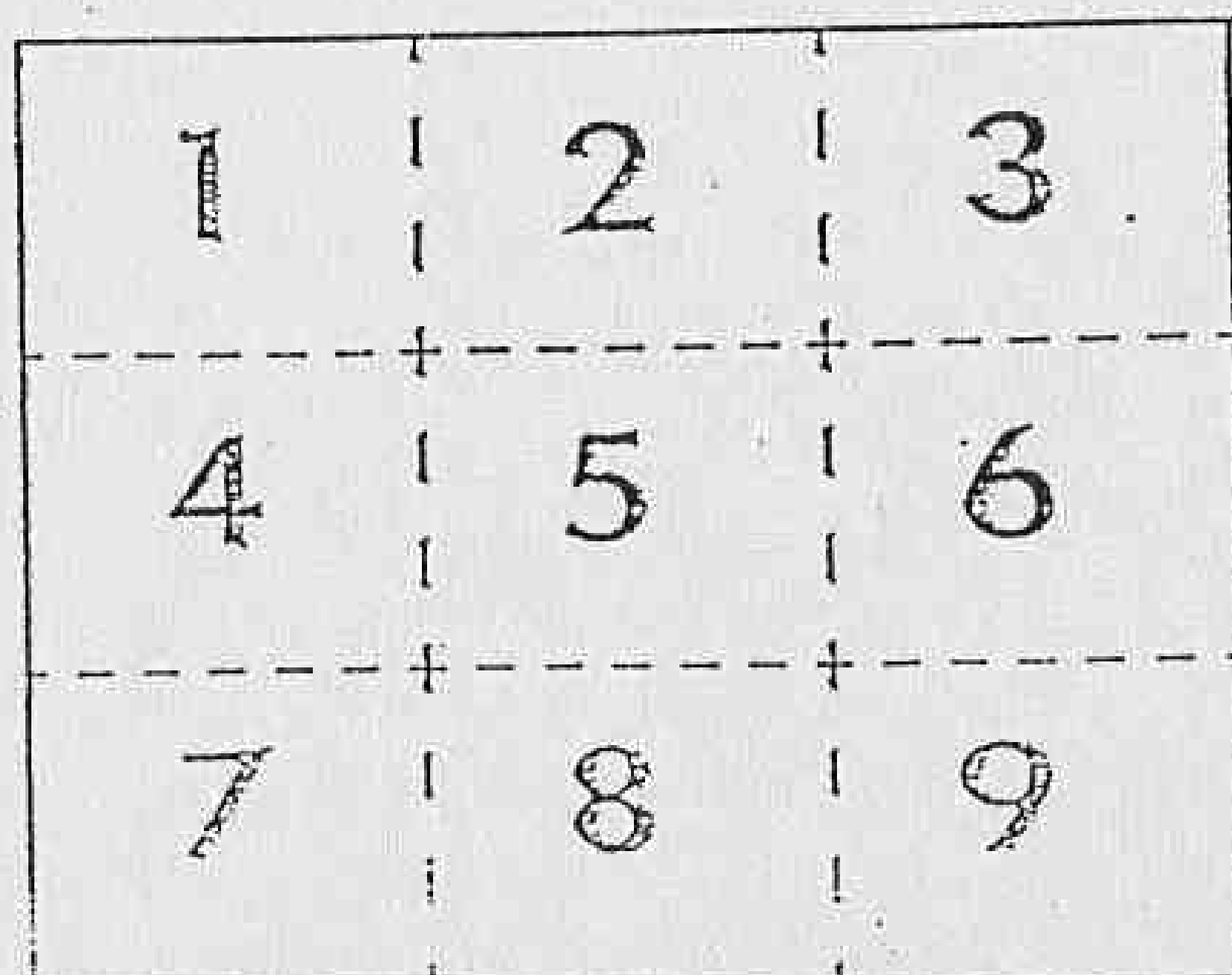
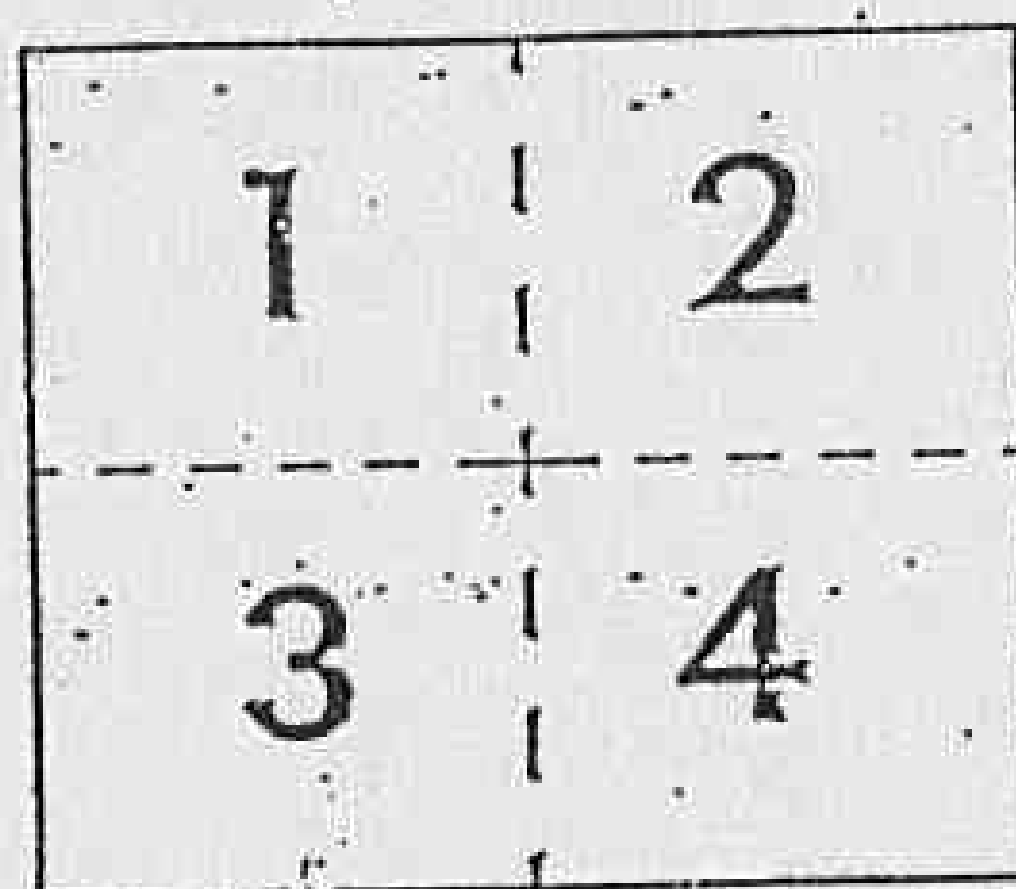
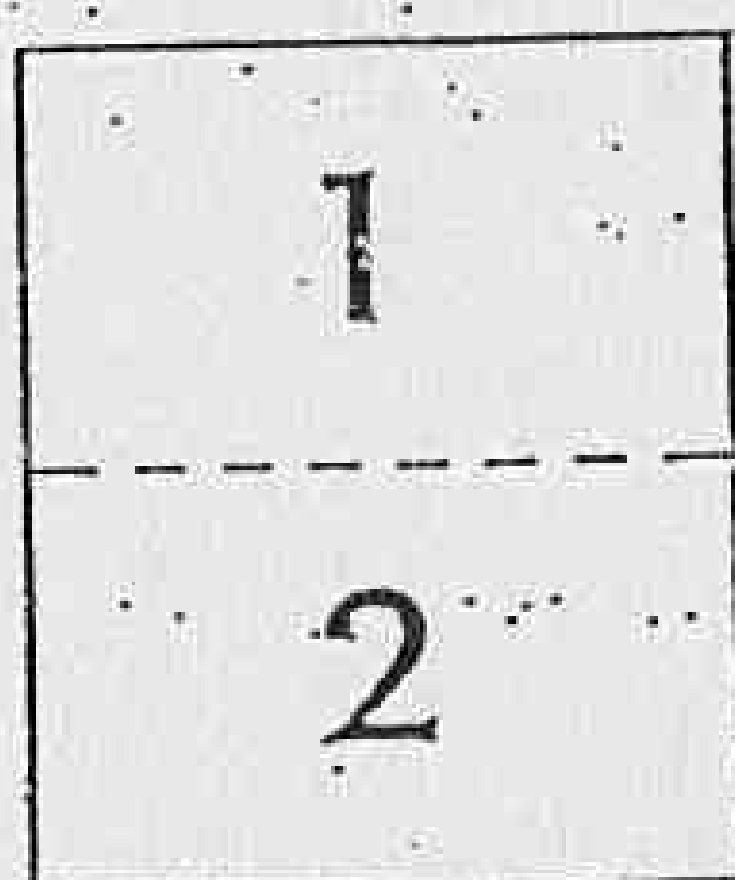
10000 / 148 / 1549

10000/148/1549

VENICE
JUL. - SEPT. 1945

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

SEE DIAGRAMS BELOW.

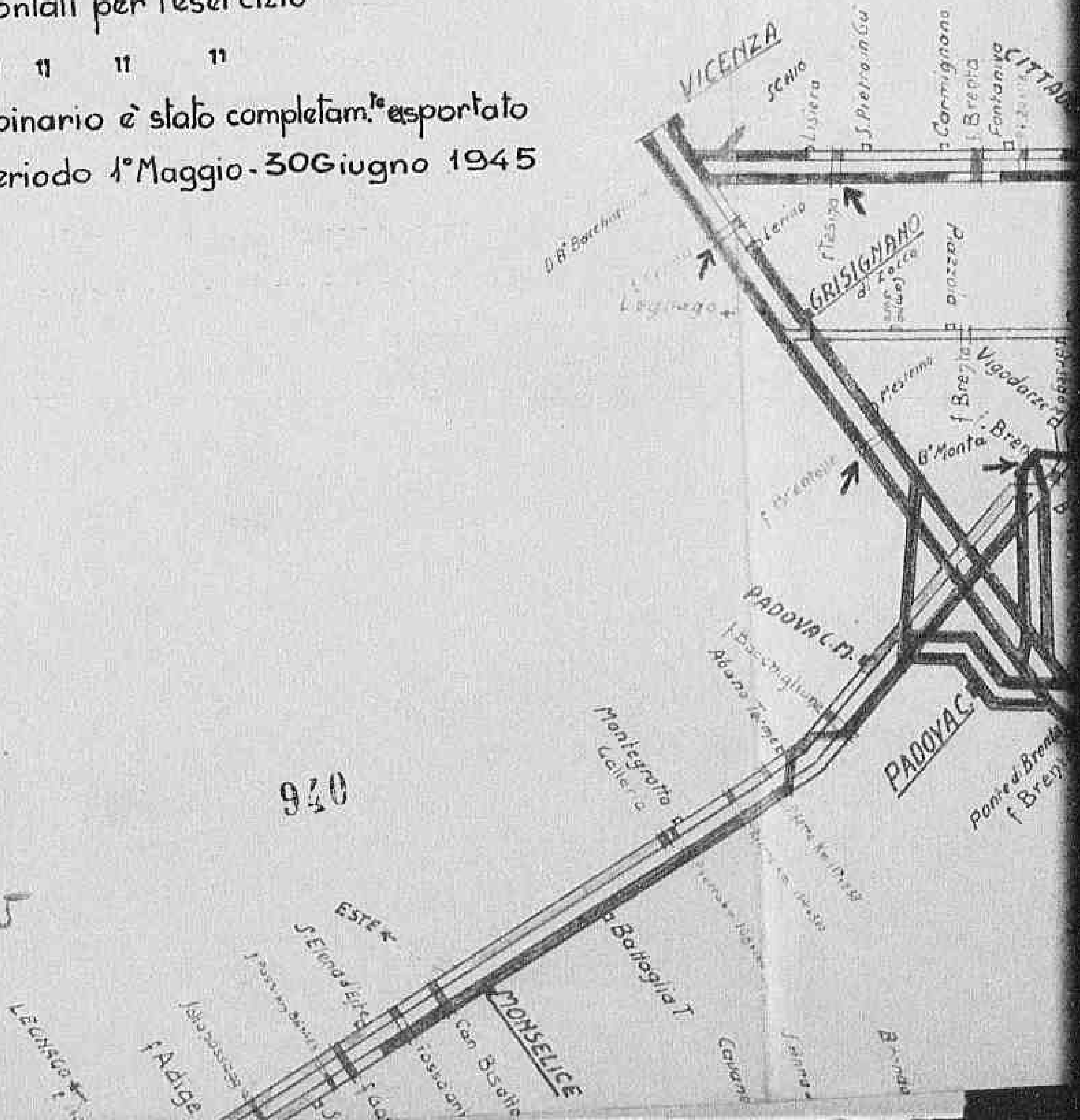


1493

SEZIONE LAVORI DI VENEZIA

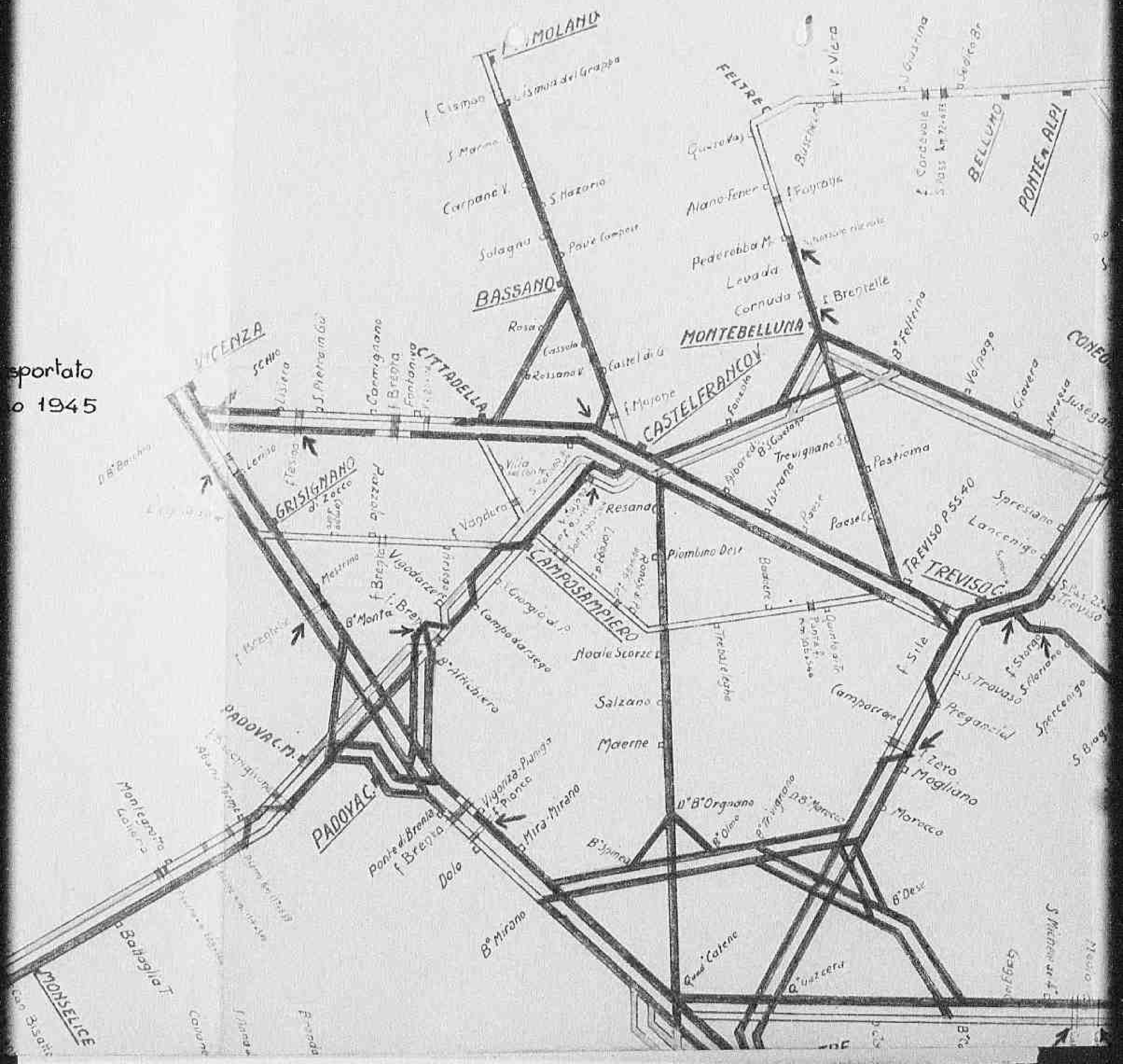
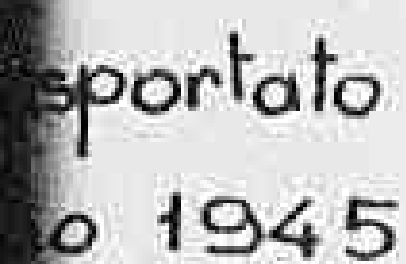
STATO DI CONSISTENZA DELLE LINEE

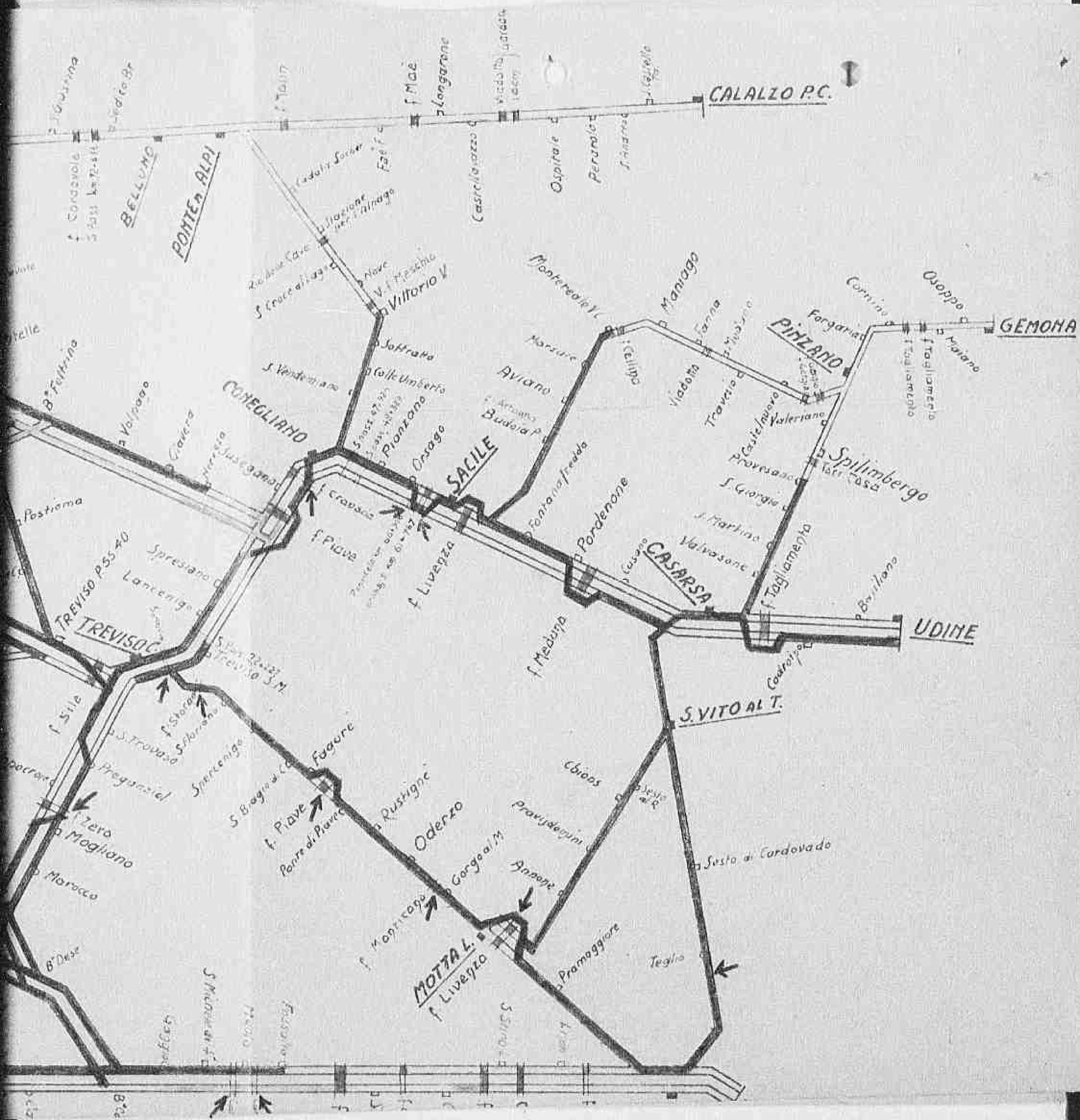
- Punti di interruzione dei binari
- Tratti di linee già approntati per l'esercizio
- " " " non ancora " " "
- ▨ " " " nei quali il binario è stato completam.^{te} esportato
- ➔ Opere ripristinate nel periodo 1° Maggio - 30 Giugno 1945
-
-



20 luglio 1945

940

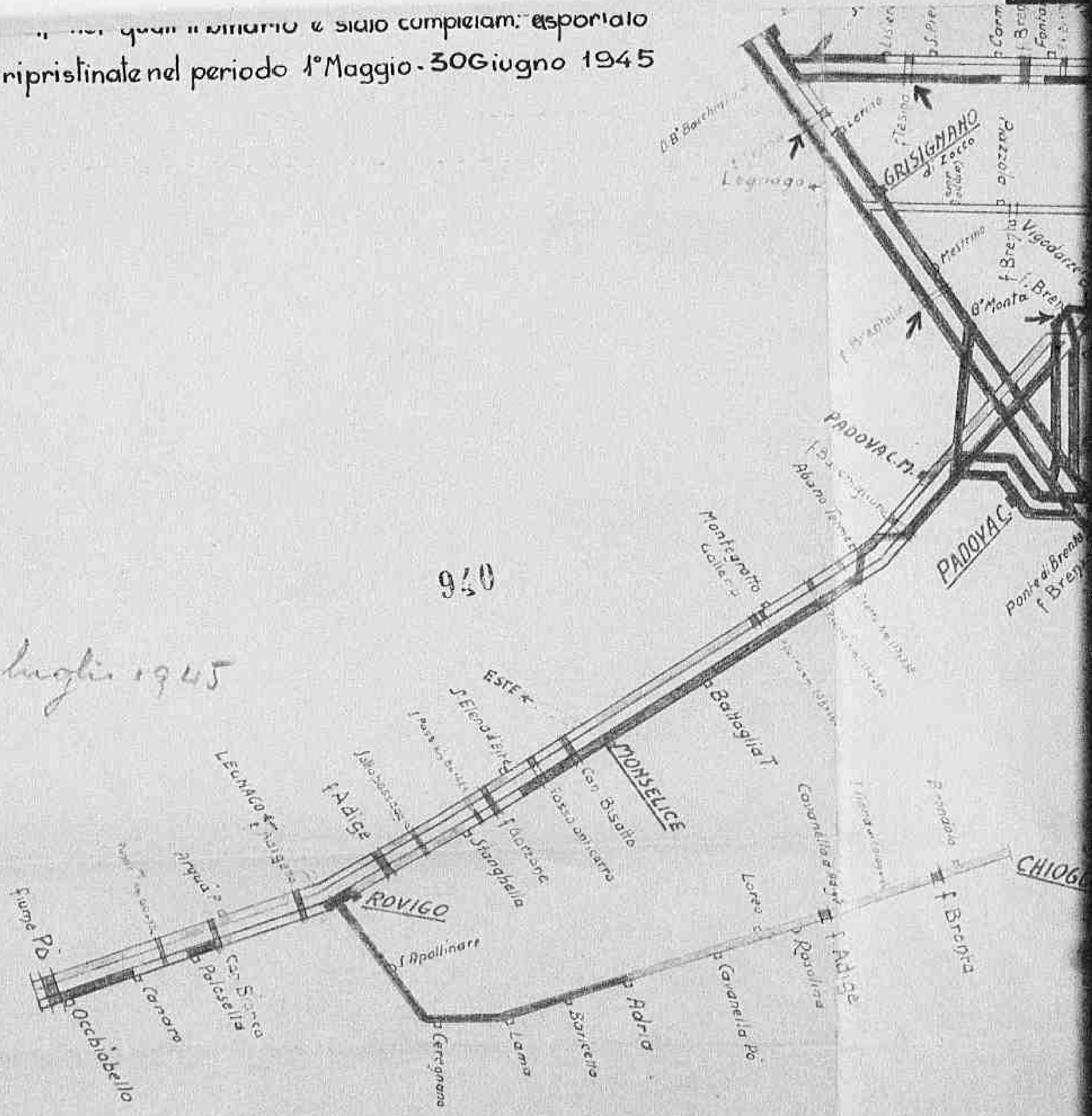


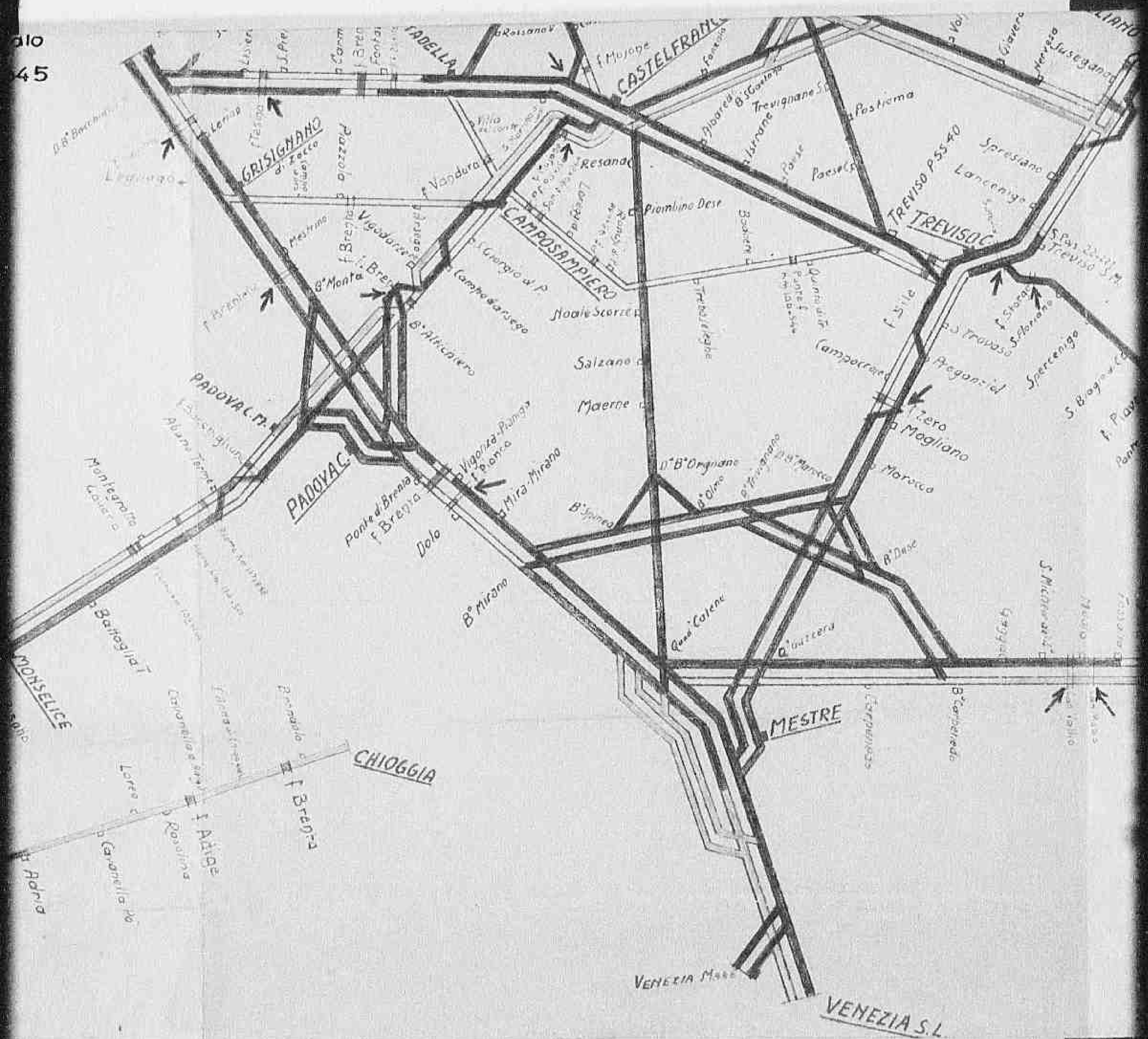


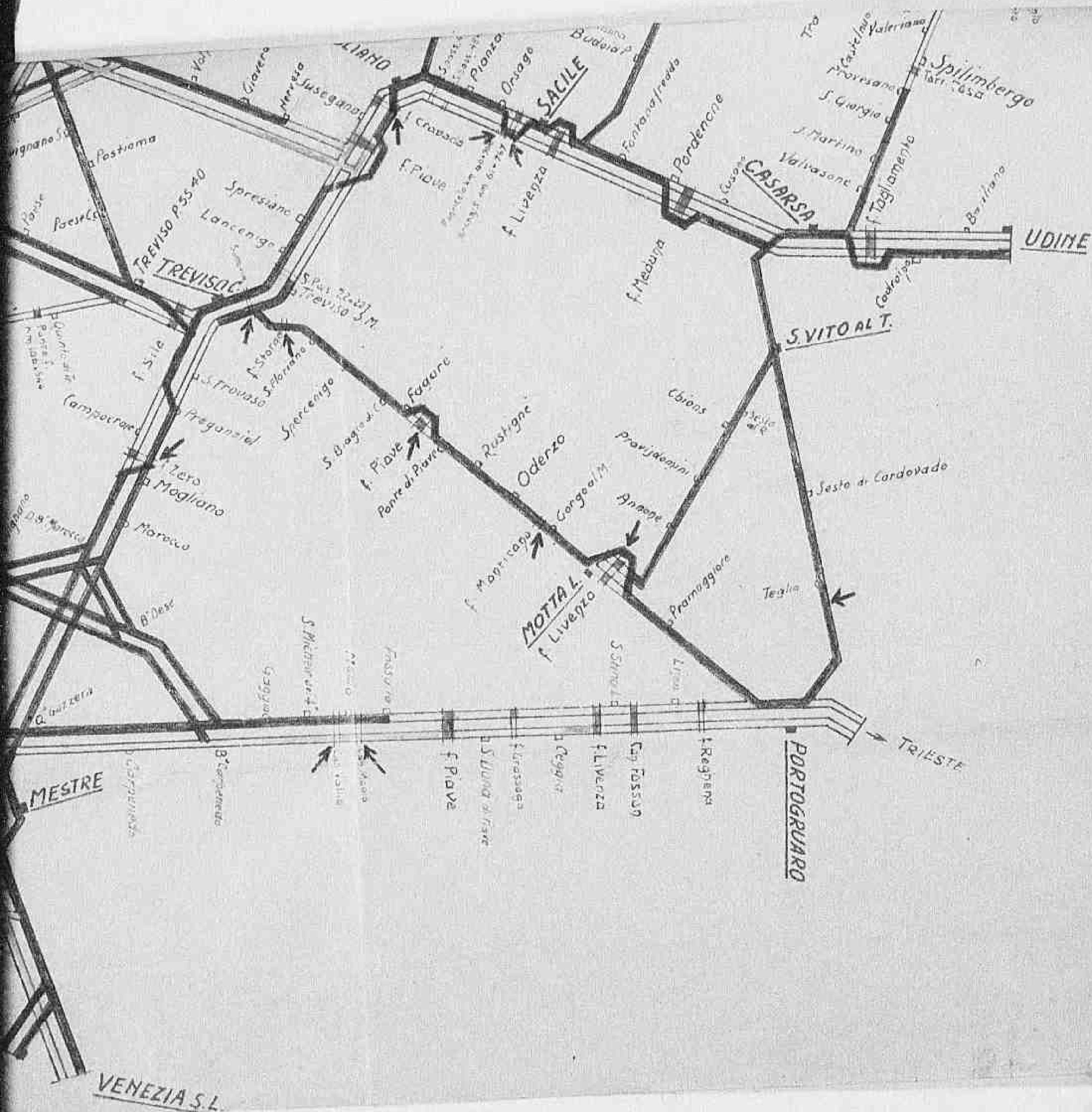
... nel quale il binario è stato completamente esportato
 → Opere ripristinate nel periodo 1° Maggio - 30 Giugno 1945

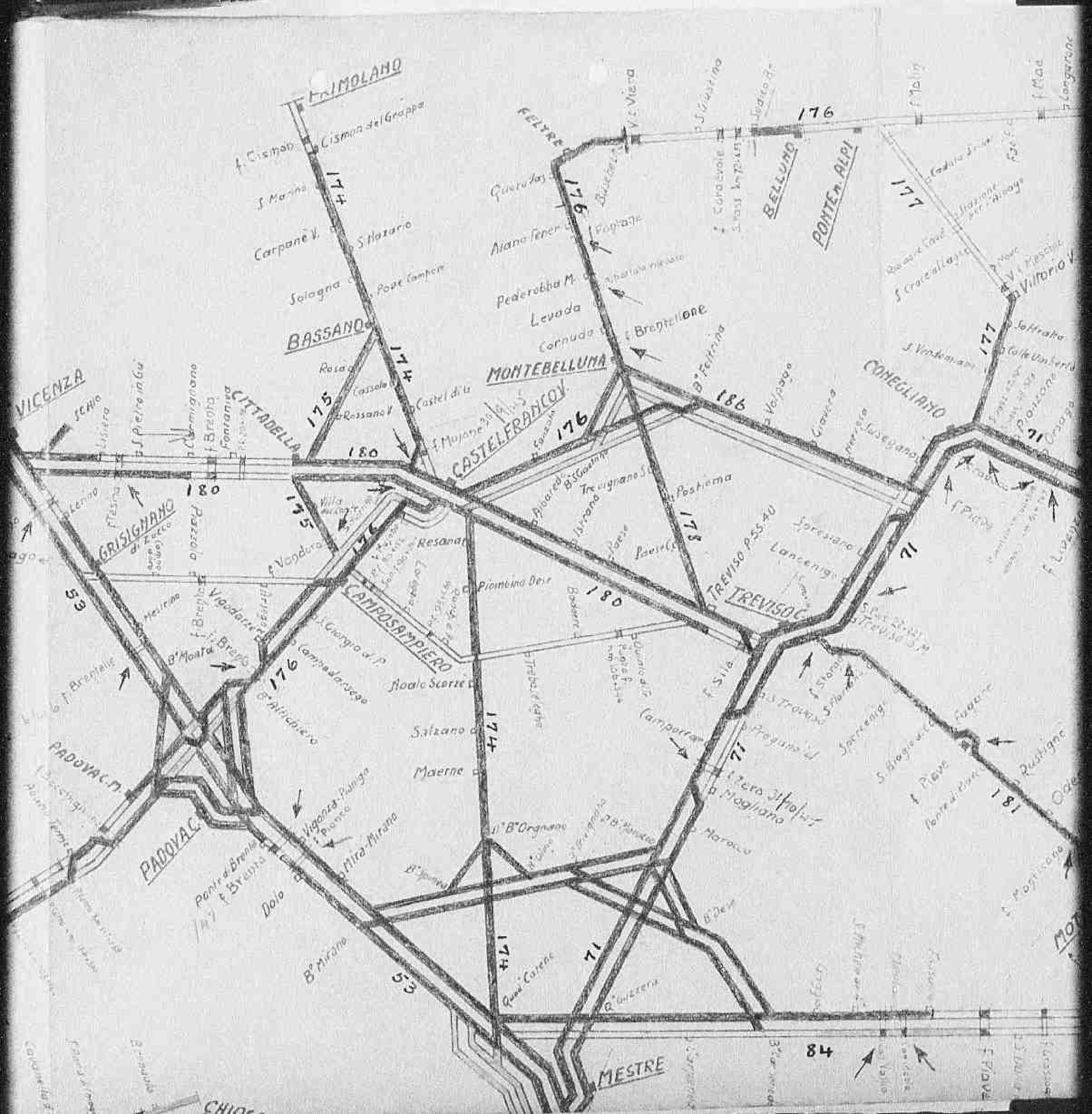


20 luglio 1945











1502

- Binari completamente asportati
- Opere ripristinate dopo il 1° Maggio 1945

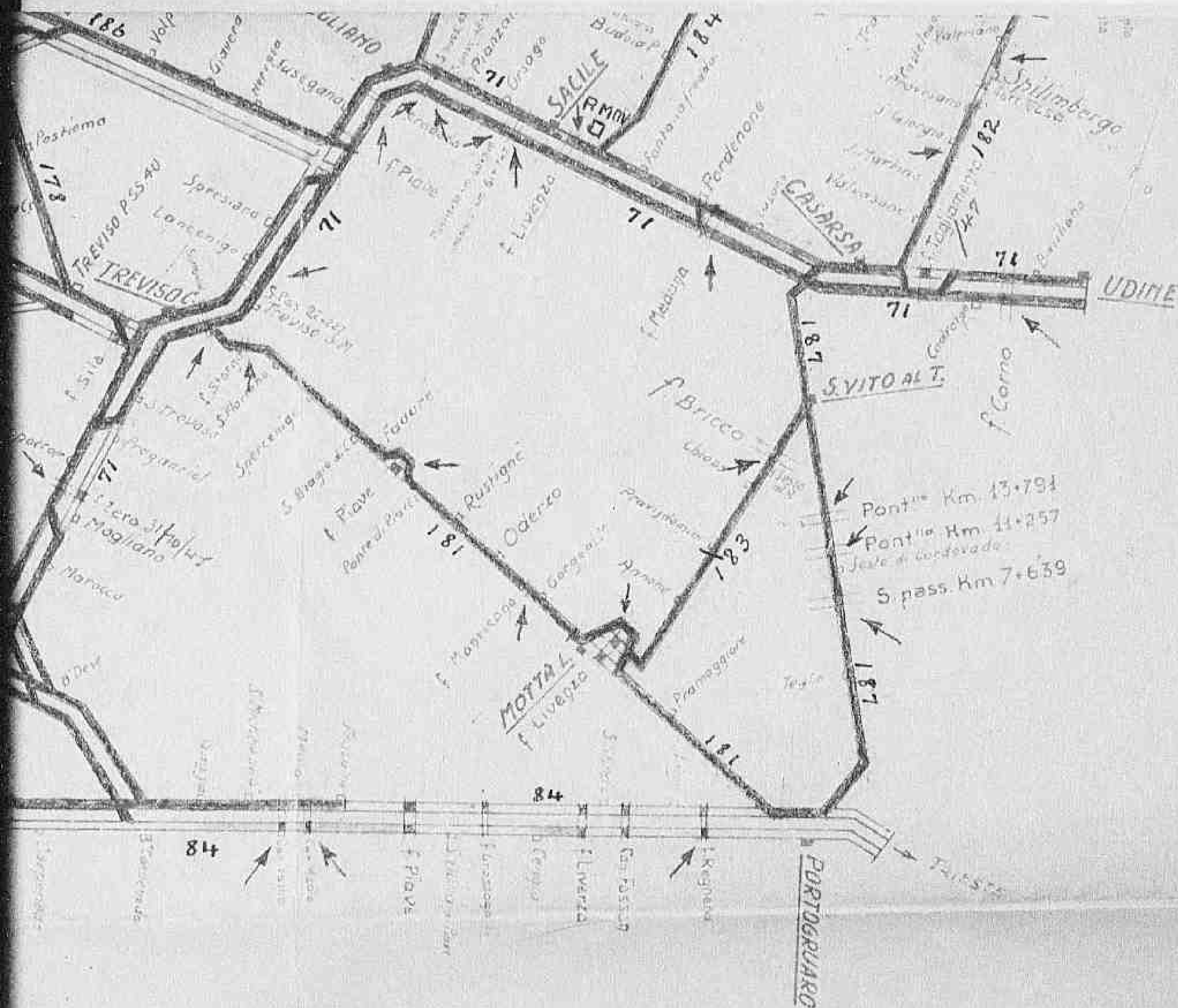


Declassified E.O. 12356 Section 3.3/NND No. 785021



1504

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



VENEZIA S.L.

Majr Blair, c/o A.M.G. Venetia -

Allied Force

MILITARY RAILWAY SERVICE ITALY
Office of the Director(DERSI)/

SUBJECT : Disposal of V.D. Materials incorporated in Railway Reconstruction Works. File: Tn.A.2/127/12.
26th September 1945.

TO : Tn. Sub-Commission, HQ., A.C.

Copy to : G-4 (Mov & Tn), A.F.H.Q.
G-5, A.F.H.Q.
Asst. D.D.M.R.S., A.F.H.Q.
Tn.4. (Bldg).
Tn. (T) (Bldg).

1. With further reference to our letter Tn.A.2/127/12 of 21st Aug. 45. It has now been agreed that you may use all bridges etc., incorporated in Railway Construction and other Railway projects for civil purposes without reference to this branch once permanent works which will permit continued movement of military traffic over the same lines have been completed.

2. Debits covering these materials already passed to the Italian Government through A.C. will stand.

Sgd/ D.R.H. CHAPLIN, Lt.Col.,
for Brigadier,
Director Military Railway Service.

785021

Generator's No.

02 O'Keefe O. The National Association
WEST 50000 paper days for use
in moving west O. Investigate and arrange
movement of people. LINED WORK O. Report
by signal in community health supplies
and production capacity and total control

267

**This message may be sent
AS WRITTEN by any means
except**

WIRELESS.

Devi

Signs

If liable to be intercepted or to fall into enemy hands this message must be sent IN CIPHER.

Originator's Instructions.
Degree of Priority.

Degree of Priority.

Time	System Op.
------	------------

THI or TOR

Time Cleared

System Op.

System Op.

Mafia Blair - A.C. e/o Ta. Referrals, Venice

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

Tel : 843238

Ref : AQ/13/En.4

29th September 1945.

SUBJECT : Reconstruction and rehabilitation of Italian Railway.

Doctor Ugo La Malfa,
Minister of Transport,
R O M E.

My dear Dr. La Malfa,

Effective 1st October, 1945, power of authority for reconstruction and rehabilitation of Italian Railways will be passed to Minister of Transport, who will be responsible for giving financial authority to I.S.R. to proceed with the projects desired, and for ensuring that sufficient funds are made available by the Treasury for such works as are authorized.

All works at present in hand under M.R.S. and A.C. supervision are to be completed in accordance with the contracts already in hand, but the Minister will be responsible for allocation of priorities to future works, except in such limited cases as Director, Military Railway Services may desire for military needs.

It will not be necessary for I.S.R. to submit to A.C. any further requests for financial approval, but it is requested that two copies of any authorizations of expenditure given under the hand of the Minister be passed to Transportation Sub-Commission A.C., and the I.S.R. be instructed to provide not later than 3rd of each month, a report of the previous month showing:

New Works authorized	936
Priorities given	
Capital expenditure involved	
Estimated materials to be used	
Estimated dates of completion	

brief report of all other works in hand.

My dear Dr. La Malfa,

Effective 1st October, 1945, power of authority for reconstruction and rehabilitation of Italian Railways will be passed to Minister of Transports, who will be responsible for giving financial authority to I.S.R. to proceed with the projects desired, and for ensuring that sufficient funds are made available by the Treasury for such works as are authorized.

All works at present in hand under M.R.S. and A.C. supervision are to be completed in accordance with the contracts already in hand, but the Minister will be responsible for allocation of priorities to future works, except in such limited cases as Director, Military Railway Services may desire for military needs.

It will not be necessary for I.S.R. to submit to A.C. any further requests for financial approval, but it is requested that two copies of any authorisations of expenditure given under the head of the Minister be passed to Transportation Sub-Commission A.C., and the I.S.R. be instructed to provide not later than 3rd of each month, a report of the previous month showing:

New Works authorized
Priorities given
Capital expenditure involved
Estimated materials to be used
Estimated dates of completion
Brief report of all other works in hand.

938

These arrangements will apply in all Italy, Sicily and Sardinia, with the exception of Venezia Giulia, where funds and authorisations will continue to be provided through Allied Military Government.

Transportation Sub-Commission will be available to advise and help I.S.R. as and when requested.

Yours very truly,

Sgd/ FRANK UPDEAN Jr.
Director

M E M O

*For Information
Major Blair.*

Timber for Railways Repair.

Phone message from Major White A.C. Sub-Commission Commerce
Milan.

Arrangements made as follows:

I.S.R. or their repair contractors submit list of timber
required (with sizes I suppose) to Comitato del Legno -
Via Negri 8, Milano.

This Committee will send the list to Major White who will
pass it on to.

P.B.S. U.S. Army Engineering Services at Bolzano,
who will then issue the necessary road passes.

27th September 1945.

S.F. BUCKLEY, Major R.E.

TO : Waggon repairs

Rome

M.R.S.

Commissario Straordinario I.S.R.

I.S.R. General Direction.

Copy

Rome, August, 4th 1945
Ref Pag. 22/11/114950

Subject: -Jurisdiction of Compartimenti
of Venice and Trieste.

According to orders received from Allied Military Authorities, the following is arranged :-

1. The boundary of Venice Compartimento is on the Eastern Side enlarged as far as to the boundary between Venice county ("Veneto") and Venezia Giulia.
2. The Trieste Compartimento will comprise:-

(a) The territory bounded:-

On the West by the afore said boundary line between Veneto and Venezia Giulia.

On the East by demarcation line (Morgan line) which, starting at Punta-grossa, on the South of Trieste, takes its way to East North-East, cuts Trieste-Pola branch between Stations of S. Elia and Erpelle Cosina and also Monfalcone-S. Pietro del Carso track between Sesana and Divecchia, then turning to the North West cuts Aidussina branch between Prevacina Carnigna Stations, hereafter proceeding East of Isonzo, the line cuts Gorizia-Friedicolle branch between Auzze and S. Lucia di Isonzo, and maintaining a North Western and Northern route joins the old Italian-Yugoslav frontier cutting Tarvisio-Iesenice branch East of Fusine Legri.

B. The territory of Fola.

3. I.S.R. system lying East of Morgan Line as far as Italian-Yugoslav political boundary, remains under the Yugoslav Government control and administration.
4. In the territory referred to in para 2 I.S.R. authorities will act as agents of the A.M.G., represented by the M.R.S. Direction.
5. The whole correspondence from and to the Trieste Compartimento shall be submitted by means of M.R.S. Direction.
6. For all questions concerning various services, Trieste Capo Compartimento shall refer to M.R.S. Officers residing there.
7. TRIESTE Capo Compartimento is to keep separate accounts for the territory under his jurisdiction as laid down above. He will also keep exact entries of services etc however performed or to be performed respecting traffic or Railway operation for the lines remaining under the management of the Yugoslav Government.
8. The Udine Group of branches, though directly depending on the Verona North Eastern Delegation respecting Train operation and reconstruction work, is to come under the Venice Compartimento control for all matters of an administrative nature.

Please acknowledge receipt and confirm compliance.

IL DIRETTORE GENERALE

Giulia.

On the East by demarcation line (Morgan line) which, starting at Punta-grossa, on the South of Trieste, takes its way to East North-East, cuts Trieste-Polab branch between Stations of S. Elia and Erpelle Cosina and also Monfalcone-S. Pietro del Carso track between Sesana and Divescacia, then turning to the North West cuts Aidussina branch between Prevacina Camigna Stations, hereafter proceeding East of Isonzo, the line cuts Gorizia-Fiedicolle branch between Auzza and S. Lucia di Isonzo, and maintaining a North Western and Northern route joins the old Italian-Yugoslav frontier cutting Tarvisio-Iesenice branch East of Fusine Laghi.

B. The territory of Pola.

3. I.S.R. system lying East of Morgan Line as far as Italian-Yugoslav political boundary, remains under the Yugoslav Government control and administration.
4. In the territory referred to in para 2 I.S.R. authorities will act as agents of the A.M.G., represented by the M.R.S. Direction.
5. The whole correspondence from and to the Trieste Compartimento shall be submitted by means of M.R.S. Direction.
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8. The Udine Group of branches, though directly depending on the Verona North Eastern Delegation respecting Train operation and reconstruction work, is to come under the Venice Compartimento control for all matters of an administrative nature.

Please acknowledge receipt and confirm compliance.

II DIRETTORE GENERALE

93

Copy

Reference: 189/TO/N/22

H.Q.No 1 RLY.OP.Gp.R.3

189 Railway Operating Coy RE

C.M.F.

21 September 45

Boundary Trieste - Venice Compartimenti

Reference your H.Q/37/17 dated 10 September 45.

1. Boundaries

The Capo Compartimento Venice clearly understands that he now assumes responsibility for:

- (a) The line Udine to Tarvisio inclusive.
- (b) The line Udine to Trieste via Gorizia as far East as where the line crosses the River Iudrio.
- (c) The line Udine to Trieste via Cervignano as far East as Villa Vicentina inclusive.
- (d) All other subsidiary lines West of this intercation line.

2. Electrification.

As the result of a meeting held at Verona on Saturday 15 September 45, it is decided that the supervision of the electrified portions of line and reconstruction of any previously electrified lines in the area shall be the responsibility of Ing. Bianchi il Capo Ufficio, I.E.S. Venice who will have under him Ing. Paletto, Capo Riparto, I.E.S. Udine, the supply of electrical stores only coming from Verona.

3. Wagon Control.

Capo Compartimento is setting up a "Circolo" Office at Udine whose duty it will be to exercise control of wagons in the new area. This office will maintain liason with the "Circolo" at Venice.

For wagon demands in the Trieste area, when are required to be met from wagons in this area, he requests that such applications be made through British Operating Channels at Trieste to the British Operating personnel at Udine who would then give instructions to "Circolo" Udine.

4. I.S.R. SIRE

It is noted that the alteration will take effect from 1 October 45 and your detailed instructions are awaited.

5. GENERAL

The Capo Compartimento, Venice is visiting Trieste on Monday 24 Sept 45 to settle all outstanding points with Capo Compartimento, Trieste.

Copy to /
officer i/c Det., Udine.

Major, R.I.
C.O. 189 Railway Operating Coy R.E.
(FPN. Ward)

Vicentina inclusive.

- (d) All other subsidiary lines west of this demarcation line.
2. Electrification.

As the result of a meeting held at Verona on Saturday 13 September 45, it is decided that the supervision of the electrified portions of line and reconstruction of any previously electrified lines in the area shall be the responsibility of Ing. Bianchi il Capo Ufficio, I.E.S. Venice who will have under him Ing. Faletto, Capo Riparto, I.E.S. Udine, the supply of electrical stores only coming from Verona.

3. Wagon Control.

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Copy to /
officer i/c Det., Udine.

O.C. 139 Railway Operating Coy R.E.
(P?N. Ward)
Major, R.E.

903

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line N° 65 Prato - Bologna

State of works as at

Job N°	Agency	Location	Description	Size	Pro- gress	Est. date of completion	
		Prato Km. 16 + 386 - Vaiano Km. 26+514					
	I.S.R.		Track	Km. 10+128	---	Undamaged	
		Km. 20+414	Culverts & Passes	m. 30.68	---	Completed	Re
	Cidonio	Km. 20+483	Canneto Tunnel N° 1	m. 256.30	15% 20% 2%	Nov. 30/45	re
		Km. 21+118	Clearing				
		Km. 21+118	Reconstruction				
	Cidonio	Km. 22+628	Viaduct (5 arches) (Ducci)	m. 60.00	10%	Oct. 31-45	Ter
	Cidonio	Km. 22+671	Arch bridge	m. 8.50	15% 30% 2%	Nov. 30-45	
		Km. 24+163	Merretto Tunnel	m. 926.16			
		Km. 24+290	Clearing				
		Km. 24+290	Reconstruction				
		Km. 25+520	Arch bridge	m. 10.00	---	Completed	Ter
			Gabbolana tunnel	m. 885.32	---	Undamaged	
			2 Arch bridge	m. 12.00	---		
		Vaiano - Vernio (Montepiano) Km. 36+891					
	I.S.R.		Track	Km. 10+377	---	Undamaged	
		Km. 27+972	Culverts & passes		---	Undamaged	
	Provera & Carrassi	Km. 29+455	Usella tunnel	m. 931.58	12%	Nov. 30/45	
	Provera & Carrassi	Km. 29+954	11 Arch Viaduct	m. 132.00	15%	" " "	
			Castagneto tunnel	m. 96.26	25%		
			Clearing				
			Reconstruction				
	Provera & Carrassi	Km. 30+096	3 Arch viaduct	m. 18.00	5% 20%	Nov. 30/45	
		Km. 30+235	Colle tunnel	m. 441.37	---	Completed	

922

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

o - Bologna

State of works as at

Location	Description	Size	Pro- gress	Est. date of completion	Remarks
Prato Km. 16 + 386 - Vaiano Km. 26+514					
Km. 20+414	Track Culverts & Passes Canneto Tunnel N°1	Km. 10+128 m. 30.68	---	Undamaged Completed	Rebuilt as cut with retaining walls
Km. 20+483	Canneto Tunnel N° 2 Clearing	m. 256.30	15% 20% 2%	Nov. 30/45	Temporary Rail. Span
Km. 21+118	Reconstruction Viaduct (5 arches) (Bucci)	m. 60.00	40%	Oct. 31-45	
Km. 22+628	Arch bridge	m. 8.50	15%	Nov. 30-45	
Km. 22+671	Merretto Tunnel Clearing	m. 926.16	30% 2%		
Km. 24+163	Reconstruction Arch bridge	m. 10.00	---	Completed	Temporary Rail. Span
Km. 24+290	Gabbolana tunnel	m. 885.32	---	Undamaged	
Km. 25+520	2 Arch bridge	m. 12.00	---		
Vaiano - Vernio (Montepiano) Km. 36+391					
Km. 27+972	Track Culverts & passes Usella tunnel	Km. 10+377 m. 931.58	---	Undamaged Undamaged	
Km. 29+455	11 Arch Viaduct	m. 132.00	12%	Nov. 30/45	
Km. 29+954	Castagneto tunnel Clearing	m. 96.26	15% 25%	" . "	
Km. 30+096	Reconstruction 3 Arch viaduct	m. 18.00	5% 20%	Nov. 30/45 Completed	
Km. 30+235	Colle tunnel	m. 441.37	---		

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line No 65 Prato - Bologna

State of work as at

Job No	Agency	Location	Description	Size	Pro-gress	Est. date of completion	
		Km. 30+724	6 Arch viaduct	m. 36.00	---	Completed	Temp
		Km. 31+520	Carmignanello tunnel	m. 135.08	---	Completed	Temp
		Km. 31+714	5 Arch viaduct	m. 50.00	---	Completed	Temp
		Km. 31+763	Rocca Cerbaia tunnel	m. 116.62	---	Completed	Temp
		Km. 32+020	" " 2 "	m. 204.28	---	Completed	Temp
		Km. 32+354	4 Arch bridge (Bisenzio)	m. 60.00	13%	Dec. 31-45	
		Km. 32+614	5 arch bridge (Bisenzio)	m. 72.00	40%	" " 45	
		Km. 32+881	Scopeto tunnel	m. 72.50	8%	Dec. 31-45	
	Cidonio		Clearing		8%	" 31-45	
	Cidonio	Km. 33+662	Reconstruction	m. 72.00	18%	" 31-45	
	Cidonio	Km. 33+421	6 arch viaduct	m. 382.10	15%	Dec 31-45	
			Cerbino tunnel		5%	"	
			Clearing		10%	"	
			Reconstruction		5%	Dec 31-45	
	Cidonio	Km. 34+138	12 Arch viaduct	m. 120.00	25%	"	
	Cidonio	Km. 34+568	Terrigoli tunnel	m. 141.08	60%	"	
			Clearing		15%	"	
			Reconstruction		---	Completed	Te
	Cidonio	Km. 34+799	3 Arch bridge	m. 45.00	---	Completed	
	Cidonio	Km. 35+060	Saletto tunnel	m. 271.17	---	Completed	
			Clearing		---	Completed	
			Reconstruction		---	Completed	
		Km. 35+381	4 Arch viaduct	m. 40.00	---	Completed	
		Km. 35+431	La Valle tunnel	m. 472.29	---	Completed	

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

166

Prato - Bologna

State of work as at

(2)

Location	Description	Size	Pro- gress	Est. date of completion	Remarks
Km. 30+724	6 Arch viaduct	m. 36.00			Temporary Mil. Spans
Km. 31+520	Carmignanello tunnel	m. 135.08	---	Completed	
Km. 31+714	5 Arch viaduct	m. 50.00			Temporary Mil. Spans
Km. 31+763	Rocca Cerbaia tunnel	m. 116.62	---	Completed	
Km. 32+020	" " 2 "	m. 204.28	---	Completed	
Km. 32+354	4 Arch bridge (Bisenzio)	m. 50.00			Temporary Mil. Spans
Km. 32+614	5 arch bridge (Bisenzio)	m. 72.00			Temporary Mil. Spans
Km. 32+881	Scopeto tunnel	m. 72.50	13%	Dec. 31-45	
	Clearing		100%	" " 45	
	Reconstruction				
Km. 33+662	6 arch viaduct	m. 72.00	8%	Dec. 31-45	
Km. 33+421	Cerbino tunnel	m. 382.10	8%	" 31-45	
	Clearing		18%		
	Reconstruction				
Km. 34+138	12 Arch viaduct	m. 120.00	15%	Dec 31-45	
Km. 34+568	Terrigoli tunnel	m. 141.08	5%	"	
	Clearing		10%		
	Reconstruction				
Km. 34+799	3 Arch bridge	m. 45.00	5%	Dec 31-45	
Km. 35+060	Saletto tunnel	m. 271.17	25%	"	
	Clearing		60%		
	Reconstruction		15%		
Km. 35+381	4 Arch viaduct	m. 40.00	-		Temporary Mil. Spans.
Km. 35+431	La Valle tunnel	m. 472.29	---	Completed	

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line N° 65 Prato - Bologna

State of work as at August 31, 1945

	Agency	Location	Description	Size	Pro- gress	Est. date of completion	
	I.S.R.	Vernio - Precedenze Km.46+348	Track	Km.9+957			
		Km.37+157	Culverts & Passes	m.22.00	--	Undamaged	Tempora
		Km.37+234	2 Arch bridge Appennino tunnel	Km.9+614	--	Completed	
	I.S.R.	Precedenze - S.Benedetto Km.56+288	Track	Km.9+440			
		Km.55+872	Culverts & Passes		--	Undamaged	
			Appennino tunnel	Km.8+893	--	Completed	
		S.Benedetto - Grizzana Km.51+396	5 arch bridge	m.60.00	--	Undamaged	
		Km.56+729	Track	Km.5+108			
			Culverts & Passes		--	Undamaged	
			6 Arch viaduct	m.96.00	--	Completed	Only 1 not ne
		Km.56+856	Cà di Serra tunnel	m.520.41	--	Completed	
		Km.57+462	5 Arch viaduct	m.95.00			
		Km.57+529	Piandisetta tunnel	Km.3+052	--	Completed	Tempo.
		Km.60+755	12 Arch viaduct	m.232.00			6.A.de
	I.S.R.	Grizzana-Lonzuno-Vado Km.71+543	Track	Km.10+147			
		Km.61+774	Culverts & Passes		--	Undamaged	
			8 Arch viaduct	m.120.00			
			5 Arch viaduct	m.60.00	--	Undamaged	Tempo
			3 Arch viaduct	m.36.00	--	Undamaged	

U.S. ARMY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Bologna State of work as at August 31, 1945 (3)

Location	Description	Size	Progress	Est. date of completion	Remarks
Arno - Precedenze Km. 46+348	Track	Km. 9+957			
7+157	Culverts & Passes	m. 22.00	--	Undamaged	Temporary Rail Spans
7+234	2 Arch bridge	Km. 9+614	--	Completed	
Precedenze - S. Benedetto Km. 56+288	Track	Km. 9+440			
5+872	Culverts & Passes	Km. 8+893	--	Undamaged	
	Appennino tunnel	m. 60.00	--	Completed	
	5 arch bridge		--	Undamaged	
S. Benedetto - Grizzana Km. 61+396	Track	Km. 5+108			
4+729	Culverts & Passes	m. 96.00	--	Undamaged	Only 1 Arch's and damaged not necessary rebuild. filled
4+856	6 Arch viaduct		--	Completed	
4+462	Cà di Serra tunnel	m. 520.41	--	Completed	
4+529	5 Arch viaduct	m. 95.00	--	Completed	
4+755	Piandisetta tunnel	Km. 3+052	--	Completed	Temp. Rail Spans
	12 Arch viaduct	m. 232.00			6 A. destroyed Temp. Rail Spans
Grizzana - Ronzuno-Vado Km. 71+543	Track	Km. 10+147			
7+774	Culverts & Passes	m. 120.00	--	Undamaged	Temporary Rail Spans
7+973	8 Arch viaduct	m. 60.00	--	Undamaged	
7+344	5 Arch viaduct	m. 36.00	--	Undamaged	
	3 Arch viaduct				

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line No 65 Prato - Bologna

State of work as at August 31, 1945

Agency	Location	Description	Size	Pro- gress	Dst. date of completion
	Km.62+845	3 Arch viaduct	m.36.00	--	Undamaged
	Km.63+137	6 Arch viaduct	m.60.00	--	Undamaged
	Km.63+431	3 Arch viaduct	m.30.00	--	Undamaged
	Km.63+904	6 Arch viaduct	m.60.00	--	Undamaged
	Km.64+526	5 Arch viaduct	m.61.00	--	Undamaged
	Km.64+591	Famadizza tunnel	m.163.88	--	Undamaged
	Km.65+296	Asinello tunnel	m.317.47	--	Undamaged
	Km.65+923	11 Arch viaduct	m.201.00	--	Undamaged
	Km.66+095	Puzzola tunnel	m.109.00	--	Undamaged
	Km.66+762	14 Arch viaduct	m.168.00	--	Undamaged
	Km.67+674	6 Arch viaduct	m.72.00	--	Undamaged
	Km.67+719	Enfialungo tunnel	m.330.60	--	Undamaged
	Km.68+768	12 Arch viaduct	m.180.00	--	Undamaged
	Km.69+127	3 Arch viaduct	m.18.00	--	Undamaged
	Km.69+442	3 Arch viaduct	m.24.00	--	Undamaged
	Km.69+485	Campolungo tunnel	m.390.64	--	Undamaged
	Km.70+262	Cova tunnel	m.110.20	--	Completed
	Km.70+565	14 Arch viaduct	m.315.00	--	
	Km.70+836	Vado tunnel	m.145.50	--	Undamaged
	Km.71+182	2 Arch bridge	m.12.00		
I.S.R.	Monzuno - Pianoro Km.80+701	Track	Km.9+158		
		2 Culverts & Passes		Average m.3.5	
	Km.72+272	4 Arch viaduct	m.48.00	--	Undamaged
	Km.72+325	Arch Bridge	m.12.00	--	Undamaged

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

o - Bologna

State of work as at August 31, 1945

(4)

Location	Description	Size	Pro- gress	Est. date of completion	Remarks
Km. 62+845	3 Arch viaduct	m. 36.00	--	Undamaged	G G
Km. 63+137	6 Arch viaduct	m. 60.00	--	Undamaged	
Km. 63+431	3 Arch viaduct	m. 30.00	--	Undamaged	
Km. 63+904	6 Arch viaduct	m. 60.00	--	Undamaged	
Km. 64+526	5 Arch viaduct	m. 61.00	--	Undamaged	
Km. 64+591	Fanadizza tunnel	m. 163.88	--	Undamaged	
Km. 65+296	Asinello tunnel	m. 317.47	--	Undamaged	
Km. 65+923	11 Arch viaduct	m. 201.00	--	Undamaged	
Km. 66+095	Puzzola tunnel	m. 109.00	--	Undamaged	
Km. 66+762	14 Arch viaduct	m. 168.00	--	Undamaged	
Km. 67+674	6 Arch viaduct	m. 72.00	--	Undamaged	
Km. 67+719	Enfialungo tunnel	m. 320.60	--	Undamaged	
Km. 68+768	12 Arch viaduct	m. 180.00	--	Undamaged	
Km. 69+127	3 Arch viaduct	m. 18.00	--	Undamaged	
Km. 69+442	3 Arch viaduct	m. 24.00	--	Undamaged	
Km. 69+485	Campolungo tunnel	m. 390.64	--	Undamaged	
Km. 70+262	Cova tunnel	m. 110.20	--	Completed	
Km. 70+555	14 Arch viaduct	m. 315.00	--		
Km. 70+836	Vado tunnel	m. 145.50	--	Undamaged	Temporary Mil. Spans
Km. 71+182	2 Arch bridge	m. 12.00			Temporary Mil. Spans
Monzuno - Pianoro Km. 80+701	Track	Km. 9+158			
	2 Culverts & Passes		Average m. 3.5		
Km. 72+272	4 Arch viaduct	m. 48.00	--	Undamaged	
Km. 72+325	Arch Bridge	m. 12.00	--	Undamaged	

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line N° 65 Prato - Bologna

State of work as at

Job No	Agency	Location	Description	Size	Progress	
		Km.72+386	Ancini tunnel	m.192.40	--	Undamaged
		kM.72+614	2 Arch bridge	m.36.00		
		Km.72+644	Monte Adone tunnel	Km.7+135	--	Completed
		Km.80+032	5 Arch bridge	m.75.00		
	I.S.R.	Pianoro - S.Ruffillo Km.90+90	Track	Km.9+789		
			5 Culverts & Passes	Average m.4.00		
		Km.81+098	Calonichetta tunnel	m.102.12	--	Undamaged
		Km.81+406	Ca' Baiocca tunnel	m.85.38	--	Undamaged
		Km.82+627	Ca' Boschetti tunnel	m.198.38	--	Undamaged
		Km.83+571	Arch bridge	m.8.00		
		Km.86+356	Cartiera tunnel	m.92.23	--	Undamaged
		Km.86+664	Arch bridge	m.9.00	--	Undamaged
		Km.87+441	Arch bridge	m.9.00	--	Undamaged
		Km.89+255	7 Arch viaduct	m.90.00		
	I.S.R.	S.Ruffillo - Bologna Km.96+907	Track	Km.6+417		
			2 Culverts & Passes	Average m.4.50		
		Km.92+768	9 Arch viaduct	m.80.16		
		Km.93+932	Arch bridge	m.10.50	--	Undamaged
		Km.94+040	3 Arch bridge	m.28.50		
Note:	From Piacenza to Bologna Compartimento no contracts made - no work started - temporary work by M.B.S. all secure for winter. All one track.					
				Signed Edward Gilsard Chief Engr. Chas/m/Gills Florence		

ato - Bologna

(5)

Location	Description	Size	Pro- gress	Remarks
Km. 72+386	Ancini tunnel	m. 192.40	---	Undamaged
Km. 72+614	2 Arch bridge	m. 36.00	---	Completed
Km. 72+644	Monte Adone tunnel	Km. 7+135	---	Completed
Km. 80+032	5 Arch bridge	m. 75.00	---	Completed
Pianoro - S. Ruffillo Km. 90+790	Track	Km. 9+789	Average m. 4.00	Temporary Nail. Spans
Km. 81+099	5 Culverts & Passes	m. 102.12	---	Undamaged
Km. 81+406	Calonichetta tunnel	m. 85.38	---	Undamaged
Km. 82+627	Ca' Baiocca tunnel	m. 198.38	---	Undamaged
Km. 83+571	Ca' Boschetti tunnel	m. 8.00	---	Undamaged
Km. 86+356	Arch bridge	m. 92.23	---	Undamaged
Km. 86+664	Cartiera tunnel	m. 9.00	---	Undamaged
Km. 87+441	Arch bridge	m. 9.00	---	Undamaged
Km. 89+255	7 Arch viaduct	m. 98.00	---	Undamaged
S. Ruffillo - Bologna Km. 96+907	Track	Km. 6+417	Average m. 4.50	Temporary Nail. Spans
Km. 92+768	2 Culverts & Passes	m. 80.16	---	Temporary Nail. Spans
Km. 93+932	9 Arch viaduct	m. 10.50	---	4 Arch destroyed
Km. 94+040	Arch bridge	m. 28.50	---	Over private R.R.
Due to Bologna Compartimento no contracts made - no work started - by M. A. S. all secure for winter.				

Signed
Edward G. Board (Chief Engr.)
Ch. E. G. (Ch. Engr.) Florence

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line No 50 PISA - LA SPEZIA

State of work as at

Agency	Location	Description	Size	Pro- gress	Est. date of completion
Pisa Km. 100+133 - Migliarino Pisano Km. 105+915 I.S.R. Cionfrini Cionfrini	Km. 102+020 Km. 105+826	Track 2 Culverts & passes Removal Steel Steel span Abutments Removal Steel 3 Steel Spans Abutments & Piers	Km. 5+782 Average m. 5.05 m. 12 m. 30.50		
I.S.R. Cionfrini	Migliarino	Torre del Lago Km. 114+014 Track 1 Culvert	Km. 8+099 m. 4.50		
I.S.R. Cionfrini	Torre del Lago - Viareggio Km. 120+90 Km. 119+249	Track Remove Steel 2 Steel Spans Abutments & Piers	Km. 6+76 m. 15.00		
I.S.R. Cionfrini Cionfrini Cionfrini	Viareggio - Pietrasanta Km. 129+646 Km. 122+455 Km. 128+267	Track 3 Culverts & passes Remove Steel 2 Steel Spans Abutments & Pier Tunnel	Km. 9+556 Average m. 3.17 m. 12.00 m. 35.40		

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

State of work as at

on	Description	Size	Pro- gress	Est. date of completion	Rem.
	Livorno Pisano Km. 105+915				926
	Track	Km. 5+782			
	2 Culverts & passes	Average m. 5.05			
030	Removal Steel				
	Steel span	m. 12			
	Abutments				NOT DEMOLISHED
326	Removal Steel				
	3 Steel Spans	m. 30.50			
	Abutments & Piers				
	Torre del Lago Km. 114+014				
	Track	Km. 3+099			
	1 Culvert	m. 4.50			
	del Lago - Viareggio Km. 120+90				
	Track	Km. 6+75			
249	Remove Steel				
	2 Steel Spans	m. 15.00			
	Abutments & Piers				
	Pietrasanta Km. 129+645				
	Track	Km. 9+555			
	3 Culverts & passes	Average m. 3.17			
2455	Remove steel				
	2 Steel Spans	m. 12.00			
	Abutments & Pier				
8267	Tunnel	m. 35.40			

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line N° 50 PISA - LA SPEZIA

State of work as at

Agency	Location	Description	Size	Progress	Est. date of Completion
I.S.R. Cionfrini	Pietrasanta - Serravezza Km. 133+099	Track	Km. 3+453		
		3 Culverts & Passes	Average n. 4.00		
	Km. 131+544	Remove Steel			
Cionfrini		Steel Span	m. 11.60		
		Abutments			
I.S.R. Cionfrini	Serravezza - Apuania Montignoso Km. 137+116	Track	Km. 4+017		
		2 Culverts & Passes	Average n. 4.22		
I.S.R.	Apuania Montignoso - Apuania Massa Km. 140+271	Track	Km. 3+155		
I.S.R. Vannucci	Apuania Massa - Apuania Carrara Km. 148+997	Track	Km. 5+726		
Vannucci	Km. 141+625	1 Culvert	m. 5.00		
Vannucci	Km. 146+770	1 Arch Bridge	m. 17.70		
		2 Arch Bridge (Avenza)	m. 15.00		
I.S.R. Vannucci	Apuania Carrara - Luni Km. 151+594	Track	Km. 2+597		
Vannucci	Km. 147+280	3 Arch Bridge	m. 24.00	3x15	
	Km. 148+556	Underpass	m. 7.00		
	Km. 149+573	Remove Steel			
		Steel Span	m. 8.60		
Vannucci		Abutments			
I.S.R. Vannucci	Luni - La Spezia Km. 172+462	Track	Km. 20+863		
		6 Underpasses	Average n. 4.15		

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

(2)

SPEZIA

State of work as at

Location	Description	Size	Pro- gress	Est. date of Completion	Re
Pietrasanta - Serravezza Km. 133+099	Track	Km. 3+453			926
Km. 131+544	3 Culverts & Passes	Average n. 4.50			
	Remove Steel				
	Steel Span Abutments	m. 11.60			
Serravezza - Apuania Montignoso Km. 137+116	Track	Km. 4+017			
	2 Culverts & Passes	Average n. 4.25			
Apuania Montignoso - Apuania Massa Km. 140+271	Track	Km. 3+155			
Apuania Massa - Apuania Carrara Km. 148+997	Track	Km. 5+726			
Km. 141+525	1 Culvert	m. 5.00			
	1 Arch Bridge	m. 17.70			
Km. 146+770	2 Arch Bridge (Avenza)	n. 15.00			
Apuania Carrara - Luni Km. 151+594	Track	Km. 2+597			
Km. 147+280	3 Arch Bridge	m. 24.00 3x15			
Km. 148+556	Underpass	m. 7.00			
Km. 149+573	Remove Steel				
	Steel Span	m. 8.60			
	Abutments				
Luni - La Spezia Km. 172+462	Track	Km. 20+863			
	6 Underpasses	Average n. 4.15			

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line N°65. Arezzo-Pontassieve-Indicatore.

State of works as at 1st August 1945

Job No	Agency	Location	Description	Size	Pro - gress	Est. date of completion
	ISR. contractor Carassi	Arezzo Km. 227 - Indicatore Km. 234	Track	Km. 7.00	Estimated by contractor	
AC/65/1101	Carassi	230+40 Km	2 culverts, passes	Average m. 2.20	doubtful completion possible	
AC/65/1102	Carassi	231+72 Km.	Arch bridge (Vingone)	m. 10.00	40%	Dec. 15/45
AC/65/1103	Carassi		3 Arch bridge - Drainage Canal	m. 30.00	30%	Jan. 15/45
AC/65/1104	I.S.R.	Indicatore-Ponticino Km. 243.	Track	Km. 9		
AC/65/1105	Carassi		5 culverts, passes	Average m. 2.00		
AC/65/1106	Carassi	234+58 Km.	Bridge arch	m. 7.00	25%	Dec. 15/45
AC/65/1107	Carassi	235+38 "	Bridge arch	m. 9.80	40%	"
AC/65/1108	Carassi	240+90 "	One arch bridge	m. 10.00	80%	"
AC/65/1109	Carassi	241+62 "	Viaduct (11 arches)	m. 110	35%	Jan. 15/46
AC/65/1110	Carassi	241+77 "	Viaduct 3 arches	m. 30.00	40%	Dec. 15/45
AC/65/1111	Carassi	242+65 "	Viaduct 3 arches	m. 30.00	50%	"
AC/65/1112	I.S.R.	-----	Earthworks			
AC/65/1113	I.S.R.	Ponticino-Laterina Km. 448+89	Track	Km. 5		
AC/65/1114	Carassi		5 culverts and passes	Average m. 2.50		
AC/65/1115	Carassi	243+65	Viaduct (5 arches)	m. 50	30%	Dec. 15/45
AC/65/1116	Carassi	246+42	Viaduct (3 arches)	m. 50	30%	"
AC/65/1117	Carassi	247+39	Viaduct (3 arches)	m. 30	50%	"
AC/65/1118	Carassi	247+90	Underpass	---		"
AC/65/1119	Carassi	248+60	Bridge (Brick arch)	m. 10.00	30%	"
AC/65/1120	I.S.R.		Earthworks			
			It is proposed to bridge R. Vingone with German R.S.J's from Bucino to enable crane to clear train wreck from drainage canal.			

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION.

(1)

Assieve-Indicator.

State of works as at 31 August 1945

Location	Description	Size	Pro - gress	Est. date of completion	Remarks
227 Km. - Indicator Km. 234	Track	Km. 7.00	Estimated by locomotors		Tracks, culverts & small bridges will be completed before completion of major work.
30+40 Km.	2 culverts, passes	Average m. 2.20	doubtful completion possible		
1+72 Km.	Arch bridge (Vingone)	m. 10.00	40%	Nov. 15/45	
	3 Arch bridge - Drainage Canal	m. 30.00	30%	Jan. 15/45	
	Earthworks				
Indicator - Ponticino Km. 243.	Track	Km. 9			
4+56 Km.	5 culverts, passes	Average m. 2.00			
5+38 "	Bridge arch	m. 7.00	25%	Nov. 15/45	
6+38 "	Bridge arch	m. 9.80	40%	"	
7+90 "	One arch bridge	m. 10.00	80%	"	
1+02 "	Viaduct (11 arches)	m. 110	35%	Jan. 15/45	
1+77 "	Viaduct 3 arches	m. 30.00	46%	Nov. 15/45	
2+65 "	Viaduct 3 arches	m. 30.00	50%	"	
	Earthworks				
Ponticino - Laterina Km. 448+89	Track	Km. 5			
3+65	5 culverts and passes	Average m. 2.50			
6+42	Viaduct (5 arches)	m. 50	30%	Nov. 15/45	
7+39	Viaduct (3 arches)	m. 30	30%	"	
7+90	Viaduct (3 arches)	m. 30	50%	"	
	Underpass			"	
8+60	Bridge (Brick arch)	m. 10.00	30%	"	
	Earthworks				
	It is proposed to bridge R. Vingone with German R.S.J's from Bucine to enable crane to clear train wreck from drainage canal.				

RAILWAY CONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLIED COMMISSION

Line No. 65. Arezzo-Pontassieve-Florence.

State of works as at

Job No	Agency	Location	Description	Size	Progress	Est. date of complet.
AC/65/1140	Pontello	Km.257+51	One brick arch	M.10.00	0%	Oct. 9-45
AC/65/1141	Pontello	Km.257+156	Viaduct (13 arches)	m.130	40%	"
AC/65/1142	Pontello	Km.257+65	Caccia tunnel	m.55	Not damaged	"
AC/65/1143	Pontello	Km.260+76	Bridge, steel span	m.11.15	0%	Oct. 10-45
AC/65/1144	I.S.R.		Earthworks			
AC/65/1145	I.S.R. Montevarchi-S. Giovanni	Km.266+84	Track	Km.5+53		
AC/65/1146	Parrini		3 culverts & passes	Average m.110	65%	Oct. 28-45
AC/65/1147	Parrini	Km.261+79	Bridge 2 arches	m.12.80	50%	"
AC/65/1148	Parrini	Km.265+28	Bridge arch	m.8.00		
AC/65/1149	I.S.R.		Earthworks	Km.0+50		
AC/65/1150	I.S.R. S. Giovanni-Figline	Km.247+37	Track	Km.7+53		
AC/65/1151	Parrini		5 culverts & passes	Average m.2.00		
AC/65/1152	Parrini	Km.268+10+50	2 Bridges (arch)	m.16.20-17.00	40%	"
AC/65/1153	Parrini	Km.272+89	Bridge steel span	m.14.20	50%	"
I.S.R. 1154	I.S.R.		Earthworks	Km.0+25		
AC/65/1155	I.S.R. Figline-Incisa	Km.279+30	Track	Km.4+93		
AC/65/1156	Parrini		9 culverts & passes	Average m.175	65%	
AC/65/1157	Parrini	Km.275+39	Bridge (3 arches)	m.16.80	100%	Completed
AC/65/1158	Parrini	Km.275+76	Bridge (Arch)	m.7.50	60%	Oct. 28-45
AC/65/1159	Parrini	Km.277+97	Bridge (Arch)	m.8.50		
AC/65/1160	I.S.R.		Earthworks	Km.0+45		
		Km.278+35	(Mozzule) proposed temporary diversion to I.S.R. old alignment cut two ARNO river bridges.			

RAILWAY CONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLIED COMMISSION.

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to-Florence.State of works as at

Location	Description	Size	Progress	Est. date of complet.	Remarks
.257+51	One brick arch	M.10.00	0%	Oct. 9-45	
.257+156	Viaduct (13 arches)	m.130	40%	"	
.257+65	Caccia tunnel	m.55	26% damaged	"	
.260+76	Bridge, steel span	m.11.15	0%	Oct. 10-45	
	Earthworks				
mi-S. Giovanni	Km.266+84 Track	Km.5+53			
	3 culverts & passes	Average m150			
.261+79	Bridge 2 arches	m.12.80	65%	Oct. 18-45	
.255+28	Bridge arch	m.8.00	50%	"	
	Earthworks	Km.0+50			
mi-Pigliare	Km.247+37 - Track	Km.7+53			
	5 culverts & passes	Average m2.00			
.268+10+50	2 Bridges (arch)	m16.20-17.00	40%	"	
.272+89	Bridge steel span	m 14.20	50%	"	
	Earthworks	Km.0+25			
meisa Km.279+30	- Track - Km.4+93				
	9 culverts & passes	Average m175			
.275+39	Bridge (3 arches)	m.16.80	65%	"	
.275+76	Bridge (Arch)	m.7.50	100%	Completed	
.277+97	Bridge (Arch)	m.8.50	60%	Oct. 28-45	
	Earthworks	Km.0+45			
.276+35 (Mezzule) proposed temporary diversion to I.S.R. old alignment, cuts out two ARNO river bridges.					

RAILWAY CONSTRUCTION CO. WORK UNDER CONTROL OF RAILROAD CO.

Line 65 Arezzo - Montecatini - Florence.

State of work as of

Job No.	Agency	Location	Description	Size	Progress
	I.S.R. Materina - Bucine Km. 253 + 63 - Track			Km. 5 + 63	-
	Contr. Catola		Five culverts & passes	Average m. 2.75	82%
	ditto	Km. 249+35	Bridge Arch	m. 10	80%
	ditto	249+75	Bridge (Arch)	m. 10.00	
	ditto	251+90	Tunnel (di Migliorina)	m. 433	40%
	ditto	252+63	Tunnel (di Querce)	m. 68	25%
	ditto	252+65	Tunnel (Vocciati)	m. 155	35%
	ditto	252+97	Tunnel (dell' Ambra)	m. 275	40%
	ditto	253+30	Viaduct (19 arches)	m. 190	35%
	Commences Ing. Ricchi.				
	I.S.R. Bucine - Montevarchi Km. 261 + 41 - Track			Km. 7 + 78	
	Contr. Catola		Five culverts & passes	average m. 2.70	
	ditto	254+10	Tunnel (S. Salvatore)	m. 376	36%
	Contr. Pontello	254+28	Two bridges brick arch	m. 10	-
	ditto	254+55	Tunnel (Galleria di Poggia= no)	m. 475	-
	ditto	254+94	Bridge Arch	m. 8.20	-
	ditto	255+40	Viaduct 9 arches	m. 90.00	30%
	ditto	255+55	Viaduct 5 arches	m. 75.00	60%
	ditto	256+45	Tunnel (Della Croce)	m. 330.00	35%

(2)

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF RAILROAD COMMISSION
Firenze - Florence.
State of work as at August 31st 1945

Station	Description	Size	Progress	Est. date of completion	Public Const	Remark
Bucine Km. 253 + 63	- Track	Km. 5 + 63	-			
	Five culverts & passes	Average m. 2.75	75%	Sept. 16-45		
49+35	Bridge Arch	m. 10	80%	" 30-45		
49+75	Bridge (Arch)	m. 10.00				
51+90	Tunnel (di Migliorina)	m. 433	40%	Dec. 30-45	90%	0%
52+80	Tunnel (di Querce)	m. 68	25%	Feb. 28-46	55%	0%
52+65	Tunnel (Veccietti)	m. 135	35%	Dec. 31-45	55%	15%
52+97	Tunnel (dell' Ambra)	m. 275	40%	Dec. 31-45	65%	0%
53+30	Viaduct (19 arches)	m. 190	35%	Feb. 28-45	98%	15%
Montevarchi Km. 261 + 41	- Track	Km. 7 + 78				
	Five culverts & passes	average m. 2.70				
54+10	Tunnel (S. Salvatore)	m. 376	36%	Dec. 31-45	65%	15%
54+28	Two bridges brick arch	m. 10	-	Undamaged		
54+55	Tunnel (Galleria di Poggiana)	m. 475	-	"		
54+94	Bridge Arch	m. 8.20	-	Undamaged		
55+40	Viaduct 9 arches	m. 90.00	30%	Oct. 9-45		
55+95	Viaduct 5 arches	m. 75.00	60%	"		
56+45	Tunnel (Dalla Croce)	m. 330.00	35%	"		

RAILWAY CONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLIED CO

Line 65. Arezzo-Pontassieve-FlorenceState of works as at August 31

Job No	Agency	Location	Description	Size	Progress	Est. date of complt.
AC/65/1161	I.S.R.	Mezzule Km. 278+35	Track -Nth of Gall. S. Leo	Km. 2+45 Km. 220+80	instead of	Threes).
AC/65/1162	Parrini		4 culverts and passages	m. 80		
AC/65/1163	Parrini	Km. 279+55	Viaduct 8 arches	m. 300		
AC/65/1164	Parrini	Km. 279+40	Retaining wall (River)	m. 490		
AC/65/1165	Parrini	Km. 279+95	Retaining wall (River)	m. 110		
AC/65/1166	Parrini	Km. 280+25	Viaduct (11 arches)	m. 226		
AC/65/1167	Parrini	Km. 280+50	S. Antonio tunnel	m. 70	50%	Oct. 18-45
AC/65/1168	Parrini	Km. 280+77	Retaining wall (River)			
AC/65/1169	Parrini	Km. 280+95	Viaduct (7 arches)			
AC/65/1170	I.S.R.	Km. 280+00	Earthworks (side cut) appr.	Km. 1+50		

RAILWAY CONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLIED COMMISSION. (3A)

sieve-Florence

State of works as at August 31, 1945

Location	Description	Size	Progress	Est. date of complet.	Remarks
version to old I.S.R. alignment (one river line bridge instead of three).					
6 Km. 278+35	Track - Esh of Gall. S. Leo	Km. 2.45 Km. 230+80			2 34 5
Km. 279+55	4 culverts and passes	m. 80			
Km. 279+40	Viaduct 8 arches	m. 300			
Km. 279+95	Retaining wall (River)	m. 490			
Km. 280+55	Retaining wall (River)	m. 110			
Km. 280+50	Viaduct (11 arches)	m. 226			
Km. 280+50	S. Antonio tunnel	m. 70			
Km. 280+77	Retaining wall (River)				
Km. 280+95	Viaduct (7 arches)		50 %	Oct. 18-45	
Km. 280+00	appr : joints main line				
	Earthworks (side cut)appr.	Km. 1.50			

RAILWAY CONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLIED

Line No 65. Arezzo-Pontassieve-Florence.

State of works as at

Job No	Agency	Location	Description	Size	Progress	Est. date of compl.
AC/65/1171	I.S.R.	Incisa-Rignano Km.286+27	Main line Track	Km.7		
AC/65/1172	I.S.R.		8 culverts & passes		45%	Oct. 28-45
AC/65/1173	Zitti	Km.279+20	Bridge 3 steel spans (Arno)	m. 76		
	Zitti		Abutments			
	Zitti		Piers			
	Zitti		Spans		25%	"
AC/65/1174	Zitti	Km.279+75	Palazzotto tunnel	m.267	25%	"
AC/65/1175	Zitti	Km.280+27	Bridge 3 arches (R Arno)	m.75		
			Abutments			
			Piers			
			Arches		40%	"
AC/65/1176	Zitti	Km.280+43	S. Leo tunnel	m.90	40%	"
AC/65/1177	Parrini	Km.281+90	Bridge arch	m.8.00	55%	"
AC/65/1178	Parrini	Km.283+04	Bridge arch	m.10.00		
AC/65/1179	I.S.R.	Km.285+36	Bridge underpass	---		

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(4)

RAILWAY CONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLIED COMMISSION.Massive-Florence.State of works as at

Location	Description	Size	Progress	Est. date of compl.	Remarks
-Rignano Km.286+27	Main line Track	Km.7			
Km.279+20	8 culverts & passes Bdge 3 steel spans (Arno) Abutments Piers Spans	m. 76	15%	Oct. 28-45	
Km.279+75	Palazzotto tunnel	m.267	25%	"	
Km.280+27	Bridge 5 arches (R. Arno) Abutments Piers Arches	m.75	25%	"	
Km.280+43	S. Leo tunnel	m.90	40%	"	
Km.281+90	Bridge arch	m.8.00	40%	"	
Km.283+04	Bridge arch	m.10.00	55%	"	
Km.285+36	Bridge underpass	---			

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line n° 65 Arezzo-Pontassieve-Florence

State of work as at

(5)

Job N°	Agency	Location	Description	Size	Pro- gress	Est. date of completion
AC/65/1180	I.S.R.	Rignano-Pontassieve	Km.294+47 - Track	Km.8+20		Oct. 18/45
AC/65/1181	Di Penta		20 culverts & passes	Average m.1		"
AC/65/1182	Di Penta	Km.286+39	Viaduct (11 arches)	m.77.00	60%	"
AC/65/1183	Di Penta	Km.286+45	Bridge steel span	m.7.00	22%	"
AC/65/1184	Di Penta	Km.286+55	Bridge arch	m.7.00	31%	"
AC/65/1185	Di Penta	Km.287+21	Viaduct (12 arches)	m.120.00	23%	"
AC/65/1186	Di Penta	Km.289+21	Bridge 2 steel spans Abutments (River Arno) Centre pier	m.94.35	16%	"
AC/65/1187	Di Penta	Km.290+00	Retaining wall (Frana Padia)	m.100	2%	"
AC/65/1188	Di Penta	Km.290+60	Camiciuccioli tunnel	m.117.65	15%	"
AC/65/1189	Di Penta	Km.291+35	Retaining wall (river)	m.305.00	21%	"
AC/65/1190	Di Penta	Km.291+77	Bridge (1 arch)	m.20.00	4%	"
AC/65/1191	Di Penta	Km.292+85	Retaining wall (river)	m.370.00	62%	"
AC/65/1192	Di Penta	Km.294+13	Bridge (3 arches)	m.20.	13%	"
			(R.Sieve 2 arches)	m.7		"
AC/65/1193	I.S.R.		Earthworks	m.74.00 Km.1.00	30% 45%	"
AC/65/1194	I.S.R.	Pontassieve-Sieci	Km.298+63 - Track	Km.4+16		
AC/65/1195	Berni		2 culverts & passes	Average m.0.75		"
AC/65/1196	Berni	Km.296+25	Bridge overpass	m.9.25	50%	"
AC/65/1197	Berni	Km.299+12	Bridge (2 arches)	m.24.00	75%	"
AC/65/1198	I.S.R.		Earthworks	Km.0+50		

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

(5)

Arezzo-Pontassieve-FlorenceState of work as at

	Location	Description	Size	Pro- gress	Est. date of completion	Remarks
Rignano-Pontassieve	Km.286+39	20 culverts & passes	Km.8+20 Average m.1	60%	Oct 18 /45	126
	Km.286+45	Viaduct (11 arches)	m.77.00	22%	"	
	Km.286+55	Bridge steel span	m.7.00	31%	"	
	Km.287+21	Bridge arch	m.7.00	93%	"	
	Km.289+21	Viaduct (12 arches)	m.120.00	16%	"	
		Bridge 2 steel spans	m.94.35		"	
		Abutments (River Arno)			"	
		Centre pier		2%	"	
	Km.290+00	Retaining wall (Frana Pad)	m.100	15%	"	
	Km.290+60	Camiciuccioli tunnel	m.117.65	21%	"	
	Km.291+35	Retaining wall (river)	m.305.00	4%	"	
	Km.291+77	Bridge (1 arch)	m.20.00	62%	"	
	Km.292+85	Retaining wal (river)	m.370.00	13%	"	
	Km.294+13	Bridge (3 arches)	m.20.		"	
		(R. Sieve 2 arches)	m.7		"	
		Earthworks	m.74.00 Km.1.00	30% 45%	"	
Pontassieve-Sieci	Km.298+63	Track	Km.4+16			
		2 culverts & passes	Average m.0.75			
	Km.296+25	Bridge overpass	m.9.25	50%	"	
	Km.299+12	Bridge (2 arches)	m.24.00	75%	"	
		Earthworks	Km.0+50			

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line N° 65 Arezzo-Pontassieve-Florence

State of work as at

Job N°	Agency	Location	Description	Size	Pro- gress	Est. date of completion
AC/65/1199	I.S.R.	Sieci-Compiobbi Km.	302+69 - Track	Km.4+03		
AC/65/1200	Berni		3 culverts & passes	Average m.6.5		
AC/65/1201	Berni	Km.300	Km.300+436 Bridges (2 arches)	m.12.00	100%	Completed
AC/65/1202	Berni	Km.301+82	Bridge (2 arches)	m.19.70	75%	Sept. 30 - 45
AC/65/1203	I.S.R.		Earthworks	Km.0+25		
AC/65/1204	I.S.R.	Compiobbi - Firenze	S.M.N. Km.314 - Track	Km.12.00	Completed	
AC/65/1205	Berni		One small culvert etc.		Completed	
AC/65/1206	Berni	Km.303+386	Bridge (Arch)	m.9.50		
AC/65/1207	Berni	Km.311+78	Bridge 3 steel spans	m.19.20		
AC/65/1208	Berni	Km.313+68	Bridge 3 steel spans	m.17.70	Completed	
AC/65/1209	I.S.R.		Earthworks		Completed	
AC/65/1210	I.S.R.	Compiobbi - Florence	S.M.N. (Km.314) - Track	Km.12.00	Completed	
AC/65/1211	Berni	Km.314	One small culvert		Completed	
AC/65/1212	I.S.R.		Earthworks		Completed	

Note: It is my opinion that the line from S.C. will be open - one track - by Dec 31st 1945

Signed Edward G.
A.C./Tm/Rails

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

(6)

65 Arezzo-Pontassieve-Florence

State of work as at

Locality	Location	Description	Size	Progress	Est. date of completion	Remarks
Sieci	Compiobbi Km. 302+69	Track	Km. 4+03			026
		3 culverts & passes	Average m. 6.5			
Km. 300	Km. 300+436	Bridges (2 arches)	m. 12.00	100%	Completed	
	Km. 301+82	Bridge (2 arches)	m. 19.70	75%	Sept. 30 - 45	
		Earthworks	Km. 0+25			
Compiobbi	Firenze S.M.N. Km. 314	Track	Km. 12.00	Completed		
		One small culvert etc.		Completed		
	Km. 303+386	Bridge (Arch)	m. 9.50			Not damaged
	Km. 311+78	Bridge 3 steel spans	m. 19.20			Not damaged
	Km. 313+68	Bridge 3 steel spans	m. 17.70	Completed		Not damaged
		Earthworks		Completed		
Compiobbi	Florence S.M.N. (Km. 314)	Track	Km. 12.00	Completed		
	Km. 314	One small culvert		Completed		
		Earthworks		Completed		

Note: It is my opinion that the line from S. Giovanni to Florence will be open - one track - by Dec 31st 1945

Signed Edward Richard Chief Eng.
A.C./In/Rails/Florence

15431

Declassified E.O. 12356 Section 3.3/NND No. 785021RAILWAY CONSTRUCTION CONTRACT WORK UNDER CONTROL OF
ALLIED COMMISSION9
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State of work as at 30 June 1945.

LINE 86 CENTRAL.

Job No.	Agency	Location	Description	Size	Comp.	Est'd Compl.	Remarks
AC/86/175	Contract Imp. Ghella	Ancona	Repairs to tunnel at 207.60 Km. (Castellano)	Rebuild 295 mt. run of brick barrel tunnel.	80%	31 July	Line open to traffic South end - 175 metres completed and 60% of 20 metres run of arch North end 42 metres to complete.
AC/86/186	Contract Imp. Ghella	Ancona	Repairs to bridge at 206.76 Km.	Completely re- build a 2.5 mt. span. masonry wall, steel superstructure.	100%		
AC/86/177	Contract Imp. Ghella	Ancona	Repairs to tunnel at 204.60 Km. (Artificial tunnel)	Completely re- build 150 mt. of brick barrel tunnel.	5%	31 July	Line open to traffic Rebuilding of brick commenced.
AC/86/1001	Contract Imp. Montella	Pescara	Repairs to Buildings.	Completely re- build Loco Sheds, Machine Shops, Stores.	95%	?	Work satisfactorily com- pleted as far as stores with Awaiting glass.
AC/86/1002	Contract Imp. Garb- rino.	Ancona	Repairs to Buildings.	Rebuild 1/3 of Engine Sheds.	75%	?	All work satisfactorily as far as stores with Awaiting roof tiles

RAILWAY CONSTRUCTION CONTRACT WORK UNDER CONTROL OF
ALLIED COMMISSION

63
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63

State of work as at 30 June 1949.

Station	Description	Size	Compl.	Settled Compl.	Remarks
Alcona	Repairs to tunnel at 207.50 Km. (Castellano)	Rebuild 295 mt. run of brick barrel tunnel.	80%	31 July	Line open to traffic 30 June. South end - 175 metres run of barrel completed and 60% loaded. 20 metres run of arch only to complete North end 42 metres run of arch to complete.
Alcona	Repairs to bridge at 206.76 Km.	Completely re- build a 2.5 mt. span. Masonry wall, steel superstructure.	100%		
Alcona	Repairs to tunnel at 204.50 Km. (Artificial tunnel)	Completely re- build 150 mt. of brick barrel tunnel.	5%	31 July	Line open to traffic in cutting. Rebuilding of brick barrel just commenced.
Alcarr	Repairs to Buildings.	Completely re- build loco sheds, Machine shops, Stores.	95%	?	Work satisfactorily completed as far as stores will permit. Awaiting glass.
Alcona	Repairs to Buildings.	Rebuild 1/3 of Engine Sheds.	75%	?	All work satisfactorily completed as far as stores will permit Awaiting roof tiles and glass.

MILAN COMPARTMENT

918

Job No	AGENCY	Location	Description	Size	Progress	Est. Date Completion
AC/1054	Ing. Jucca Mario Milano	Milano	Reconstruction Milano-Snistamento Station		20%	20th Octo 1945
AC/1055	Pietro Bernè Milano	Milano	Reconstruction for crane, Milano-Snista- mento-Station		5%	15th Nove 1945
AC/1056	Pietro Bernè Milano	Milano	Reconstruction Loco- Depot, Milano-Snista- mento-Station		25%	7th Octo 1945
AC/1057	Zaccarini Mario	Milano	Reconstruction roof Milano Snistamento- Station, Piceltello- side		15%	31th Octo 1945
AC/1058	S.A. Officine Della Carlina Milano	Milano	Repair shed Central Stn.		35%	30 Novem 1945
AC/1059	F.lli Aielli Milano	Milano	Repair Milano Porta Genova-Station		15%	31, Decem 1945
AC/1060	Fenaroli Milano	Milano	Repair Milano Porta Vittoria Station		20%	15 Dicemb 1945
AC/1061	Zambelli Milano	Milano	Repair Milano S.- Cristoforo Station		30%	30th Nove 1945.

MILAN COMPARTMENT

918

29th July/45

Location	Description	Size	Progress	Est. Date of Completion	Remarks
Milano	Reconstruction Milano-Smistamento Station		20%	20th October 1945	
Milano	Reconstruction for crane, Milano-Smistamento-Station		5%	15th November 1945	
Milano	Reconstruction Loco-Depot, Milano-Smistamento-Station		25%	7th October 1945	
Milano	Reconstruction roof Milano Smistamento-Station, Pioltello-side		15%	31th October 1945	
Milano	Repair shed Central Stn.		35%	30 November 1945	
Milano	Repair Milano Porta Genova-Station		15%	31, December 1945 y	
Milano	Repair Milano Porta Vittoria Station		20%	15 December 1945	
Milano	Repair Milano S.-Cristoforo Station		30%	30th November 1945.	

(Sample)

Firenze 9 Settembre 1945

TRANSPORTATION SUB-COMMISSION
RAIL DIVISION
F I R E N Z E

Questa impresa, per il suo lavoro nella ricostruzione della linea Pisa - La Spezia delle FF.SS. richiede l'uso del seguente veicolo, completo di gomme e batterie.

Camion FIAT 509

Targa LU 6523

Matricola 75792025 e 80603026

10/9/45

Si conferma che la ditta Michielotto ha assunto in appalto i lavori sopra indicati per i quali ha necessità di utilizzare il camioncino FIAT 509 targata LU 6523.

As this contractor is working on the reconstruction of the Pisa - La Spezia Railway, a Military Priority line it is requested that there be no interference with the operation of this vehicle without previous notice to this office.

IL CAPO DELLA SEZIONE LAVORI

AC/Tn/RAILS/FLORENCE

917

RAILWAY CONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALL

Line N° 65. Arezzo-Pontassieve-Florence.

State of works as at

919

Job N°	Agency	Location	Description	Size	Progress	Est.d te of compl
AC/65/1171	I.S.R.	Incisa-Rignano Km.286+27	Main line Track	Km.7		
AC/65/1172	I.S.R.		8 culverts & passes			
AC/65/1173	Zitti	Km.279+20	Edge 3 steel spans (Arno)	m. 76		
	Zitti		Abutments			
	Zitti		Piers			
	Zitti		Spans			
AC/65/1174	Zitti	Km.279+75	Palazzotto tunnel	m.267		
AC/65/1175	Zitti	Km.280+27	Bridge 3 arches (R Arno)	m.75		
			Abutments			
			Piers			
			Arches			
AC/65/1176	Zitti	Km.280+43	S.Leo tunnel	m.90		
AC/65/1177	Parrini	Km.281+90	Bridge arch	m.8.00		
AC/65/1178	Parrini	Km.283+04	Bridge arch	m.10.00		
AC/65/1179	I.S.R.	Km.285+36	Bridge underpass	---		

(4)

RAILWAY CONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLIED COMMISSION.sieve-Florence.

State of works as at

910

Location	Description	Size	Progress	Est. date of compl.	Remarks
Ignano Km.286+27	Main line Track	Km.7			
279+20	3 culverts & passes Bdgs 3 steel spans (Arno) Abutments Piers Spans	m. 76			
279+75	Palazzotto tunnel	m.267			
280+27	Bridge 3 arches (R Arno) Abutments Piers Arches	m.75			
280+43	S.Leo tunnel	m.90			
281+90	Bridge arch	m.8.00			
283+04	Bridge arch	m.10.00			
285+36	Bridge underpass	—			

RAILWAY CONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLIED C

Line 65. Arezzo-Pontassieve-FlorenceState of works as at

Job No	Agency	Location	Description	Size	Progress	Est. date of completion
AC/65/1161	Temporary diversion to old I.S.R. Mezzule Km. 278+35		I.S.R. alignment (one river track left of Gall. S. Leo)	Arno Bridge instead of Three). Km. 2 + 45 Km. 280+80		
AC/65/1162	Parrini		4 culverts and passages	m. 80		
AC/65/1163	Parrini	Km. 279+55	Viaduct 3 arches	m. 300		
AC/65/1164	Parrini	Km. 279+40	Retaining wall (River)	m. 490		
AC/65/1165	Parrini	Km. 279+95	Retaining wall (River)	m. 110		
AC/65/1166	Parrini	Km. 280+35	Viaduct (11 arches)	m. 226		
AC/65/1167	Parrini	Km. 280+50	S. Antonio tunnel	m. 70		
AC/65/1168	Parrini	Km. 280+77	Retaining wall (River)			
AC/65/1169	Parrini	Km. 280+95	Viaduct (7 arches)			
AC/65/1170	I.S.R.	Km. 290+00	apry : joints main line Earthworks (side cut)appr.	Km. 1+50		

RAILWAY CONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLIED COMMISSION. (3A)Liege-FlorenceState of works as at

Location	Description	Size	Progress	Est. date of complet.	Remarks
Transition to old	I.S.R. alignment (one river	Arno Bagg instead of		Three).	
Km. 278+35	Track at Gall.	Km. 2 + 45			
	S. 700	Km. 220+80			
	4 culverts and passages				
m. 279+55	Viaduct 3 arches	m. 80			
m. 279+40	Retaining wall (River)	m. 300			
m. 279+95	Retaining wall (River)	m. 490			
m. 280+15	Viaduct (11 arches)	m. 110			
m. 280+50	S. Antonio tunnel	m. 226			
m. 280+77	Retaining wall (River)				
m. 280+95	Viaduct (7 arches)	m. 70			
m. 290+00	apry : joints main line				
	Earthworks (side cut) appr.	Km. 1+50			

Tn. Sub-Commission,
VENICE Branch, Civil Eng. Section
C/O. A.M.G. VENICE
Tel. No Venice 27388

To A M G Venice

9 AUG. 45

^{re}
In absence of Capt. GREANY the letter of
Supply Officer Treviso Province has been submitted to the
I.S.R. Work Section of Venice. That Office has never had
any agreement with the Firm ITALCIMENTI of Viterbo V^o,
and therefore has written the attached letter to Supply
Officer Treviso Province and for information to ITALCIMENTI

P

915

Province of Treviso

(copy)

A. M. G.

N° R XII/TRE/S/2/A/2357a

Subject: Transport of Cinders

To Railroad transport officer, Venice

Headquarters 4 August 45

Berge Cavour

Treviso Tel 1773

1 The firm ITALCEMENTI in Vitterie Veneto, upon agreement with the State Railroads, approved by A.M.G., is entitled to receive weekly two wagons of cinders from the Venice station and two from Treviso.

Said wagons will go to Vitterie Veneto from Venice and Treviso loaded with cinders and will return loaded with hydraulic lime, necessities to the state Railroads repair works.

2 Please make the necessary arrangements and inform us.

signed by G.L. MAC LACHLAN
Captain;
Supply Officer.

ARMY FORM 2136 (Small)

MESSAGE FORM

Register No.

Call

Scl. No.

Priority

Transmission Instructions

7/6

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

Originator

Date/Time of Origin

Office Date Stamp

TN. SUB. COM.

TN Signals

23.

For Action

VENICE

SUPPLY OFFICER (MUDIE for attention
TO AMG PADUA

(W) For Information (INFO)

Message Instructions

GR

Originator's No.

TN 7

Require 10 TONS CARBIDE urgently
for cutting railway Bridge G Release from
S. MARCO FACTORY MARGHERA requested for
I.S. RailwayTHIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS EXCEPTIF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHERORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

Time

System

Op.

THI or TOR

Time cleared

Signed

Signed

15531
Ditta Spolaor Arturo

Marghera - Via A. Volta 4

Ministero dei Trasporti - FF.SS.
Sezione Lavori - Feveris

La ditta interbato, armatrice dei
lavori di ripulimento delle barche in ferro
del fronte ferroviario nel fiume Brenta,
al Km. 232 + 453 decem linea Jucano
Feveris, chiede le venga concessa in
prom'hitā di prelevare dalle S.I. due
quattro di Marghera, di 25.- di car-
buro di calcio, necessario per l'alimen-
tazione degli impianti oniacetilenici,
impiegati nei lavori sopra specificati.
Fiducia. Valenti.

913

Ditta A. Spolaor.

Serione Lavori Feneris

La ditta interbato, armatrice dei
lavori di ripulimento delle borse in ferro
del fronte ferroviario nel fiume Poento,
al Km. 232 + 453 decol linea Jicano
Feneris, chiede le venga concessa, in
promilito di prelevare dalla S.I. San
Giovanni di Morignera, di 25. di car-
bone di calcio, necessario per l'alimen-
tazione degli impianti oniacetici.
impiegati nei lavori sopra specificati.
Fistini. valenti.

91b

f. ditta A. Spolaor.
Mademato

Feneris 24 Duplio 1975. -

Nº. 7/5 Materiale

TN Sub-Commission,
VENICE Branch, Civil Eng. Section
C.O., A.M.G. VENICE
Tel. No Venice 27866

Alle Sezioni Lavori P.S. Venezia

Trieste

Verona

Da :- Capt. M.F.M. GRANY, R.E.

Tn Sub-Commission.

Oggetto:- Ponti.

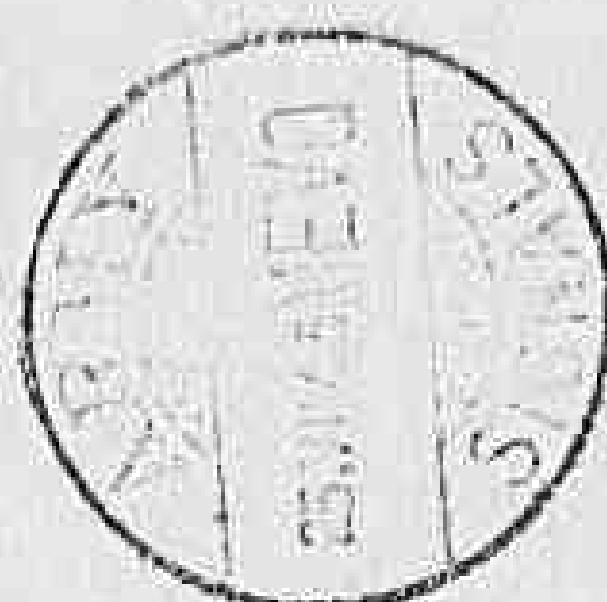
1-

Vogliate per favore prepararle e inviarmi
el più presto possibile unal lista completa delle travate metal-
liche che saranno necessarie per la ricostruzione di tutti i ponti
nel Vostre Compartimento.

2-

Allegate vi invio un numero sufficiente di
seduli in bianco per mettervi in grado di ritornarmele in quadru-
plicate, inviandomi tre copie a questo ufficio e trattenendo una
copia a vostra disposizione per l'archivio.

PETER GRANY Capt., RE
Tn Sub-Commission, VENICE.



4
73

240673
LML
0570



LRTP MAR 676 TQVR1

~~HAIR V 10 10 PM 400~~

~~T 10 10 PM 400~~

FROM TM/AC/HAILS MILAN 230FT

TO CAPT. GREANY C/O AC TM/ING ARE VENICE

INFO HAJCK BLAIR C/O MRS TH SIGS FLORENCE
GR 45 BT

0115Z RESTRICTED

~~230~~ SEND HQ ROME REF 59/1 CE LIST

OF STEEL SPANS

REQUIRED FOR PERMANENT RECONSTR DDGS YOUR AREA.

LINE N. KLR. RIVER. N. OF SPANS. LENGTH SPANS. TYPE

OF GIRDER. SINGLE OR DOUBLE TRACK. REMARKS. FLORENCE

DIVI PLEASE PASS ON TO CAPO LAVORI BOLOGNA.

BT

REFS 100-1-23 45-145
SENT RE 100 CFS BR388

911

0540

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

Show
Capot Compartimenti
and ask him to speak
when he has considered
matter

9th. July 1945.

227.

Tel. 843239
Ref: A.C.In/59/1 C.E.

SUBJECT: Permanent Repair of Steel Bridges

TO : Eng. Lo Cigno
Chief of Works Service.

1. For information I attach copies of letters received from the I.S.R.
2. Please prepare and submit as soon as possible a complete list of the steel span that will be required for the reconstruction of all the bridges in the whole Italy.
3. Due to the difficulties of communications I have instructed Major Buckley to obtain the information from the Capo Lavori of Milan no, Turin, Genoa, Verona and Trieste and also Bologna and Firenze.
4. The details should be submitted as per attached form.
5. This information is required urgently.

A.H. Street
Major R.E.

Copy to:
Major Buckley.

To Capt Greary 9 AMG Transfer
Please send straight to office
at Rome PB

910

90 P.E.L.O.

Area Venice

1.

Sad re your latest address
please - 90 MRS.

ELO

HQ 59 Area

QAB

ARMY FORM 62130 (Small)

MESSAGE FORM

Register No.

Call

Srl. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

Originator

Date/Time of Origin

OFFICE DATE STAMP

Tn Sub-Commission AC Venice
For Action

TO

A.M.G. BELLUNO

(W) For Information (INFO)

Message Instructions

GR

Originator's No.

Tn 5 Understand timber left by GERMANS being removed from
Belluno Station. This timber is required by I S R working under
our instructions. Do not remove.

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS EXCEPT

WIRELESS

IF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHERORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

909

Signed

Signed

Time System Op

THI or TOR

Time cleared

1562

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

MEVO V ME

MEVO V MEVO NR 38 QVR 3
 FROM TN INC (TN SUB-COMMISSION) 190515Z
 TO MAJOR MOLE CARE ISR 61 AREA -
 MAJOR BUCKLEY ELS 59 HQ -
 INFO CAPT GREANY IN SIGNALS VENICE -
 MR RICHARD C/O BLAIR MRS FLORENCE
 BT 3.58. RESTD SIGNAL COMPLETE LIST OF MECHANICAL EQUIPMENT
 NEEDED BY ISR FOR WINTERIZATION PROGRAMME . URGENT .
 BT 190515Z
 SENT JDM B1
 RD 38 1205 DNP AR K "



13631
Vo Materials 7/2

Mittente: Cap. GEBANY RE
Settecommissione Trasporti
Sezione Ingegneria Civile

7/2.

Alle Sezioni Lavori delle Ferrovie Stato Venezia
Trieste

Alle scopo di potervi assistere nell'approvvigionamento di materiali, sia di consumo che da costruzione, per la ricostruzione degli impianti ferroviari nei compartimenti di Venezia e di Trieste. Gradirei una vostra gentile delle vostre richieste per i due prossimi mesi di Agosto e Settembre.

Parlando con l'ing. Peretti ho saputo che egli è a conoscenza dove alcuni dei materiali si trovano, ma gli è impossibile ottenerne lo svincolo. Gradirei pertanto queste informazioni quando le richieste mi verranno inviate.

Trad.

Robt. G. Harvey
... Capt. RE
for the Sub-Commission
Civil Eng. Section Rail Branch.

19 July 45.

1 5 6 4

Materials

AHS/CM

7/1

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

Tel : 843239
Ref : AC/TN/58/2 C.M.

11 July 1945

SUBJECT : Timber.
TO : Major Long C.M.

1. It is requested that the following sizes be indented for to cover July and August.
2. Italian State Railways Winterization Programme Military Priority I.

N.E. ITALY MILANO N.W. ITALY FLORENCE X
Venice . Divis. Turin & Division.
Genova.

	Metres cubic.	
<u>Poles</u>	25	30
20-4 cm. diam. x 20 m.	25	25
25-35 cm. diam. x 3 m.	50	60
<u>Baulk</u>	75	80
30x30 cm x 6 m.	100	80
24x27 cm x 3 m.	100	80
18x21 cm x 5 m.	100	80
16x12 cm x 8 m.	100	80
<u>Scantlings</u>		
8 x18 cm x 5 m.	150	100
8 x20 cm x 4 m.	150	100
11x11 cm x 6 m.	160	100
11x13 cm x 6 m.	160	100
11x16 cm x 15 m.	50	50
<u>Boarding</u>		
8 cm. thick	50	25
5-6 cm. "	30	15
4-5 cm. "	100	70
3-4 cm. "	100	80

807

1. It is requested that the following sizes be indented for to cover July and August.
2. Italian State Railways Winterization Programme Military Priority I.

N.E. ITALY MILANO H.W. ITALY FLORENCE X
Venice . Divis. Turin & Division.
Genova.

	<u>Metres cubic.</u>		
<u>Poles</u>	25	30	30
20-4 cm. diam. x 20 m.	25	30	25
25-35 cm. diam. x 8 m.			
<u>Baulk</u>	50	75	60
30x30 cm x 5 m.	75	100	80
24x27 cm x 3 m.	75	100	80
18x21 cm x 5 m.	75	100	30
18x12 cm x 8 m.			
<u>Scantlings</u>	150	200	100
8 x18 cm x 5 m.	150	200	100
8 x20 cm x 4 m.	160	200	100
11x11 cm x 6 m.	160	200	100
11x13 cm x 6 m.	50	100	50
11x16 cm x16 m.			
<u>Boarding</u>	25	50	25
8 cm. thick	15	30	15
5-6 cm.	70	100	70
4-5 cm.	80	100	80
3-4 cm.			
<u>General purpose</u>	100	100	100
All sizes for shutterings			
x Includes Arno Bridge,	cu m. 13	90 ft timber 5-6 c/m x 400	
	cu m. 26	24 - 3 c/m.	

917

- 2 -

3. Despatch against I.A.R. request duly approved by
TN/AC Sub-Commission Rails Officer for each division,
delivery in the majority of cases by Rail to nearest site.

4. Capo Sciarone dei Lavori will arrange for the
Contractor to collect etc.

PS

H.P. BUCHANAN, Major R.E.
for Lt. Col. G.H. LINDHARD R.E.
TN/AC/Rails.

Copy to : TN/AC Rails Officer

"	"	Rome
"	"	Milan
"	"	Venice

for Capo del Servizio Lavori.

9.6

No Tr 9/3

To C.E.M. Branch

H.Q. 86 Area - Venezia

Subject : Transport

Three Camions "Mercedes"

Joint Road + Rail vehicles

From Sub- Commission

Civil Eng. Sec. Rail Branch

Allied Commission

Venezia Branch

23 July 45

With reference to letter from H Q Venezia Region A.M.G.

N° RXII/WMD dated 16 July 45 addressed to you I am writing to support the claim made by the Works Section of I. S. R. for the return of the above three vehicles to the railway.

It is not necessary for me to emphasize the importance of the rehabilitation of the railways for the economic recovery of the country. Therefore, anything that can be done to expedite this recovery is of major importance.

These three vehicles which can be used on rails and on the road are of special value to the railway and I shall be glad if you cause them to be delivered to the Railway, Works Section Venice at an early date.

Capt. P. GREANY RE who is representing the Civil Eng. Section of the Allied Commission has very recently opened an office in this Railway HQ Venice and will be calling on you shortly to explain his mission.

Dr.

905

HEADQUARTERS
VENEZIE REGION
Allied Military Government
APO 394

HEH/bm

16 July 1945

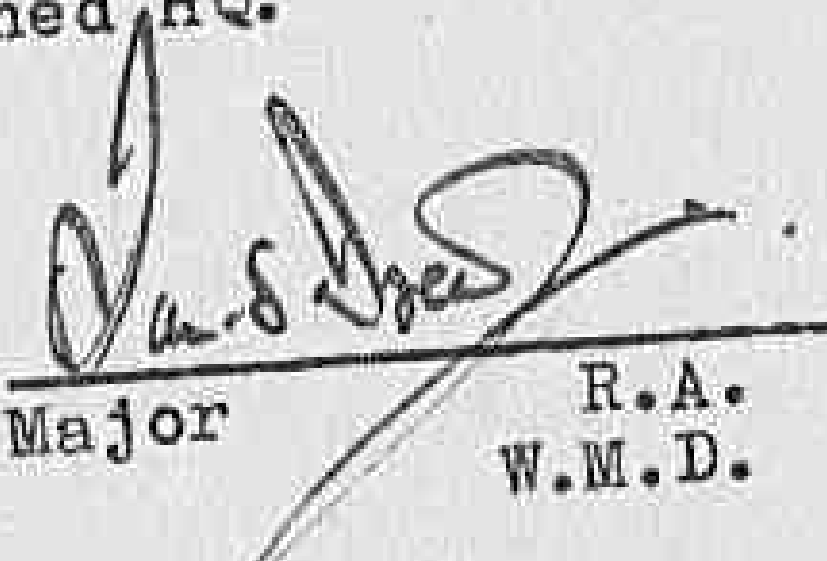
TO : Ministry of Communications
State Railways
Works Section of Venice

SUBJECT : Return of Implements and Vehicles.

FILE No : RXII/WMD

1. With reference to your N. 7462/11 dated 6 July 1945 and the visit of your representative to this HQ. on 14 July 45 you are advised that the subject of release of the 3 camions "Mercedes" and the implements and material referred to has been passed to C.E.M. branch HQ. 86 Area Venezia.

2. Further communications on this subject should now be directed to the above mentioned HQ.


Major

R.A.
W.M.D.

ARMY FORM (2136) (Small)

MESSAGE FORM

Register No.

Call

Ser. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

Originator

Net Time of Origin

Office Date Stamp

Capt. GREANY

21

For Action

TO

(W) For Information (INFO)

Message Instructions

GP

Tn Indc. M.RS (For BUCKLEY)

Originator's No.

Tn 4. Telephone N° Venice 27866 . Can you obtain release for
3 tyres + tubes 400x15 for Fiat 500 .

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS (EXCEPT WIRELESS)

IF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHER

ORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

903

SIGNED

R. Capt. 24/6

SIGNED

Time

System

Op.

TNI or TOR

Time cleared

OV 1000 Wt. 9332 194 2 000 000 Pads. 1/45. E. S. S. 1 to 310745.6

Rome, 11 September 1945.

STATEMENT OF MAJ. W.F. BLAIR, TRANSPORTATION S/O. A.C.
WITH REFERENCE TO ACCIDENT TO AUTO AC VIII No 28.

On Friday 7 Sept 45 I proceeded from Florence to Rome in the above auto carrying out instructions contained in Hq. A.C. Special Order No 233 dated 27 Aug 45. Driver Petrillo, Domenico, identification number 56062, an Italian soldier.

Arrived at Flora Hotel in Rome about 1730 hrs and as the car had given much trouble instructed the driver to put the car in the Super Garage for repairs to clutch, electric connections and an oil leakage.

On Sunday 9 Sept 45 my driver reported to me at the Flora Hotel that he and a mechanic named Trifelli from the Super Garage, had taken the car out on Saturday night to test it and had been run into by an American truck which had damaged the car to a very great extent. The car had been brought back to the garage.

On Monday the driver and mechanic gave statements which are included in the accident report now in possession of G-4.

W. F. Blair, Major
W.F. BLAIR, Major

Accidents No. 0/1

Telephone No. 27866.

Tn; Sub-Commission,

VENICE Branch, Civil Eng. Section.

O/O A.M.G. VENICE.

Date 23rd. July. 45.

Reference Conversation

22nd July 45.

To:- R.C.E.(V)

S.A.E.C.

U.D.F.

From:- Capt. M.P.M. GREANY, R.E.

Tn. SUB-COMMISSION.

Subject:- Minor Repairs.

1. The Traffic Officer, 190, Railway Operating Coy., R.E. has seen me to-day in connection with a derailment at 6 B.S.D. It is reported that two sleepers were burnt at 6 B.S.D. and this damage caused the rails to spread when a rake of wagons was passing over causing two wagons to be derailed.
2. The Traffic Officer asked the SGT i/c to replace the burnt sleepers and repair the track so that the work may continue, this N.C.O. replied that the sanction of the R.C.E. was the primary requirement.
3. There may be some misunderstanding on the part of this N.C.O. and I shall be glad of a ruling from you on this matter of minor repairs following accidents and derailments to avoid similar delays

existing

PETER GREANY CAPT. RE.

TN. SUB-COMMISSION.

901

Copy Traffic Officer

190 Ry. Operating Coy. RE.

22nd July 45.

To:- R.C.E.(V)
S.A.E.C.
U.B.F.

From:- Capt. M.P.M. GREANY, R.E.
Tn. SUB-COMMISSION.

Subject:- Minor Repairs.

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3. There may be some misunderstanding on the part of this N.C.O. and I shall be glad of a ruling from you on this matter of Minor Repairs following accidents and derailments to avoid similar delays arising.


~~PETER GREANY CAPT. RE.~~

TN. SUB-COMMISSION.

901

Copy Traffic Officer
190 Ry. Operating Coy. RE.

Nº Winter Works 11/1

VEN. SUB-COMMISSION,
VENICE Branch, Civil Eng. Section
C/O, A.M.G. VENICE.
Tel. N° Venice 27866

23 July 45

Te Sezione Lavori Ferrovie Stato Venezia
Trieste
Verona

Subject: Estimates for permanent repairs.

- 1- Dove sono necessarie d'urgenza riparazioni di carattere permanente, così come dove le linee che sono state ora in lavoro devono essere rese sicure per l' inverno, si può intraprendere subito il lavoro e sottoporre più tardi i preventivi.
- 2- Quando i preventivi sono stati preparati prego sottoporli al el Capo Sezione Ing. LO Cigne al più presto possibile, inviando una copia a me per conoscenza.


PETER CREAMY Capt R.E.
The Sub-Commission, Venice.

Copy

AHS/em

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

Tel 843239
Ref : AC/Tn/44/33 C.M.

14th July 1945

SUBJECT : Estimates for Permanent repairs.

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

1. So far no estimates have been received for permanent repairs to the railways in the North of Italy.
2. It is essential that estimates be submitted as soon as possible for all repairs of a permanent nature.
3. Where permanent repairs are required urgently, so as to make the lines safe for the winter, the works can be put in hand at once and estimates submitted later.
4. Please instruct Capi Lavori in your division to submit to the Capo Sezione Eng. Lo Cigno estimates at the earliest possible date.

899

A.H. Street Major
A.H. STREET, Major.

Copy to : Eng. Lo Cigno.
Planning Staff.

Attach to file winter works

AHS/ em

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

Tel : 843239
Ref : AG/Tn/71/1 C.E.

11th July 1945

SUBJECT : Winterization programme.

TO : Eng. Lo Cigno
Chief of Works Service

1. Attached is list of Works, as far as known at present, which require to be permanently repaired before the winter.
2. Please issue instructions that permanent repairs, if not already started, are to be put in hand at once.
3. Estimates where already not supplied must be submitted for each line so that financial can be obtained.
4. These works are to be treated as Priority I and take precedence over all work not being carried out by military organizations.
5. As it is possible that certain works, requiring permanent repair before the winter have been omitted, please arrange for the chief of works section for each division, in conjunction with A.C. Rail engineers to submit a supplementary list.
6. This must be treated as urgent.

For the Director.

893

*Mr. Peretti
which if any
are in the Venice
and Trieste Comandante*

Copy to : Major Buckley
Major Mole
Capt. Conway
Mr. Richard

*Capt Conway
Greeny*

A.H. Street Major
A.H. STREET, Major.

1576

WINTERIZATION PROGRAMME

Line 86	(South)	Ofanto-Bridge
Line 65		Essano Bridge
Line 65		Rio Torto Viaduct
Line 50		Dispenza Bridge
Line 86	(Central)	Tronto Bridge
Line 86	(North)	Esino Bridge
Line 86	(North)	Metauro Bridge
Line 87		Bono Bridge
Line 87		Reconstruction Balduini tunnel
Line 65		Po river Bridge - Piacenza.
Line 69		Po river Bridge - Ostiglia.
Line 72		Isonzo Viaduct.
Line 72		Matissone Viaduct.

Prato-Bologna

Line 65		Canneto tunnel
Line 65		Km. 22+632 Culvert
Line 65		Meretto tunnel
Line 65		Viaduct at Km. 29+455.
Line 65		Castagneto tunnel
Line 65		Reconstruction Viaduct Km. 30+096.
Line 65		Scopeto tunnel
Line 65		Corbino tunnel
Line 65		Viaduct at Km. 34+138.
Line 65		Ferrigola tunnel
Line 65		Construction of retaining wall Km. 34+799
Line 65		Salotto tunnel
Line 65		Xeno river bridge
Line 65		Secchia river bridge
Line 65		Enza river bridge
Line 65		Parma bridge
Line 65		Taro river bridge I.S.R. Contract
Line 65		Arda river bridge
Line 65		Mure river bridge
Line 65		Ticino river bridge
Line 61		Po river bridge
Line 61		Staffora river bridge
Line 51		Curone river bridge
Line 61		Scrivia river bridge
Line 61 & 66		Adda river bridge
Line 160		Bridge at Roveto
Line 53		Bridge over river Mincio I.S.R.
Line 53		Ponte S. Marco river Chiess
Line 53		Viaduct at Legnano

Po river Bridge - Ostiglia.
 Isone Viaduct.
 Matigone Viaduct.

Prato-Bologna

Line 65	Canneto tunnel
Line 65	Km. 22+632 Culvert
Line 65	Meretto tunnel
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Line 65	Cestagnato tunnel
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Line 65	Secchia river bridge
Line 65	Enza river bridge
Line 65	Parma bridge
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Line 65	Arda river bridge
Line 65	Mure river bridge
Line 61	Ticino river bridge
Line 61	Po river bridge
Line 61	Staffora river bridge
Line 61	Curone river bridge
Line 61 & 66	Serivia river bridge
Line 160	Adda river bridge
Line 53	Bridge at Roveto
Line 53	Bridge over river Mincio I.S.R.
Line 53	Ponte S. Marco river Chiese
Line 53	Viaduct at Pesenano
Line 66	river Trebbia near Viacenza.

897

15781

Comments of Major W.F. BLAIR. On proposal
of Prov. Commr., Belluno Province.
His letter R XII /Bel / 64 / dated 17th September, 45.

1. Trains are now running Treviso to Busche. Between Busche and Sedico (11+386 km) there are three breaks. Four arches of the 9 Arch Bridge over the River Viere (Km 62+399), eight arches of the 9 Arch Bridge over the River Cordevole (Km 72+434) and one small underpass (Km 72+633). Projects are being prepared for the repair of all three but no target date is set. If a transfer was to be made around these it would appear to be 10 Km long. Another factor, of course, is where the power is located north of the break.
2. It is estimated that temporary repairs will be completed on the bridge over the River Meschia near Vittorio Veneto by 15 December 1945 which will permit trains to operate Treviso to Belluno. Line Belluno to Calalzo has four breaks final target date of temporary repairs to this section 15 Dec. 45. Contracts have been let for all four.

W. F. Blair, Major
W.F. BLAIR, Major
Tn Sub-Commission A.C.
Venice

To Regional Tn Officer
Venezia Region
Padova.

1 st October, 1945.

895

1579

Tn SUB-COMMISSION A. C.

V E N I C E

Tn Sub-Comm. H (Tel. 27866)

RAIL SEC

CARE TO MAIN HOME

22th September 1945

Report on Erection of Military Buildings on
Railway Property at Padua.

1. On 22th September 1945 Ing. Peretti, Capo Sezione Lavori, Venice asked that pressure be exerted by this Sub-Commission to have the work of erecting Military Huts on the station premises at Padua stopped.
2. Major Ward Commanding 189 Ry Operating Coy - the only representative of MRS in this area - was asked, by the writer, to lend his support but he replied that the work had already been approved by M R S as represented, at the time the work was proposed, by the O C 190 Ry Operating Coy. But he provided a blue print of the approved work and suggested that anything beyond that might be stopped.
3. The writer, accompanied by Ing. Peretti, visited Padua and contacted Capt. Battye of 367 Work Sec. RM who is in charge of the work. The D C R E was away.
4. Capt. Soulsby explained that the work consisted of the erection of cookhouse, latrines and ablutions for the accommodation of troops being redeployed and was of a first priority nature, completion date 15th October and was too far advanced to make any changes in siting. Also time would not permit of any alteration.
5. Part of the proposed work occupies the site of a demolished magazine which the I.S.R. already have appropriations for reconstruction.
6. In view of the urgency of the work also the advanced stages of construction and the fact that there are other magazines close by, it is suggested that no further action be taken by this Sub-Comm. Ing. Peretti has been advised accordingly.
7. It is, however, suggested that before any future military erections on railway property is approved by M R S that the I S R officials concerned be consulted when agreements as to siting could no doubt be reached.

W. F. Blair, Major
Tn S/ e A.C. Rail Sec. 893

Copies Senior Tn Officer, Venice Region
Capt. Ward 189 R.O. Coy., Venice
Ing. Peretti, Capo Sezione Lavori, Venice
File

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Copies Senior Tn Officer, Venice Region
Capt. Ward 189 R.O. Coy., Venice
Ing. Peretti, Capo Sezione Lavori, Venice
File

Tn S/ e A.C. Rail Sec.
W. F. BLAIR, Major

895

To SUB-COMMISSION A C
 Capo A M G Venice
 Tel. 27866

22th September 1945

AL. TN/V 12

Subject : Military Buildings on Railway Property.

To - Capt. Woodrow
 Gov. and Tn
 Bologna.

1. The Italian State Railways, Venice wish to re-construct the Padova station buildings which were partly demolished by war operations.
2. On the site of one of these buildings a huts has been erected for your R.T.O. .
3. If a suitable alternative site could be agreed upon would you be agreeable to having it moved.

W. F. Blair, Major

W. F. BLAIR, Major
 Tn A.C. Venice.

894

Copies Tn Sub-Comm A.C. Rail Sec. ROMA
 Senior Tn Officer A M G Venice ROG
 Capo Sezione Lavori I.S.R. Venice
 ✓ File

Tn Sub-Commission

Rail Section

Venice

Tel. 27866

24th September 45

AC/TN/V 12

Subject : Line Rovigo-Ferrara

To Tn Sub-Commission AC

Rail Section

Care Tn Main Rome.

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

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

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

which will delay completion until 15 December 45.

W. P. Blair for Moss-Blair

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

1. Pursuant to the request Moss-Blair to look into the report that M.R.S. has stopped reconstruction of the line Rovigo-Ferrara, the writer visited Rovigo 24th September 45 and interviewed Assistant Zennaro of the Works Section I.S.R. .M.R.S. is not represented there neither is Mov. and Tn. 558 work Sec. RE have moved away so had no other source of information than Zennaro.
2. The section of the line between Stanghella and Rovigo was used as a highway starting in May but now that the Main high way is repaired and a Bailey bridge erected over the River Adige, all traffic is being routed via Main road. Signs are still up showing the railway as Route 16 but other signs at Stanghella and Rovigo direct all traffic via Main highway and little if any is now moving via the railway.
3. Zennaro informs me that work on section Monselies to the Po is being carried out but there are five bridges requiring half a million brick, which are procurable in the area,

which will delay completion until 15 December 45.

W. J. H. Blair, Major

Venice

893

NEW YORK 2200 1 QVR 1 23
FROM TN/AC/RAILS MILAN 21515A
TO MAJOR BLAIR TN/AC/RAILS C/O IN SIGS. AEMLOT
INFO. LIEUT. BROWN C/O IN SIGS. BOLOGNA
GR 27
0.118. FERRARA TO ROVIGO. PART VENICE PART BOLOGNA
COUNT. VISIT AND SEND REPORT TO NO ISS. HIGH WORK TO PROCEED ROVIGO
LUFORANT AREA.
STREET INFORMED FOR NOSS.
BT 211515A
SENT SEP 1600 AR K
RD NO 53 IN HQ REPORT X
REPORT TO HQ
RD NO 53 X

892

1. Main Line.

- a) TREVISO - VITTORIO VENETO - PONTE NELLE ALPI thence one line to BELLUNO - BRIBANO - BUSCHE - FELTRE and the line to CALALZO.
- b) TREVISO - FELTRE thence BELLUNO as in (a) above, are both steam driven.

2. Branch lines.

- A) CALALZO - CORTINA D'AMPEZZO - BRUNICO connecting with 1 (a) above at CALALZO.
- b) BRIBANO - LAS - AGORDO connecting with 1 (a) above at BRIBANO (also 1 (b) above at BRIBANO).

These are both electrically driven and are now working.

3. Obstructions to running.

- a) Line 1 (a).

(i) Large bridge at SAVASO, 3 Km North of VITTORIO VENETO, a big job to repair.

(ii) Small bridge at SMOA about 5 Km South of PONTE NELLE ALPI.

Above are the only blocks to rail communication between CONEGLIANO (VENICE - UDINE line) and BELLUNO and then on to BRIBANO and the terminus of the Bribano - Agordo line.

(iii) Two or three small bridges between PONTE NELLE ALPI and LONGARONE, none of these are big jobs. Repair of these puts line through to CALALZO where it links with 2 (a).

- b) Line 1 (b) between TREVISO - FELTRE.

Piver bridge at PIVER B 4004

- c) Lines 1 (a) and 1 (b) between BELLUNO and FELTRE.

(i) Road cum Railway bridge at BRIBANO B 5125, a long stretch but very little height. 3 months work to repair.

(ii) High bridge about 1 km from BUSCHE. 3 months work to repair.

NOTE.

The bridge at BRIBANO is on the FELTRE side of the terminus of the BRIBANO - AGORDO line.

4. Necessity for Rail Communication. - Railway is needed for carriage of goods as follows :-

- a) Food. - Belluno, Feltre, Cortina D'Ampezzo, Fieve di Cadore and Agordo are our main food distribution centres.

Belluno is on the VITTORIO VENETO line

3. Obstructions to running.

a) Line 1 (a).

(i) Large bridge at SAVASO, 5 Km North of VITTORIO VENETO, a big job to repair.

(ii) Small bridge at SECA about 5 Km South of PONTE NELLE ALPI.

Above are the only blocks to rail communication between CONEGLIANO (VENICE - UDINE line) and BELLUNO and then on to BRIBANO and the terminus of the Brirano - Agordo line.

(iii) Two or three small bridges between PONTE NELLE ALPI and LONGARONE, none of these are big jobs. Repair of these puts line through to CALALZO where it links with 2 (a).

b) Line 1 (b) between TREVISO - FELTRE.

River bridge at FEMER B 4004.

c) Lines 1 (a) and 1 (b) between BELLUNO and FELTRE.

(i) Road over Railway bridge at BRIBANO B 5125, a long stretch but very little height. 3 months work to repair.

(ii) High bridge about 1 km from BUSCHE. 3 months work to repair.

NOTE.

The bridge at BRIBANO is on the FELTRE side of the terminus of the BRIBANO - AGORDO line.

4. Necessity for Rail Communication. - Railway is needed for carriage of goods as follows :-

a) Food. - Belluno, Feltre, Cortina D'Ampezzo, Pieve di Cadore and Agordo are our main food distribution centres.

Belluno is on the VITTORIO VENETO line.

PIEVE DI CADORE and CORTINA D'AMPEZZO are both on the CALALZO - CORTINA - BRUNICO line which connects at CALALZO with the VITTORIO VENETO line.

AGORDO is on the BRIBANO - AGORDO line which also can be used as soon as the VITTORIO VENETO line is through.

b) Exports.-

(i) Wood - mostly on the East side of the Province or thru Agordo and so on to the BELLUNO - VITTORIO VENETO line.

- (ii) Cement - From CALALZO - VITTORIO VENETO - BELLUNO side.
- (iii) Ammonia - From MAS on the ERIBANO - AGORDO line and thence to BELLUNO.
- (iv) Pyrites - As for Ammonia.
- (v) Leather - from Belluno
- (vi) Beer - From PORDENONE, on the FELTRE - TREVISO line.

5. From the above it will be seen that :

- a) If we get the VITTORIO VENETO - BELLUNO line going we can feed by rail all the Province except the Communes (14) whose distributing centre is FELTRE and get away all our exports barring Beer.
 - b) If we get TREVISO - FELTRE line only going we can feed only Communes fed from FELTRE and export by rail our Beer only.
 - c) The biggest job is repair of the two bridges that are not vital as the ERIBANO bridge and the BUSCHE bridge. Each will take 3 to 4 months.
- If we get both the other lines going and leave repair of these two bridges we can feed the Province and get away all our exports.

6. Recommendation.

I) Repair following bridges :

Bridge and Location	line	Estimated time
Savasso (B 6725)	VITTORIO VENETO BELLUNO	3 to 4 months.
Seca (B 6829)	do	14 days.
Ponte nelle Alpi (B 6833)	do	1 month at the most.
Fener (B 4005)	TREVISO - FELTRE	1 month

Above will give communication to BELLUNO, FELTRE, AGORDO.

II) Repair of two small bridges about B6737 and B6739 will give communication to CALALZO 7463 and thence to CORTINA D'AMPEZZO and BRUNICO

Tn. Sub-Commission,
VENICE Branch, Civil Eng. Section
C/O, A.M.G. VENICE
Tel. N° Venice 27866

28/2 12/3

Alla Direzione Tecnica della Sec. Ferrovie "Veneta"

Padova Via Eremitani 8

Rifer. Nostro lett. 12/2 del 26 Luglio 45

Data l' imprevvisa partenza del cap. GREANY
chiamato a Roma per servizio l'appuntamento di cui alla lettera
succitata deve ritenersi rimandato.

Vi terremo informati appena il capitano farà ritorno
in sede.

d' ordine del

PETER GREANY Capt. R. E.
Tn Sub-Commission, VENICE

12/2
TW Sub-Commission,
VENICE Branch, Civil Eng. Section
C.O. A.M.G. VENICE
Tel. N° Venice 27866

Alla Direzione Tecnica della Sec. Ferrovie "Veneta"

Padova Via Eremitani 8

Dal Cap. P. GREANY RE Settecomm. Trasporti

Comp. Ferr. Stato Venezia

Ogg. Laveri ripristino vostre linee

Rifer. Vostra 2163/D/45

Sono entrate in possesso della vostra lettera
di cui sopra ed intendo esaminare personalmente la situazione
che voi avete esposto discutendola con un vostro rappresentan-
te

Attenderò pertanto un vostro incaricato a cono-
scenza di tutti i particolari tecnici delle linee e dei lave-
ri da intraprendersi, il giorno 4 Agosto alle ore 1030 nel mie
ufficio in Venezia presso il Compartimento delle Ferrovie del-
le State, per un' esame dei vostri progetti relativi al ripristi-
no degli impianti ferroviari di vostra proprietà.

Peter Greany
PETER GREANY Capt. RE

Tn Sub-Commission Venice.

26^a July 45

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I. S. R.
Capo Compartiment Venice

Venice 23/7/45

To Capt. GREANY

The line Padova-Mestre of the Veneta private company must be considered very important for the economy of the region either for the connection between Padova and Venice or for the movement of workmen flowing to Mestre or to Padua

This will be until the I.S.R trains will run again between Padua and Mestre.

The other line Padova - Bagnoli follows the first for importance.

Dr BAZAN

Temporary Capo Compartimento

*See date for Sat 4 Aug.
at 10.30 AM.*

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FERROVIE DELLO STATO
IL CAPO COMPARTIMENTO

VENEZIA 23/11/1945

Sr. Cap. GREANY
Sottocomm. Trasporti

12/1

Pur non avendone una precisa conoscenza, trattandosi di linea esercita da Società Privata, il sottoscritto ritiene che fino a quando non verrà ristabilita la circolazione dei treni delle Ferrovie dello Stato fra Venezia e Padova, la linea Padova-Mestre (dell'anzidetta Società Privata) sia da considerarsi importantissima ai fini della economia della Regione, sia per il collegamento fra i centri di Padova e Venezia, sia per il movimento degli operai affluenti a Mestre ed a Padova.

Ad essa linea può far seguito quella di Padova-Bagnoli.-

= All. 2 =



IL CAPO COMPARTIMENTO REGGENTE

888

Translation.

To Col. Mo. Cleary.

As it is noted to the S.V. Italia that our Society has already in question a group of lines PADOVA - FIORE; PADOVA - BAGNOLI & PADUA - MESTRE - VENEZIA.

The PADOVA line - FIORE is completely efficient and the service proceeds in a regular way.

The PADUA line - BAGNOLI is interrupted at the bridge of CAGNOLA and the service runs with a series of transfers. The works and repairs have already been started on in

result to the authorization having been given by that honourable Command.

The PADOVA line - MESTRE - VENEZIA that is the most important being for its extension or for centres travelled across, that joins the two main territories PADOVA, VENEZIA, being actually interrupted at Cossello 7 cause of the collapse of the metallic rafters on BRESCIA.

The service takes place with transfers, but the material that remained on the other side of the bridge is absolutely insufficient for the traffic of the line.

We have no possibility to send other material for reserve, and the difficulties to provide the expedition of parts of exchange for the necessary repairs in case of breakdowns or damages, they are enormously grave for the great want of means, on the other side of the bridge there is a necessity for an office conveniently equipped.

The influence of the public with the changing of the season will tend to intensify and the service every day is assuming a major gravity.

The inconveniences that are due to the deficiency of the material is repeated in a very impressing way.

And to keep present that besides the normal quantity of passengers common to all the lines, on the PADOVA - VENEZIA there is that of the workmen, ascending to some thousands of persons, that go daily to different localities of the river to the dock yards and timber sheds at MESTRE.

We can verify scenes of impressing desperate excitement and fury to obtain a place on the train, those that cannot get in to the carriages hang on to the doors and climb on to the top near the electric current, provoking horror stricken electric shocks with deadly consequences to these imprudent mass of people. We have that in these days that for such cause there has

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The Padova line - Pieve is completely efficient and the service proceeds in a regular way.

The Padua line - Bagnoli is interrupted at the bridge of Cagnola and the service runs with a series of transfers. The works and repairs have already been started on in result to the authorisation having been given by that Honorable Command.

The Padova line - Mestre - Venezia that is the most important being for its extension or for centres travelled across, that joins the two main territories Padova, Venezia, being actually interrupted at Cosello 7 cause of the collapse of the metallic rafters on BREMA.

The service takes place with transfers, but the material that remained on the other side of the bridge is absolutely insufficient for the traffic of the line.

We have no possibility to send other material for reserve, and the difficulties to provide the expedition of parts of exchange for the necessary repairs in case of breakdowns or damages, they are enormously grave for the great want of means, on the other side of the bridge there is a necessity for an office conveniently equipped.

The influence of the public with the changing of the season will tend to intensify and the service every day is assuming a major gravity.

The inconveniences that are due to the deficiency of the material is repeated in a very impressing way.

And to keep present that besides the normal quantity of passengers common to all the lines, on the Padova - Venezia there is that of the workmen, ascending to some extent of persons, that go daily to different localities of the river to the dock yards and timber sheds at Mestre.

We can verify scenes of impressing desperate excitement and fury to obtain a place on the train, those that cannot get in to the carriages hang on to the doors and climb on to the top near the electric current, provoking horror stricken electric shocks with deadly consequences to these imprudent mass of people. In fact we make known that in these days that for such cause there has already been three victims.

Our staff is not in grade to oppose to the tide of people that are deaf to every warning that is made to them;

It happens frequently that groups of violent people

throw out of the carriages/ others so they can occupy the places themselves obstructing the movement of the train and preventing the departure with all these obstacles.

This tragic situation for itself becomes absolutely undesirable when for reasons of breakdowns the people want another train to be replaced until that one can be repaired.

The numerous amount of workmen that have to go to work and remain without his necessary means of transport, does no longer reason, and abandons himself at every excess.

It is necessary, for has much as has been said to provide in a way to cease such a state of things that always become more critical, and such could be obtained by giving immediate initiatives to the work of the reconstruction of the bridge in a way to connect the line to its basis, to its depot, and to permit the rapid exchange of the material necessary.

The people of PADOVA (Civil Command) has already ultimatum and presented to that Hon. Command the project for approval.

It results however that this demand should be sent to Rome for its definitive approval.

This procedure will take a great length of time, while the facts are so desperate that it is not possible for any further hesitation.

We therefore apply to the S.V. Illma so that the question may be examined and taken to heart, disposing for the immediate procedure to this operation that cannot be delayed not even for a single day, more so that

if we should wait any longer those materials for the reconstruction would be no longer available, as for the Cement that for still little time the CIVIC

CIVILE would be in grade to find dispositions.

~~etc~~

With distinct respects.

The Technical Director.



SOCIETÀ VENETA

PER COSTRUZIONE ED ESERCIZIO DI FERROVIE SECONDARIE ITALIANE

ANONIMA CON SEDE IN PADOVA - CAPITALE L. 24.000.000 VERSATO

DIREZIONE
VIA EREMITANI, 9

PADOVA
CASSELLA POST. N. 279
Telegr. COSTRUZIONI
PADOVA

C.P.C. PADOVA N. 8761
C.C. POSTALE N. 91202

M. G. Venezia Provincia di

Capt. Greany R.E.

Ill.mo Sig. Governatore M.A.G.

Vs.

Data Rec. d. 19.7.45

Ns. 2163/D/45

V e n e z i a

Padova

15 Luglio 1945

Come è noto alla S.V. Ill.ma la nostra Società ha in gestione il gruppo delle linee Padova - Piove; Padova - Bagnoli e Padova - Mestre - Venezia.

La linea Padova - Piove è completamente efficiente e il servizio si svolge in modo regolare.

La linea Padova - Bagnoli è interrotta al Ponte di Cagnola, e il servizio si effettua attualmente con trasbordo; sono stati già iniziati i lavori di riparazione al ponte in seguito alla autorizzazione data da codesto On. Comando.

La linea Padova - Mestre - Venezia che è la più importante sia per la sua estensione, sia per i centri attraversati, che congiunge ai due capi luoghi Padova, Venezia, trovatisi attualmente interrotta a Casello 7 per il crollo della travata metallica sul Brenta.

Il servizio si svolge con trasbordo, ma il materiale rimasto al di là del ponte è assolutamente insufficiente a smaltire il traffico della linea.

Non abbiamo nessuna possibilità di mandare dell'altro materiale di riserva, e le difficoltà di provenire all'invio di pezzi di

V e n e z i a

Ns 2163/D/45

Padova 16 Luglio 1945

Come è noto alla S.V. Ill.ma la nostra Società ha in gestione il gruppo delle linee Padova - Piove; Padova - Bagnoli e Padova - Mestre - Venezia.

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Il servizio si svolge con trasbordo, ma il materiale rimasto al di là del ponte è assolutamente insufficiente a smaltire il traffico della linea.

Non abbiamo nessuna possibilità di mandare dell'altro materiale di riserva, e le difficoltà di provvedere all'invio di pezzi di ricambio e alle necessarie riparazioni, in caso di guasti, sono enor-

Fervida Venezia Padova

(2)

Seguito della lettera RI 33/D/45 del 15 luglio 1945

mente gravi per la mancanza, al di là del ponte, di un'officina convenientemente attrezzata.

L'affluenza del pubblico con l'inoltarsi della stagione tenderà ad intensificarsi e il servizio va ogni giorno assumendo una maggiore gravità.

Gli inconvenienti dovuti dalla deficienza del materiale si ripetono in modo veramente impressionante.

E' da tener presente che oltre alla normale massa di viaggiatori comuni a tutte le linee, sulla Padova - Venezia c'è quella degli operai, ascendente a più di qualche migliaio di persone, che si reca giornalmente dalle diverse località della Riviera ai Cantieri di Mestre.

Si verificano scene di impressionante accanimento per riuscire a procurarsi un posto sui treni; quelli che non possono salire sulle vetture si aggrappano ai respingenti, alle porte, si arrampicano sui coperti, si accostano alle prese di corrente, provocando raccepricianti corti circuiti con conseguenze letali per gli imprudenti.

Difatti, dobbiamo in questi giorni lamentare per tali cause ² vite.

Il nostro personale non è in grado di opporsi alle marea che lo investe e che è sorda ad ogni raccomandazione e intimazione.

Avviene spesso che gruppi di violenti gettano fuori della vettura gli altri per occuparne il posto; ostruiscono la marcia del treno e ne impediscono la partenza con massi ed ostacoli.

mamente gravi per la mancanza, al di là del ponte, di un'officina convenientemente attrezzata.

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Difatti, dobbiamo in questi giorni lamentare per tali cause ^{che} ~~che~~ vite.

Il nostro personale non è in grado di opporsi alla marea che lo investe e che è sorda ad ogni raccomandazione e intimaione.

Avviene spesso che gruppi di violenti gettano fuori della vettura gli altri per occuparne il posto; ostruiscono la marcia del treno e ne impediscono la partenza con massi ed ostacoli.

La situazione tragica per se stessa, diventa assolutamente indescrivibile.

Società Veneta Padova

(3)

Segue della lettera N. 2163/D/45 del 16 Luglio 1945

bile quando per guasti al materiale viene soppresso qualche treno fino a riparazione avvenuta.

La massa di operai che deve recarsi al lavoro e rimane quindi priva del necessario mezzo di trasporto, non ragiona più, e si abbandona ad ogni eccesso.

E' necessario, per quanto esposto, provvedere a far cessare tale stato di cose che diventa sempre più critico, e ciò potrà ottenersi dando immediatamente inizio ai lavori di ricostruzione del ponte in modo da collegare la linea alle sue basi, al suo deposito, e permettere il rapido scambio del materiale occorrente.

Il Genio Civile di Padova ha già ultimato e presentato a codesto On. Comando, per l'approvazione, il progetto.

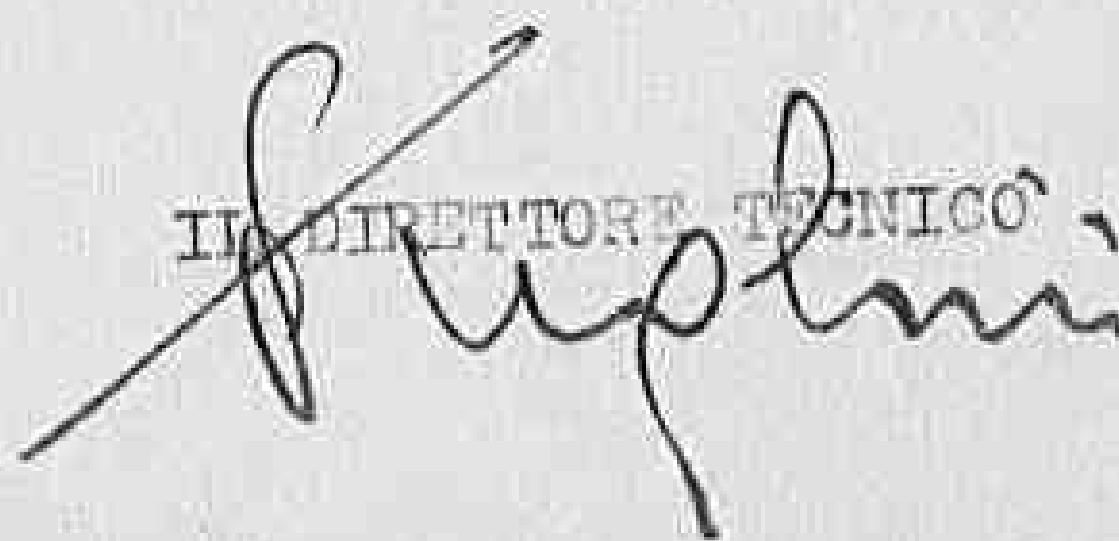
Da quanto ci risulta esso dovrebbe essere inoltrato a Roma per la sua definitiva convalida approvazione.

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questa procedura esigerà purtroppo un notevolissimo tempo, mentre i fatti sono così gravi che non è possibile ulteriore indugio.

Ricorriamo quindi alla S.V. Ill.ma perchè voglia esaminare e prendere a cuore questa questione, disponendo che si proceda immediatamente al ripristino di un'opera che non può essere protratta neanche di un solo giorno, tanto più che aspettando ancora, verrebbero a mancare quei materiali per la ricostruzione, quali il cemento, che ancora per poco tempo il Genio Civile sarebbe in grado di trovare a disposizione.

Con i più distinti ossequi.

IL DIRETTORE TECNICO



12/1

Cap. GREANY
Settecomm. Trasporti

Al Capo Compartimento FS Venezia

La unita lettera ~~mi~~ è stata inviata a me e pertanto vi
prego farmi avere le vostre osservazioni riguardo a :

- a- L' importanza delle linee
- b- Il grado di priorità che dovrebbe essere dato nella
ricostruzione.

Ph 21 July 45

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24 T 30
25 D 31
26 S 1
27 S 2
28 S 3

ARMY FORM 02188 (Smt)			MESSAGE FORM		Register No.
Call	Srl. No.	Priority	Transmission Instructions		
ABOVE THIS LINE FOR SIGNALS USE ONLY					
FROM (A)	Originator	Date-Time of Origin	OFFICE DATE STAMP		
	MAJOR BLAIR TN SIGS VENICE	20			
	For Action				
	MAJOR BUCKLEY TN / AC / RAIL				
TO	CARE MRS ELO 59 AREA				
	(W) For Information (INFO)				
			- Message Instructions - GR -		
Originator's No. <u>PESTD 0 MOSS STATED MRS STOPPED</u>					
<u>REPAIR WORK FERRARA TO ROVIGO 0 ASKED</u>					
<u>ME TO SEE MRS FOR AUTHORITY TO PROCEED</u>					
<u>0 BELIEVE THIS SECTION IN VERONA COMPT 0</u>					
<u>MRS HERE SAY NOT IN THEIR AREA 0 DO YOU</u>					
<u>WISH ME TO VISIT ROVIGO 0 TEL 27866 0</u>					
THIS MESSAGE MAY BE SENT AS WRITTEN BY ANY MEANS EXCEPT WIRELESS			IF LIABLE TO BE INTERCEPTED OR TO FALL INTO ENEMY HANDS THIS MESSAGE MUST BE SENT IN CODE		
ORIGINATOR'S INSTRUCTIONS DELETED					
Signed <u>W F Blair</u> Major			879		
SIGNED			SIGNED		

P.S.S./B/B20 100 M x 100 / 8-44

Confirmation



LRJA V MAAR 132155
 FROM BUCKLEY TN/AC RAILS AREA C/O M R S FLO 59 AREA 131753
 TO MAJOR BLAIR AC/TM/RAILS C/O M R S VENICE
 CEX GR 31 BT
 8133 BESTD OSTIGLIA BRIDGE CONTACT FERROBETO N VENICE SAN
 CANGIANO NUMBER 5021 RNT EXPRESS TELEGRAM EX-RONE . CONFIRM
 VEHICLE AUGUSTA READY FOR COLLECTION MONDAY NEXT . REPLY
 BY SIG STATE DIFFICULTIES IF ANY
 BY 1745

Phone:
20604

DNA E X
~~ARMED COLLECTION LINE~~

~~AND SIG LINE~~

PD EN 0740 KKH

[Handwritten signatures and initials]

*Capt. [unclear]
 Capt. 878
 15-0*

Nº 21/1

Mittente: Cap. P. JREANY RE
Settocommissione Trasporti
Sezione Ingegneria Civile

Al Capo Compartimento F.S. Trieste

- 1- Io ho aperto un ufficio a Venezia per conto della Sette-
commissione Alleata, Sezione Ingegneria Civile Ramo Ferrovie
con l'incarico di assistere le vostre Sezioni Lavori nella ricostru-
zione degli impianti ferroviari nel vostro Compartimento.
- 2- Gradirei mi preparaste uno " Stato di consistenza delle
linee " come quello allegato relativo al Compartimento da Venezia
usando gli stessi colori.
- 3- Io avrò il piacere di passare da voi e dalla vostra Sezione
Lavori per entrare in contatto personale. Nel frattempo se c'è
qualcosa in cui posso aiutarvi vi prego di chiamarmi al telefono, il
mio numero è Venezia 27866

Trad. Re

.....Capt. RE
for Tm- Sub-Commission
Civil Eng. Section Rail Branch

19 July 45

P.S. Urgente. In seguito a richiesta telegrafica da Roma
vi prego farmi pervenire al più presto tramite l' HQ 2 Rly
Op Group un elenco dettagliato di tutti i materiali occorren-
ti per l'esercizio invernale delle vostre linee (Vomeri per
locomotive sale per scambi etc.)

- 1- Io ho aperto ~~un~~ ufficio a Venezia per conto della Spte-commissione Alleata, Sezione Ingegneria Civile Ramo Ferrovie con l'incarico di assistere le vostre Sezioni Lavori nella ricostruzione degli impianti ferroviari nel vostro Compartimento.
- 2- Gradirei mi preparaste uno " Stato di consistenza delle linee " come quello allegato relativo al Compartimento da Venezia usando gli stessi colori.
- 3- Io avrò il piacere di passare da voi e dalla vostra Sezione Lavori per entrare in contatto personale. Nel frattempo se c'è qualcosa in cui posso aiutarvi vi prego di chiamarmi al telefono, il mio numero è Venezia 27866

Trad. *Pa.*

.....Capt. RE
for Tn- Sub-Commission
Civil Eng. Section Rail Branch

19 July 45

P.S. Urgente. In seguito a richiesta telegrafica da Roma vi prego farmi pervenire al più presto tramite 1° HQ 2 Rly Op Group un elenco dettagliato di tutti i materiali occorrenti per l'esercizio invernale delle vostre linee (Vomeri per locomotive sale per scambi etc.)

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RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line No. 53 Vicenza-Venezia

State of work

Job No.	Agency	Location	Description	Size	Progress	Est. of completion
<u>198+976 VICENZA - MESTRE</u>						
AC/53/1014	Andriolo	203+798	Track 3 Arch Bridge (F. Tesina)	Km. 57+463 53.5 m.		31/7/40
AO/53/1015	Basella	223+216	3 Arch. Bridge (F. Brentelle)	20 m.		30/6/40
AO/53/1016	Cestaro Cestaro Mazzacurati	233+454	Steel Bridge Removal steel 3 steel spans Piers and abutments (F. Brenta)	101 m.	70 % 100 %	31/10/40
<u>MESTRE - VENEZIA</u>						
AO/53/1017	—	261+200	Track Arch. Bridge	Km. 9+668 20 m.		

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

State of works as at 30 Sept. 45

Location	Description	Size	Progress	Est. date of completion	Remarks
<u>198+976 VICENZA - MESTRE</u>					
203+798	Track 3 Arch Bridge (F. Tesina)	Km. 57+463 53.5 m.		31/7/46	Temporary Complete for one track <i>contract not awarded</i>
223+216	3 Arch. Bridge (F. Brentelle)	20 m.		30/6/46	Temporary repairs for two tracks <i>awaiting approval</i>
233+454	Steel Bridge Removal steel 3 steel spans	101 m.	70 %	31/10/45	Temporary complete for one track
	Piers and abutments (F. Brenta)		100 %		Completed
<u>MESTRE - VENEZIA</u>					
261+200	Track Arch. Bridge	Km. 9+658 20 m.			Completed single track Other track removed <i>in project</i>

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RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line N° 71 Mestre - UdineState of works no

Job N°.	Agency	Location	Prescription	Size	Progress	Est. date of completion
<u>Mestre - Megliano</u>						
AG/71/1024		Km. 6+691	Track Steel Bridge (P. Dora) 1 steel span Abutment	Km. 9+273 8 m.		
<u>Megliano - Preganziol</u>						
AG/71/1025	S.A.C.A.I.M.	Km. 10+037	Track Steel Bridge (P. Lora) 1 steel span Abutment	Km. 4 8 m.	70 %	30/10/45
<u>Preganziol - Sprebiane</u>						
			Track	Km. 20+830		
<u>Sprebiane - Quasiana</u>						
AG/71/1026	875	Km. 39+297	Track 20 arch Bridge (P. Piave)	Km. 5+300 400 m.		

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

State of works as at 30 Sept. 45

no

Location	Prescription	Size	Progress	Est. date of completion	Remarks
<u>Mezère - Meglins</u>					
Km. 6+691	Track	Km. 9+273			Double track completed
	Steel Bridge (F. Dess) 1 steel span abutment	8 m.			temporary repairs completed No project for permanent repairs
<u>Meglins - Premansiel</u>					
Km. 10+097	Track	Km. 4			Completed single track
	Steel Bridge (F. Ezre) 1 steel span Abutment	8 m.	70 %	30/10/45	Completed for single track
<u>Premansiel - Spremsien</u>					
	Track	Km. 20+830			Double track completed
<u>Spremsien - Guesgans</u>					
Km. 39+297	Track	Km. 5+300			Completed for single track
	20 arch Bridge (F. Flave)	400 m.			Temporary repaired single track awaiting approval of project

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSIONLine No. 71 Neatre - UdineState of works as at

Job No.	Agency	Location	Description	Size	Progress	Est. date of completion
				<u>Susegana - Biadene</u>		
AC/71/1027	I.S.R. F.D.R.	Km.45+113	Track 4 Culverts	Km.24+940 Average 4 m.		
			Steel Bridge 1 steel span	12 m.		
				<u>Biadene - P. Nev.</u>		
AC/71/1028		Km.45+264	Track 1 arch Bridge	Km.		
				<u>P. Nev. - Portenone</u>		
			Track	Km. 22		
				<u>Portenone - Casazza</u>		
AC/71/1029	S.A.B.C.	Km.83+844	Track 8 arch Bridge (P. Madonna)	Km.15+100 160 m.		

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RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line		State of works as at <u>30 Sept 45</u>			
Location	Description	Size	Progress	Est. date of completion	Remarks
<u>Sugawana - Sacile</u>					
	Track	Km. 24+940			Completed double track
	4 Culverts	Average 4 m.			
45-113	Steel Bridge				Temporary repairs on track
	1 steel span	12 m.			no project for permanent repair
<u>Sacile - P. Nov.</u>					
	Track	Km.			Contract not awarded
45-264	1 arch Bridge				Temporary repairs completed one track
<u>P. Nov. - Perdenone</u>					
	Track	Km. 22			Completed double track
<u>Perdenone - Casarsa</u>					
	Track	Km. 13+100			Completed one track
45-344	8 arch Bridge (P. Madonna)	160 m.			Completed for 2 tracks
					no project for 2nd track

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line No. 71 Mestre - Udine

State of works as at .

Job No.	Agency	Location	Description	Size	Progress	Est. date of completion
			<u>Casarsa - F. Tagliamento</u>			
			Track	Km. 5+042		
AO/71/1030	S.A.E.C.	Km.97+954	Steel Bridge (F.Tagliamento) Renval steel 36 steel spans Piers and abutments	763		
			<u>F. Tagliamento to Udine</u>			
			Track	Km. 28+613		

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION
Udine
State of works as at 30 Sept 45

Location	Description	Size	Progress	Est. date of completion	Remarks
<u>Genoa - F. Tagliamento</u>					
	Track	Km. 5+942			Completed double track
Km. 97+954	Steel Bridge (F. Tagliamento) Renval steel 36 steel spans Piers and abutments	763			Temporary repairs completed for one track <i>no project for permanent</i>
<u>F. Tagliamento - Udine</u>					
	Track	Km. 28+613			Completed double track

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line N° 34 Mestre-Portofranco

State of works as at

Job N°.	Agency	Location	Description	Size	Progress	Est. date of completion
<u>Mestre - Fossalta</u>						
			Track	Km. 27+789		
<u>Fossalta - Portofranco</u>						
AG/84/1020		Km. 31+293	Track Steel Bridge (P. Fieve) Removal steel 3 steel spans Piers and abutments	Km. 31+352 132,8 m.		
AG/84/1021		Km. 44+987	Steel Bridge (P. Livana) Removal steel 2 steel span Piers and abutments	97 m.		
AG/84/1022		Km. 48+068	Steel Bridge (Canal Fossan) Removal steel 1 steel span Abutments	32 m.		
AG/84/1023		Km. 57+655	Steel Bridge (P. Reghena) Removal steel 1 steel span Abutments	17 m.		

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RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSIONPortofinoState of works as at 3.1.45

Location	Description	Size	Progress	Est. date of completion	Remarks
<u>Montre - Portofino</u>					
	Track	Km. 27+789			Completed one track 25 Km. second track removed
<u>Portofino - Portofino</u>					
Km. 31+293	Track	Km. 31+392			
	Steel Bridge (P. Pieve)	132.8 m.			
	Removal steel 3 steel spans Piers and abutments				no project
Km. 44+987	Steel Bridge (P. Livensa)				
	Removal steel 2 steel span Piers and abutments	97 m.			no project
Km. 48+088	Steel Bridge (Canal Fosson)				
	Removal steel 1 steel span Abutments	32 m.			no project Completed
Km. 57+655	Steel Bridge (P. Reghena)				
	Removal steel 1 steel span Abutments	17 m.			no project completed

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line B°. 85 P. Po - PadovaState of works as at . . .

Job N°.	Agency	Location	Description	Size	Progress	Est. date of Completion
<u>P. PO - ROVIGO</u>						
			Track	Km. 26+631		
AC/85/1001	Zambellite	60+924	Culvert	2 m.	5%	30/11/45
AC/85/1002	R.C.E. 1	69+803	Steel Bridge (Canal Bianco)	m. 38 + 15		15/12/45
			Removal steel 1 steel span abutments			
<u>ROVIGO - STANGHELLA</u>						
			Track	Km. 6+735		
AC/ 85/1003	Zambellite	79+474	1 Arch. Bridge	m. 3,5		30/11/45
AC/85/1004	"	79+888	1 Arch. Bridge	m. 4,5	5%	30/11/45
AC/85/1005		81+705	Steel bridge (P. Adige)	m. 81		15/12/45
	R.C.E. 1		Removal steel		5%	
	Cistri		3 steel span			
	R.C.E. 1		Piers and abutments			

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Y CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

State of works as at . 30 Sept. 45

Location	Description	Size	Progress	Est. date of Completion	Remarks
	<u>P. PO - ROVIGO</u>				
	Track	Km. 26+651			One track removed 4 Km.
24	Culvert	2 m.	5%	30/11/45	
23	Steel Bridge (Canal Bianco)	m. 38 + 15		15/12/45	
	Removal steel 1 steel span abutments				
	<u>ROVIGO - STANGHELLA</u>				
	Track	Km. 6+735			Double track removed
74	1 Arch. Bridge	m. 3,5		30/11/45	
238	1 Arch. Bridge	m. 4,5	5%	30/11/45	
705	Steel bridge (F. Adige)	m. 81		15/12/45	
	Removal steel		5%		
	3 steel span Piers and abutments				

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSIONLine N°. 85 - F. Po - PadovaState of works as at . . . 30/11/49

Job N°.	Agency	Location	Description	Size	Progress	Est. date of completion
<u>Stanghella - Monselice</u>						
AC/85/1006	Zambellite	86+423	Track 1 Arch Bridge	Em. 14+211 4 m.		30/11/49
AC/85/1007	E.C.E. 1	86+605	Steel Bridge (F. Garsene) Removal steel 1 steel span abutments	29.9 m.		15/12/49
AC/85/1008	R.C.E. 1	98+101	Steel Bridge (Canal Bisatto) Removal steel 1 steel span abutments	18,32 m.		15/12/49

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RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSIONPadovaState of works as at 30 Sept. 45

Location	Description	Size	Progress	Est. date of completion	Remarks
	<u>Stanghella - Menselice</u>				
	Track	Km. 14+211			One track removed 3+600 Km.
86+423	1 Arch Bridge	4 m.		30/11/45	
86+605	Steel Bridge (F. Gersone)	29.9 m.		15/12/45	
	Removal steel 1 steel span abutments				Changing 3 girders
98+101	Steel Bridge (Canal Bisatte)	18.32 m.		15/12/45	
	Removal steel 1 steel span abutments				

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RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSIONState of worksLine N° 85 F. Po - Padova

Job N°.	Agency	Location	Description	Size	Progress	Est. date of completion
<u>Venezia - Padova</u>						
			Track	Km. 22+748		
AC/85/1009	Zambellite	107+500	Tunnel Gattalo	700 m.	2%	30/11/4
AC/85/1010	^{I. S. R.} Zambellite	108+164	Steel Bridge Abutment (F. R. IOT. P. A. 1)	10 m.	40%	30/11/4
AC/85/1011	Zambellite	114+300	1 Arch Bridge	4 m.	40%	30/11/4
AC/85/1012	Zambellite	117+838	Steel Bridge Abutment (F. Bocchiglione 1)	60 m.	?	30/11/4
AC/85/1013	Zambellite	118+063	1 Arch Bridge	4 m.	5%	30/11/4

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RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

State of works as at 30. Sept. 45

Location	Description	Size	Progress	Est. date of completion	Remarks
<u>Monselice - Padova</u>					
	Track	Km. 22+748			Complete for one track One track removed
7+500	Tunnel Gattais	700 m.	20%	30/11/45	4 km. Complete for one track 8 m. repetitive roof
8+164	Steel Bridge Abutment (F. R. 10 T. P. A. 1)	10 m.	40%	30/12/45	
14+300	1 Arch Bridge	4 m.	40%	30/11/45	
17+838	Steel Bridge Abutment (F. Bozzighione 1)	60 m.	?	30/11/45	
18+063	1 Arch Bridge	4 m.	5%	30/11/45	

*Temporary repairs
completed for one track*

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line N°. 165 Rovigo-Chioggia

State of works as

Job N°.	Agency	Location	Description	Size	Progress	Est. date of completion
			<u>ROVIGO - ADRIA</u>			
			Track	Km. 24+558		
			<u>ADRIA - CHIOGGIA</u>			
			Track	Km. 31+235		
AC/165/1018		44+013	Steel Bridge (R. Adige) Removal steel 3 steel spans Piers and abutments	127 m.		
AC/165/1019		52+248	Steel Bridge (R. Brenta) Removal steel 6 steel spans Piers and abutments	185 m.		

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

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

State of works as at 30 Sept 45

Location	Description	Size	Progress	Est. date of completion	Remarks
	<u>ROVIGO - ADRIA</u>				
	Track	Km. 24+550			Complete
	<u>ADRIA - CHIOGGIA</u>				
	Track	Km. 31+239			Reduced to narrow gauge by Germans
013	Steel Bridge (F. Adige) Removal steel 3 steel spans Piers and abutments	127 m.			no project
248	Steel Bridge (F. Brenta) Removal steel 6 steel spans Piers and abutments	185 m.			no project

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line No. 174/ Mestre - Primolano

State of work

Job No.	Agency	Location	Description	Size	Progress	Est. date of completion
<u>Mestre - Cison del Grappa</u>						
AG/174 1031	S.A.R.	33+053	Track Concrete Bridge 1 span (F. MOSONE)	Km. 73+747 10 m.		30/5/45
<u>Cison del Grappa - Primolano</u>						
AG/174/1032	Vettore S. VETTORELLA	74+971	Track Steel Bridge (F. Cison) Removal steel 3 steel spans Piers and abutments	Km. 6+255 m. 128,89	20 %	31/12/45 31/10/45

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RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSIONPrinolanoState of works as at 30 Sept 45

Station	Description	Size	Progress	Est. date of completion	Remarks
	<u>Neutra - Cisson del Grappa</u>				
	Track	Km. 73+747			Temporary complete for single track
53	Concrete Bridge 1 span (F. MOJONE)	10 m.		30/3/46	Temporary complete no project for permanent repair
	<u>Cisson del Grappa - Prinolano</u>				
	Track	Km. 6+255			
971	Steel Bridge (F. Cisson)	m. 128,85		31/12/45	Project for temporary repairs in process
	Removal steel 3 steel spans Piers and abutments		20 %	31/10/45	

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ARMED COMMISSION

Line N°. 175/ Passage - Compostiere

State of work as

Job N°.	Agency	Location	Description	Size	Progress	Est. date of completion
AO/175/1051		Em. 25+576	Track Atal Bridge (P. Vendura)	Km. 29+039 6 m.		

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RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

possiere

State of works as at 30 Sept 45

Location	Description	Size	Progress	Est. date of completion	Remarks
4676	Track Atal Bridge (F. Vandura)	Km. 29+039 6 m.			Track completed Temp. repairs comple- ted - no project for permanent repairs

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSIONLine N°. 175 Padova - CalalzoState of work

Job N°.	Agency	Location	Description	Size	Progress	Est. date completion
AO/176/1034	Montecavallo	42+994	<u>Padova - Vigodarzere</u>			
			Track	Km. 4+750		
			Steel Bridge Removal steel Continuous span over 8 steel bents Piers and abutments (F. Brenta)	91 m.		not considered
			<u>Vigodarzere - Caspessaniere</u>			
			Track	Km. 13+302		
			<u>Caspessaniere - Castel Franco</u>			
AO/176/1035	S.A.R.	11+037	Track	Km. 11+974		
			Steel Bridge	9.7 m.		

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

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State of works as at 30 Sep 45

Location	Description	Size	Progress	Est. date of completion	Remarks
	<u>Padeva - Vigodarzere</u>				
	Track	Km. 4+750			Double track complete
2+994	Steel Bridge Removal steel Continuous span over 8 steel bents Piers and abutments (F. Brenta)	91 m.		not considered	Temporary wooden trestle one track completed No project for permanent repairs
	<u>Vigodarzere - Compesopiere</u>				
	Track	Km. 13+302			Complete double track
	<u>Compesopiere - Castelfranco</u>				
	Track	Km. 11+974			One track removed
1+057	Steel Bridge	9.7 m.			Repairs to one girder

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1+057

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSIONState of works as at . 30 .Line No. 176 Radava - Celalpa

Job No.	Agency	Location	Description	Size	Progress	Est. date of completion
<u>Castelfranco - Montebelluna</u>						
			Double track	Km. 16+296		
<u>Montebelluna - Busche</u>						
AO/176/1036		Km. 25+284	Single track Steel Bridge (P. Brentallone) Removal steel 1 steel span Abutments	Km. 41+376 9.5 m.		
AO/176/1037		Km. 36+839	1 arch Bridge (P. Fontana)	17 m.		

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CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

State of works as at 30 Sept 45

No	Description	Size	Progress	Est. date of completion	Remarks
<u>Castelfranco - Montebelluna</u>					
	Double track	Km. 16.296			Completed single track Other track removed
<u>Montebelluna - Biadene</u>					
	Single track	Km. 41.376			Complete single track
84	Steel Bridge (P. Montebelluna) Removal steel + steel span Abutments	9.5 m.			Temporary repaired No project for permanent repairs Not Destroyed
89	1 arch Bridge (P. Fontana)	17 m.			Temporary repairs Completed No project for permanent repairs

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSIONLine N°. 176 Padova - CalusoState of

Job N°.	Agency	Location	Description	Size	Progress	Est. date of completion
<u>Busche - Sedico</u>						
			Track	Km. 11+386		
AG/176/1038	Pierobon	Km. 62+399	9 arch Bridge (P. Viare)	154,2 m.		31/1/46
			Removal rabbles 25 m. Height			
AG/176/1039		Km. 72+434	9 Arch Bridges (P. Cordevele)	168 m.		
AG/176/1040		Km. 72+633	Concrete Underpass	3 m.		
<u>Sedico - Belluno</u>						
		Single track		Km. 12+668		

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RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSIONCalalzoState of works as at 30 April

Location	Description	Size	Progress	Est. date of completion	Remarks
<u>Basiglio - Sedico</u>					
	Track	Km. 11+386			
2+399	9 arch Bridge (P. Viere) Removal rabbles 25 m. Height	154,2 m.		31/1/46	4 arches destroyed Project being prepared
2+434	9 Arch Bridges (P. Cordevole)	168 m.			8 arches destroyed Preparing project
2+633	Concrete Underpass	3 m.			Preparing project
<u>Sedico - Belluno</u>					
Track		Km. 12+068			Not destroyed

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line N°. 176 Padova - Calalze

State of works

Job N°.	Agency	Location	Description	Size	Progress	Est. date of completion
<u>Belluno - Calalze</u>						
		Single track		Km. 44+219		
AO/176/1042	Caldart	Km. 96+075	2 arch Bridge (F. Molin dei Frari)	35 m.	30 %	15/12/45
AO/176/1043	Caldart	Km. 102+118	7 arch. Bridge (F. Mad)	80,4 m.	30 %	15/12/45
AO/176/1044	Caldart	Km. 102+311	1 Culvert	3,2 m.	30 %	30/11/45
AO/176/1045	Deon	Km. 106+397	2 Arch Bridge	28 m.	20 %	15/12/45

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION
Vol 20
State of works as at 30 Sep 45

Location	Description	Size	Progress	Est. date of completion	Remarks
<u>Belluno - Calalzo</u>					
Single	track	Km. 44+219			Not damaged
96+075	2 arch Bridge (P. Molin del Freri)	35 m.	30 %	15/12/45	One arch destroyed
102+118	7 arch. Bridge (P. Mad)	80.4 m.	30 %	15/12/45	One 14 m. arch destroyed One 8 m. " "
102+311	1 Culvert	3.2 m.	30 %	30/11/45	
106+397	2 Arch Bridge	28 m.	20 %	15/12/45	

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line N°. 177 Conegliano - Ponte nelle Alpi

State of works as at

Job N°.	Agency	Location	Description	Size	Progress	Est. date of completion
<u>Conegliano-Vittorio Veneto</u>						
			Single track	Km. 12+599		
<u>Vittorio V. - Ponte nelle Alpi</u>						
			Single track	Km. 26+388		
AC/177/1033	Marchiore	Km. 16+685	12 arch Bridge (F. Meschie)	216 m.	10 % 5 %	T. 15/12/45 P. 15/10/46
		861				

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line - Ponte nelle Alpi

State of works as at 30. Sept. 45

Location	Description	Size	Progress	Est. date of completion	Remarks
	<u>Conegliano-Vittorio Veneto</u>				
	Single track	Km. 13+559			Completed
	<u>Vittorio V^o - Ponte nelle Alpi</u>				
	Single track	Km. 26+388			Not destroyed
Km. 16+685	12 arch Bridge (F. Meschie)	216 m.	40 % 5 %	E. 15/12/43 F. 15/10/46	4 arches damaged

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line N°. 180 Vicenza - Treviso

State of works as of

Lab N°.	Agency	Location	Description	Size	Progress	Est. date of completion
			<u>Vicenza - Lisiera</u>			
			Track	Km. 7-492		
			<u>Lisiera - Carnignone</u>			
			Track	Km. 8-425		
AC/180/1046		Km. 8-162	7 Arch Bridge (F. Tecina)	64.75 m.		
			<u>Carnignone - Cittadella</u>			
			Track	Km. 6-749		
AC/180/1047		Km. 18-570	Steel Bridge (F. Branta)	300 m.		
			Removal steel 30 steel spans Piers and abutments			
AC/180/1048		Km. 20-178	Steel Bridge Removal steel 1 steel span Abutments	10 m.		

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RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSIONvispState of works as at 30 Sept 45

ation	Description	Size	Progress	Est. date of completion	Remarks
	<u>Vicenza - Lissiera</u>				
	Track	Km. 7-492			Double track completed
	<u>Lissiera - Carnignone</u>				
	Track	Km. 9-425			Single track completed
162	7 Arch Bridge (P. Tesina)	64.75 m.			Temporary repaired for single track No project for permanent repairs
	<u>Carnignone - Cittadella</u>				
170	Track	Km. 6-749			
	Steel Bridge (P. Brenta)	300 m.			
	Removal steel 30 steel spans Piers and abutments				No project
178	Steel Bridge	10 m.			
	Removal steel 1 steel span Abutments				No project

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

State of

Line N°. 180 Vicenza - Treviso

Job N°.	Agency	Location	Description	Size	Progress	Est date of completion
<u>Cittadella - Treviso</u>						
			Track	Km. 34+793		
AG/180/1049	T.A.R.	Km. 34+413	Steel Bridge (F. Eugene)	9.25 m.	90%	31-10-45
AG/180/1050		Km. 59+279	Steel Bridge (F. Sile) Removal steel steel span abutments	24 m.		

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RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION
State of works as at 30 April 45
viac

Location	Description	Dist	Progress	Est date of completion	Remarks
	<u>Cittadella - Treviso</u>				
	Track	Km. 34-753			Complete double track
411	Steel Bridge (F. Bruno)	9.25 m.	90%	31-10-45	Repairs to one girder replace one girder
279	Steel Bridge (F. Sile) Removal steel and steel span abutments	24 m.			One bridge not destroyed. Bridge for second track destroyed. no project

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION
Line N°. 181 Treviso-Ponte Tresa
State of works as at . 30

Job N°.	Agency	Location	Description	Size	Progress	Est. date of completion
			Track	Km. 59+233		
AC/181/1054	SADAM	Km. 1+467	1 Ark Bridge (Canale)	5 m.	70 %	15/14/45
AC/181/1055		Km. 2+731	Steel Bridge (F. Sterga) Removal steel 1 steel span Abutments	9 m.		
AC/181/1056		Km. 17+543	Steel Bridge (F. Pieve) Removal steel 5 steel spans Piers and abutments	25 m.		

BY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Truere

State of works as at . 30 . Sept . 45 .

Location	Description	Size	Progress	Est. date of completion	Remarks
	Track	Km. 59+233			Completed single track
1-467	Arch Bridge (Canals)	5 m.	70 %	12/14/45	Temporary repairs completed
2-731	Steel Bridge (F. Storga) Removal steel 1 steel span abutments	9 m.			No project One abutment destroyed Temporary repairs completed
17-543	Steel Bridge (F. Piave) Removal steel 5 Steel spans Piers and abutments	11 m. 24 m.			no project 4 spans demolished Temporary diversion completed

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSIONLine No. 181 Treviso - PortogruaroState of works as

Job No.	Agency	Location	Description	Size	Progress	Est. date of completion
AC/181/1037		Km. 30+281	Steel Bridge (F. Monticano) 1 steel span Abutments	20 m.		
AS/181/1038	Simenetti	Km. 34+796	1 Arch Bridge (Ditch) 25 m. wide Setta station Yard	2,5 m.		31/5/46
AC/181/1059	T.A.R.	Km. 34+927	Steel Bridge (P. Livenza Old) 1 steel span Abutments	46,4 m.		

817

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION
State of works as at 30 Sept. 45
Location

Location	Description	Size	Progress	Est. date of completion	Remarks
.30+281	Steel Bridge (P. Monticane) 1 steel span Abutments	38 m.			Completed Temp. repairs completed to one abutment Other good
.34+796	Arch Bridge (Ditch) 25 m. wide Setta station Yard	2,5 m.		31/5/46	Completely destroyed temporarily filled in
.34+927	Steel Bridge (P. Livorno Old) 1 steel span Abutments	46,4 m.			Temporary repairs completed No permanent repair projected Not destroyed

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line No. 181 Trivise - Forno Verde

State of works as

Job No.	Agency	Location	Description	Size	Progress	Est. date of completion
AG/181/1060	SACAI	Km. 35+735	Steel Bridge (P. Livorno new) Removal steel 3 steel spans piers and abutments	93 m.		

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CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

State of works as at 30 Sept 45

REPORT

	Description	Size	Progress	Est. date of completion	Remarks
35	Steel Bridge (F. Livena new) Removal steel 3 steel spans piers and abutments	53 m.			Temporary diversion completed no project

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line N° 182 Casarea - Genova

State of works on

Job N°.	Agency	Location	Description	Size	Progress	Est. date completion
<u>Casarea - Provence</u>						
AG/182/1072	7	Km. 7+374	Single Track Steel Bridge (Ditch) 3 steel span Abutments	Km. 13+497 4 m.		
<u>Provence - Cernigo</u>						
AG/182/1073	Mirelo MIRELO	Km. 14+080	Single track Steel Bridge (V. Gosa) 3 steel spans Piers & abutments	Km. 22+416 72 m.	2%	31/12/45 31/12/45
		00 7 CH				

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

- Geneva

State of works as at 30 Sept. 45

Location	Description	Size	Progress	Est. date of completion	Remarks
<u>Caperna - Prevesana</u>					
Km. 7+374	Single Track	Km. 13+407			Completed
	Steel Bridge (Ditch)	4 m.			Temporary repairs completed
	3 steel span Abutments				No project for permanent repairs No damaged
<u>Prevesana - Cornino</u>					
Km. 14+080	Single track	Km. 22+416			Completed
	Steel Bridge (P. Gese)				
	3 steel spans Piers & abutments	72 m.	2%	31/12/45 31/12/45	

8
2
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RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line No. 182 Caseres - GenevaState of works

Job No.	Agency	Location	Description	Size	Progress	Est. date of completion
AC/182/1074		Km. 23+983	Steel Bridge (Ditch) 1 steel spans Abutments	25 m.		
AC/182/1075		Km. 26+726	3 arch Bridge	30 m.		
AC/182/1076		Km. 31+223	Steel Bridge (F. Argino) 4 steel spans Piers & abutments	100 m.		

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RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

State of works as at 30 Sept 45

Station	Description	Size	Progress	Est. date of completion	Remarks
23+583	Steel Bridge (Ditch) 1 steel span Abutments	25 m.			Completed temporary repairs No project for permanent repairs Not damaged
26+726	3 arch Bridge	30 m.			1 arch destroyed 1 arch damaged temporary repairs completed No project for permanent repairs
31+223	Steel Bridge (P. Argino) 4 steel spans Piers & abutments	100 m.			Temporary repairs completed No project for permanent repairs Not damaged

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION
Line N° 182 Caserta - Capua
State of works as

Job N°.	Agency	Location	Description	Size	Progress	Est. date of completion
<u>Caserta - Capua</u>						
AC/182/1077		Km. 36+646	Track Steel Bridge (P. Tagliamento) Removal steel 4 steel spans Piers and abutments	Km. 13+577 168 m.		
AC/182/1078		Km. 37+364	Steel Bridge (P. Tagliamento) 8 steel spans Piers and abutments	336 m.		
AC/182/1079		Km. 37+584	Culvert	2.5 m.		
AC/182/1080		Km. 37+793	Culvert	1 m.		
AC/182/1081		Km. 38+831	Steel Bridge (P. Zedra) Removal steel 3 steel spans abutments	25 m.		

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RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

State of works as at 30 Sept 48

Location	Description	Size	Progress	Est. date of completion	Remarks
<u>Cornino - Genova</u>					
	Track	Km. 13.577			Completed
.36+646	Steel Bridge (P. Tagliamento) Removal steel 4 steel spans Piers and abutments	168 m.			1 span to remove 3 " to repair No project for permanent repairs
.37+364	Steel Bridge (P. Tagliamento) 8 steel spans Piers and abutments	336 m.			No project for repairs 4 piers to repairs
.37+584	Culvert	2.5 m.			No project
.37+793	Culvert	1 m.			No project
.38+081	Steel Bridge (P. Zedra) Removal steel 1 steel span Abutments	25 m.			No project Not damaged

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

State of work as at .

Line No. 183 Petta - S. Vito

Job No.	Agency	Location	Description	Size	Progress	Est. date of completion
40/183/1061		Km. 0+217	Single track Steel Bridge (F. Livorno Old) 1 steel span	Km. 26+736 46,4 m.		
40/183/1062		Km. 1+025	Steel Bridge (F. Livorno new)			
40/183/1063		Km. 21+333	Steel Bridge (Canal Bricea) 1 steel span abutments	9,7 m.		

WAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

State of works as at 30 Sept 45

Line	Description	Size	Progress	Est. date of completion	Remarks
	Single track	Km. 26.796			Repairs completed
	Steel Bridge (F. Livorno Old) 1 steel span	46.4 m.			Completely demolished no project Diversion made over line Foggia-Fertegnara to bridge over new Li- verno -
	Steel Bridge (F. Livorno new)				See line 181
	Steel Bridge (Canal Bricea) steel span abutments	5.7 m.			Temporary repairs finished. No project for permanent repairs

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line No. 184 Secile - Pinaro

State of works as at

Job No.	Agency	Location	Description	Size	Progress	Est. date Completion
<u>Secile - Montevale</u>						
AC/184/1067		Km. 8+969	Track 3 arch Bridge (F. Artugan)	Km. 27+231 30 m.		
<u>Montevale - Pinaro</u>						
AC/184/1068		Km. 28+601	Track 12 arch Bridge (F. Gallina)	Km. 29+524 276 m.		
AC/184/1069		Km. 35+062	3 arch Bridge (F. Roduna)	165 m.		
AC/184/1070		Km. 50/590	6 arch Bridge (F. Garcia)	120 m.		
AC/184/1071		Km. 50+872	6 arch Bridge (F. Garcia)	120 m.		

184

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Name

State of works as at 30 Sept 45

Location	Description	Size	Progress	Est. date of Completion	Remarks
	<u>Sosile - Montfermeil</u>				
	Track	Km. 27+231			Completed
8-969	3 arch Bridge (F. Artugas)	30 m.			1 arch destroyed No project
	<u>Montfermeil - Pargny</u>				
	Track	Km. 29+524			No project
8-601	12 arch Bridge (F. Celline)	276 m.			4 arches destroyed No project
9-662	9 arch Bridge (F. Reduna)	165 m.			1 arch destroyed 1 arch damaged No project
10-590	8 arch Bridge (F. Garcia)	120 m.			1 arch destroyed 1 arch damaged No project
10-872	8 arch Bridge (F. Garcia)	120 m.			3 arches destroyed 2 piers " No project

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line No. 186 Montebelluna - Sanesano

State of works as at .

Job No.	Agency	Location	Description	Size	Progress	Est. date of completion
AC/186/1052		Double Km. 17+645	Track Concrete Bridge (Gassale) 2 spans	Km. 19+040 5.2 m.		
AC/186/1053	Belluno	Km. 17+734	1 arch Bridge Underpass	10 m.	100 %	30/11/45

850

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSIONSuzerainState of works as at . 30 Sept 45

Location	Description	Size	Progress	Est. date of completion	Remarks
Double	Track	Km. 19-540			One track removed Other completed
17-645	Concrete Bridge (Canale) 2 spans	5,2 m.			Temporary repairs completed for one track No project for permanent repairs
17-734	1 arch Bridge Underpass	10 m.	10 %	30/11/45	Hing damaged

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ARMS COMMISSION

Line No. 187 Porto Furore - Caserta

State of works

Job No.	Agency	Location	Description	Size	Progress	Est. Date of completion
			Track	Km. 21+416		
AO/187/1064		Km. 7+639	Under Pass 1 Steel span	4 m.		31/12/49
AO/187/1065		Km. 11+257	1 Arch Bridge	3.5 m.		
AO/187/1066		Km. 13+791	1 Arch Bridge	1.5 m.		

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION6 - CanadaState of works as at 30 Sept. 45

Location	Description	Size	Program	Est. Date of completion	Remarks
	Track	Km. 21+416			Completed
7-639	Under Pass 1 Steel span	4 m.		31/12/45	Temporary repairs completed Contract not awarded
11-257	1 Arch Bridge	3.5 m.			Temporary repairs completed. No project for permanent repairs
13-791	1 Arch Bridge	1.5 m.			Temporary repairs completed No project for permanent repairs

Tn SUB-COMMISSION A. C.
RAIL SECTION
V E N I C E

Tel. 27866
25th September 45

Ref. A C / Tn / V 4

Subject: Repairs to Rolling Stock.

To Tn SUB-COMMISSION A.C.
RAIL SECTION
CARE Tn MAIN ROOM.

1. Attached is letter from firm Beldrin and Masin asking that tank cars be forwarded to their shops at Brascia for repairs.
2. As the writer is not acquainted with priorities of repair work to cars correspondence is forwarded for your consideration.

W. F. BLAIR, Major
Tn S/c A. C.
V E N I C E

VENEZIA PROVINCE
VENEZIE REGION
ALLIED MILITARY GOVERNMENT
A P O 394

Ref: PW 9

Subject:- Wine Cistern Cars

To:- TM A.M.G. (2)
REGION XII
PADOVA

- 1) Further to this office PW 9 of 7 Sept. 45, an application is enclosed for the repair of cars as from the enclosed list.

J.M. BOWEN
J.M. BOWEN Capt.
Post Officer

TM A.M.G. REG. XII

Copy to:- S/Capt Rail
~~Box, Venice~~

HQ. VENEZIE REGION

Doc. No. 8714 C

Date Rec'd 14 SEP 1945

847

415
Materia ricevuta dalle Ferrovie dello Stato.

Per acquisti diretti di cancelleria spese L.568-

2 tazze
1 colino e 2 cucchiaini
1 vocabolario
1 pentola
1 mestolo
4 cu scinetti per timbri
6 lapis neri
6 lapis rossi e bleu
6 gemme
1 scatola pennini
3 tamponi asciugacarte
1 litro inchiostro nero
1 litro inchiostro rosso
un gomitello spago

1 pentola
1 mestolo
4 cu scinetti per timbri
6 lapis neri
6 lapis rossi e bleu
6 goune
1 scatola pennini
3 tamponi asciugacarte
1 litro inchiostro nero
1 litro inchiostro rosso
un gomitolo spago

Nº Equipment 4/4

TM. Sub-Commission,

VENICE Branch, Civil Eng. Section

Al Capo Compartimento Venezia

Per uso del mio ufficio sono necessari i seguenti
timbri che vi prego volermi gentilmente far costruire:

1)

TM. Sub-Commission,

VENICE Branch, Civil Eng. Section

C/O, A.M.G. VENICE

Tel. Nº Venice 27866

2)

PETER GREANY Capt. R.E.
Tm Sub-Commission, VENICE.

3)

Prem. Capt. M.P.M. GREANY, R.E.
Tm Sub-Commission.

PETER GREANY Capt R.E.

Tm Sub-Commission, VENICE.

Equipment 4/3

TN. Sub-Commission
VENICE Branch, Civil Eng. Section
O/O, A.M.G. VENICE Date, 23 July 45

All' Ufficio Incetta Venezia

Dal Cap. P. GREANY, R.E.
Tn-Sub-Commission

Prege fornire a questo ufficio un piccolo fanello
elettrico.


PETER GREANY Capt R.E.
Tn Sub-Commission, VENICE

Equipment (Office) 4/2

Da Cap. P. GREANY KE

Sottocommissione Trasporti

Sezione Ingegneria civile

Al Capo Compartimento Venezia.

1- Vi sarei riconoscente se vorrete fornire per uso del mio ufficio i seguenti articoli

- a- un piccolo fornello, elettrico
- b- un porta carte verticale
- c- inchiostro rosso e nero
- d- 16 porta carte orizzontale

e- una piccola quantità di materiale di cancelleria comprendente blocchi per note cuscineti per timbri di varie dimensioni, gomme da inchiostro e da matita, tamponi assorbenti.

2- Si chiede anche un fattorino per portare posta e telegrammi. Ho già ricevuto una macchina da scrivere e ho preso tre delle stanze lasciate libere ieri 16 Luglio dal Genio Sud Africa, no che è andato a Sacile.

3- Sto facendo l'inventario del mobilie e ve lo manderò come di dovere.

4- Se possibile gradirei due tazze con piattini cucchiaini ed un bricco da tè. Sarebbe utile anche un vocabolario Italiano-Inglese.

PS 17/July

843

New File/
MESSAGE FORM

Equipment

ARMY FORM C-36 (Small)

Call

441 No.

1000

Instructions

Register No.

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

ROI
(A)

GREANY.

Coordinator

Date - Time of Origin

OFFICE DATE SIGNATURE

17.- 09.00

For Action

10

IN INC MAIN (FOR STREET)

(W) For information: (INFO)

Appendix Instructions

real GHQ

Permittee's No. _____

Originator's No. In 3. Obtained Car FIAT 500 REQUIRE

THREE TYRES 400x15 WITH TUBES @

WILL RELEASE A.C VEHICLE ON RECEIPT.

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS (EXCEPT)

IF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MES-
SAGE MUST BE SENT IN CIPHER

ORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

5. 2000年10月1日起，凡在我国境内销售货物的单位和个人，均应按销售额的17%缴纳增值税。

SIGNED

Index

System

 Φ_f

THE or TOR

842

Time elapsed

Policy 3/4

from Capt. P. GREARY RE
In Sub-Commission
Civil Eng. Sect.

To Senior Transportation Officer
Regional Area
Padua

I shall be glad if you will advise all military commands that no buildings or other works should be erected or undertaken on railway premises or land in the Trieste and Venice districts without first consulting the railway officials concerned.

If these requests are sent to you or directly to me I will undertake to see the ^{Railway} officials concerned and do all I can to obtain that sanction if it is possible.

I make this request as 210 Sub-Area Major Knowles has commenced erecting a hut on a demolished site of the railway buildings at Padua Station. There are equally convenient sites at Padua for erecting such a hut and this could have been arranged to the mutual benefit of the Railway and the Army by agreement with the Chief of Works at Venice before commencing work. The particular spot

on which he is now erecting a hut is urgently required by the Railway and the work should therefore be stopped

PH. 21/7

841

I shall be glad if you will advise all military commands that no buildings or other works should be erected or undertaken on railway premises or land in the Trieste and Venice districts without first consulting the railway officials concerned.

If these requests are sent to you or directly to me I will undertake to see the ^{Railway} officials concerned and do all I can to obtain that sanction if it is possible.

I make this request as 210 Sub-Area Major Knowles has commenced erecting a hut on a demolished site of the railway buildings at Padua Station. There are equally convenient sites at Padua for erecting such a hut and this could have been arranged to the mutual benefit of the Railway and the Army by agreement with the Chief of Works at Venice before commencing work. The particular spot

on which he is now erecting a hut is urgently required by the Railway and the work should therefore be stopped

PR.

21/7

841

3/8

SUBJECT: Repairs In N.E. Italy.

Military Railway Service,
C.M.F.

TO : R.C.E. 1.

Tel: Firebox 9351.
outside line 843476.
Ref: Tn.A.4/212.

Copy to: D.D.Tn. Eighth Army.
A.C.Tn. SUB-COMM.(Rail).

7th July 1945.

1. Reference your ROL1/165/86 dated 29 June 1945, para. number 5.
2. You should concern yourself only with work which is a military necessity. The decision as to what constitutes a military necessity lies:-
 - a) for the safety of the lines, with yourself.
 - b) for the facilities required for the proper operations of the lines, with D.D.Tn. 8 Army. (Col. Barley).
3. You should not instigate or assist contracts for any other work above that detailed in para 2. Work of Non-Military importance must be handled by A.C. or A.M.C. as the case may be.

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

Policy

Copy Copy Green

840

SUBJECT: Repairs in W.E. Italy.

Military Railway Service,
C.M.F.

TO : R.C.E. 1.

Tel: Firebox 9351.
outside line 843476.
Ref: Tn.A.4/212.

Copy to: D.D.Tn. Eighth Army.
A.C.Tn. SUB-COMM.(Rail).

7th July 1945.

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

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

*Sent To Cpl Green
Venice*

File policy

22/ July 45

829

Policy. No.

TN. Sub-Commission,
VENICE Branch, Civil Eng. Section
C/O, A.M.G. VENICE

Date, 22, JULY 45.

To, The Director,
Tn, Sub-Commission,
ROME
& Through Major Street. D.S.O.)

From. Capt. M.P.M. GREANY, R.E.
Tn-Sub-Commission.

Subject:- DUTIES TN. OFFICERS.

1; With reference to ~~Tn~~ Memorandum 3 of 18th, July, I have recently opened an office (Railway Engineering Work,) at VENICE in the Compartimento Buildings. I consider this to be the most suitable location for this office and the advantages derived by having it here overshadow those of having my office in the same building as the Transportation Officer, now in Venice in charge of road and canal traffic. This Tn officer is at the A.M.G. Offices, VENICE.

2. In the Compartimento Buildings I have access to plans and records, I am in touch with the Italian Engineers with whom I have to work and I am also in touch with the M.R.S. Officers who are in the Compartimento Buildings.

3; On this explanation, I trust you will agree that paragraph six of the above mentioned memorandum need not be enforced.

Peter Greany 838

PETER GREANY Capt R.E.
Tn Sub-Commission, VENICE.

Date, 22. JULY 45.

To, The Director,
Tn; Sub-Commission,
ROME
§ Through Major Street. D.S.O.)

From. Capt. M.P.M. GREANY, R.E.
Tn-Sub-Commission.

Subject:- DUTIES TN. OFFICERS.

1; With reference to ^{the} Memorandum 3 of 18th, July, I have recently opened an office (Railway Engineering Work,) at VENICE in the Compartimento Buildings. I consider this to be the most suitable location for this office and the advantages derived by having it here overshadow those of having my office in the same building as the Transportation Officer, now in Venice in charge of road and canal traffic. This Tn officer is at the A.M.G. Offices, VENICE.

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3; On this explanation, I trust you will agree that paragraph six of the above mentioned memorandum need not be enforced.

Peter Greany 838
PETER GREANY Capt R.E.
Tn Sub-Commission, VENICE.

Subject: Railway Service

Allied Command
Railway Building
VENICE

FELTRE Town Hall
2 July 1945.

It has come to my knowledge that the commission in the VENICE Compartimento building has recently decided upon the priorities for the various trunk lines which are now under its jurisdiction.

The line CALALZO - MONTEBELLUNO for PADUA and VENICE has been classified as 4th priority. Against this classification may I say that such a line is of considerable importance and merits a higher priority. Between CALALZO and PONTE nelle ALPI this is a branch to VITTORIO V, a BRIBANO there is another branch to AGORDO; thus all the principal centres of the area are connected VENICE, PADUA with CADORE, L'APPEZZANO, all the DOLOMITI area, the valleys of AGORDINO and that of PRIMERIO. As a line which leads directly to the frontier it is of the greatest importance in the military sense. It must also be remembered that the province of BELLUNO is supplied with foodstuffs and everything necessary for its industrial and commercial activity entirely by this one line. There are 300,000 who are linked with the vital centres in Italy for their commercial dealings and all their industrial undertakings principally tourist and hotel businesses, and wood, metallurgical and others of notable importance.

For these reasons, I maintain that the VENICE - TREVISO - MONTEBELLUNO - FELTRE - CALALZO Line should be classified as at least 3rd priority.

This would accelerate the rehabilitation of the railway itself.

The work necessary for the reopening of the line is of an easy nature except that there is a bridge to be repaired near PEDEROBBA. A week would suffice for completion of the work providing that 4 girders which are at present near SUSEGANA could be supplied. The allied command would have to give a written order before the four girders could be removed and transported for the repair of the BRENTELLA bridge between PEDEROBBA and ALANO di PIAVE which represents the only obstacle to the working of the line in question.

I beg that the priority may be reviewed and assistance given in the transport of the girders for the bridge repair.

It has come to my knowledge that the commission in the VENICE Compartimento building has recently decided upon the priorities for the various trunk lines which are now under its jurisdiction.

The line CALALZO - MONTEBELLUNO for PADUA and VENICE has been classified as 4th priority. Against this classification may I say that such a line is of considerable importance and merits a higher priority. Between CALALZO and PONTE nelle ALPI this is a branch to VITTORIO V, a BRIBANO there is another branch to AGORDO; thus all the principal centres of the area are connected VENICE, PADUA with CADORE, L'AVEZZANO, all the DOLOMITI area, the valleys of AGORDINO and that of PRIMIERO. As a line which leads directly to the frontier it is of the greatest importance in the military sense. It must also be remembered that the province of BELLUNO is supplied with foodstuffs and everything necessary for its industrial and commercial activity entirely by this one line. There are 300,000 who are linked with the vital centres in Italy for their commercial dealings and all their industrial undertakings principally tourist and hotel businesses, and wood, metallurgical and others of notable importance.

For these reasons, I maintain that the VENICE - TREVISO - MONTEBELLUNO - FELTRE - CALALZO Line should be classified as at least 3rd priority.

This would accelerate the rehabilitation of the railway itself.

The work necessary for the reopening of the line is of an easy nature except that there is a bridge to be repaired near PEDEROBBA. A week would suffice for completion of the work providing that 4 girders which are at present near SUSEGANA could be supplied. The allied command would have to give a written order before the four girders could be removed and transported for the repair of the BRENTELLA bridge between PEDEROBBA and ALANO di PIAVE which represents the only obstacle to the working of the line in question.

I beg that the priority may be reviewed and assistance given in the transport of the girders for the bridge repair.

(signed) ??????????
The MAYOR.

Policy

3/3

Subject: Railway Service.

Tn Eighth Army
c/o HQ Transportation
VENICE
phone 20323 Extn 83
Ref : TN8/4/1/329
14 July 45.

Capt. M.P.M. GREANY RE ✓
AC Tn Sub Commission,
Civil Eng Sec. Rail Branch,
c/o 190 Rly Op Coy RE.

The attached correspondence received from
the ISR is passed to you for attention please.

[Signature]
Col
DD Tn

*Capt Compartimenti
(Italian copy)*

826

I. S. R.

Capo Compartimento Venezia

Venice 23/7/45

To Capt. GREANY

The line Montebelluna-Busche will be efficient before the 15 th August.

We are preparing the works for reconstruction of the bridge on the River Meschio by Vittorio V° by which it will be possible to reach Belluno through Conegliano

Dr BAZAN

Temporary Capo Compartimento

835

FERROVIE DELLO STATO
IL CAPO COMPARTIMENTO

VENEZIA 23/7/1945

Entro la metà di Agosto 1945 la linea Montebelluna-Bu-
sche sarà efficiente.

Si stanno predisponendo i lavori per la ricostruzione
del ponte sul "Meschio" in prossimità di Vittorio V°, il che per-
metterà il congiungimento di Belluno attraverso Conegliano.-

= All. 1 =



IL CAPO COMPARTIMENTO REGGENTE

ARMY FORM 2136 (Small)

MESSAGE FORM

Register No.

Call

Srl. No.

Priority

Transmission Instructions

3/2

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

Originator

Date-Time of Origin

OFFICE DATE STAMP

Tn Sub-Com. Venice

21

For Action

TO

S. Tn Officer Regional office Padua

(W) For Information (INFO)

Message Instructions

CP

Originator's No.

Tn 60 210 Sub Area, Major Knowles building
 shed on Padua Station @ site required by
 I.S.R. ask him pick another site

THIS MESSAGE MAY BE SENT AS WRITTEN
 BY ANY MEANS EXCEPT WIRELESS

IF LIKELY TO BE INTERCEPTED OR TO
 FALL INTO ENEMY HANDS, THIS MES-
 SAGE MUST BE SENT IN CIPHER

ORIGINATOR'S INSTRUCTIONS
 DEGREE OF PRIORITY

833

Signed

Patricia M. [Signature]

SIGNED

Time

System

Op.

TIME TOR

Time cleared

GVXU Wt. 9332-194 2,000,000 Pads. 5.45 B. & S. 116 51,5745-6

AR3/em

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

Tel : 843239
Ref : AC/Tn/8/199 C.E.

9th July 1945.

TO : Captain Greany.

1. Further to letter 211/3/TNI of 10th April and your letter of 28th April.
2. You will proceed forthwith and join the Rail Division Engineering staff in North Italy.
3. You will work under the same conditions as laid down in letter of 28th April.
4. You will in addition to keeping close liaison with M.R.S. and I.S.R. also keep the Regional Transportation Officers Venice and Trieste advised of work in progress.
5. Your area will embrace railway Divisions Venice-Trieste.

Policy.

For the Director:

O.H. Lindberg, Lt. Col.
O.H. LINDBERG, Lt. Colonel.

Copy to : Major Buckley
Captain Conway
H.Q. 15th Army Group A.M.G.
H.Q. 8th " " "
H.Q. 5th " " "
M.R.S.
Regional Commissioner Toscana
" " Emilia
" " Liguria
" " Piemonte
" " Lombardia
" " Veneto
" " Venezia Giulia
" " Venezia Tridentina
Director Transportation Sub-Commission.

832

1 Month

<u>QUANTITA' MASSIMA DI BENZINA O NAFTA</u>		<u>Litri</u>
MOTOCICLETTA	MOTORCYCLE	70
AUTO PICCOLA	SMALL AUTO	200
AUTO GRANDE	LARGE AUTO	350
CAMION PICCOLO	SMALL TRUCK	350
CAMION MEDIO	MEDIUM TRUCK	400
CAMION GRANDE	LARGE TRUCK	1000
MOTORE	MOTOR	200
FRANTOIO	STONE CRUSHER	600
CIRCOLARE	POWER SAW	600
BETONIERE	BITUMINUS MIXER	750
BATTIPALO	PILE DRIVER	750
COMPRESSORE	COMPRESSOR	750
GRUPPO ELETTROGENO	ELECTRIC PLANT 50 HP	750
TRATTORE	TRACTOR	1000
	CATERPILLAR	1000
	BULDOZER	1000
	DECAUVILLE	1000
ESCAVATORE	SHOVEL 50 HP	1500

Non più di 3 Litri di olio per 100 Litri di Benzina o nafta.

Non più di 1 kg. di grasso al mese per ogni macchina.

DOMANDA PER FORNITURA DI BENZINA E LUBRIFICANTI
DA ACQUISTARSI DAL "CIP" PER CONTRATTISTI CIVILI

Richiesta per il mese di _____ 194

Nome del contrattista Principale:
Local _____

Natura del contratto : RICOSTRUZIONE DELLE FF.SS. ITALIANE
Linea _____

Contratto diretto con le FF.SS.

TIPO	TARGA PORTATA	Km.perc.	Km.perc.	BENZINA	NAFTA	OLIO GRASSO	NORO
		in un	con un				
		mese	litro				

AUTOVEETURE

AUTOCARRI

MACCHINARI

Totali
(In caso di spazio insufficiente pregasi scrivere a tergo)

Autorizzazione razionamento per la città
nella quale i razionamenti sono richiesti.

DA COMPLETARSI DAL CONTRATTISTA

Io certifico che le sopradette minime quantità di POL sono richieste
per veicoli usati per contratti con le FF.SS. solamente e che il totale
ricevuto non sarà usato per nessun altro scopo.

Firmato _____

(contrattista)

DA COMPLETARSI DAL CAPO SEZIONE FF.SS.

Si certifica che l'impiegato

diretto contratto con le FF.SS., e che i sopracitati particolari sono
esatti e che le quantità minime sono state richieste.

Approvato

Firmato

Edward Richard
Capo Ingegnere
AC/TN/Sub. Comm. (Rails)
Engr. Branch. Firenze

Ing. Polo
Capo Sezione Lavori FF.SS.
Firenze

(4 copie)

1684

TIPO	TARGA	PORTATA	Km.perc.	Km.perc.	BENZINA	MAFIA	OLIO	GRASSO	NORO
			in un	con un					
			mezzo	litro					
AUTOVETTURE									
AUTOCARRI									
MACCHINARI									

Totali
 (In caso di spazio insufficiente pregasi scrivere a tergo)

Autorizzazione razionamento per la città
 nella quale i razionamenti sono richiesti.

DA COMPLETARSI DAL CONTRATTISTA

Io certifico che le sopradette minime quantità di POL sono richieste per veicoli usati per contratti con le FF.SS. solamente e che il totale ricevuto non sarà usato per nessun altro scopo.

Firmato

(contrattista)

DA COMPLETARSI DAL CAPO SEZIONE FF.SS.

Si certifica che l'impiegato

diretto contratto con le FF.SS., e che i sopracitati particolari sono esatti e che le quantità minime sono state richieste.

lavora sotto

Approvato

Firmato

Edward Richard

Capo Insegnere

AS/TN/Sub.Com. (Rails)

Engr. Branch. Firenze

Ing. Polo

Capo Sezione Lavori FF.SS.

Firenze

(4 copie)

1 Affare
 1 Contrattista
 1 Contrattista
 1 Roma

ARMY FORM 12136 (Small)

MESSAGE FORM

Register No.

Call

Sel. No.

Priority

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM
(A)

Originator

Date-Time of Origin

OFFICE DATE STAMP

BLAIR TN SIBS VEHICLE

22

For Action

TN MAIN FOR STREET ROME

TO

(W) For Information (INFO)

Message Instructions

GP

Originator's No.

TESTED 0 15R HAVE ~~SEVENTEEN~~ FIFTEEN LORRIES FOR
WORK SECTION BUT HAVE HAD NO PETROL 0
ARMY NOT NOW ISSUING 0 CAPD HAS ASKED
HIS STORES FOR EIGHT FIVE ZERO ZERO
LITRES AS ONE MONTHS NEEDS 0 CAPD YOW
USE PRESSURE 0

THIS MESSAGE MAY BE SENT AS WRITTEN
BY ANY MEANS EXCEPT

IF LIABLE TO BE INTERCEPTED OR TO
FALL INTO ENEMY HANDS, THIS MSG
SHALL MUST BE SENT IN CIPHER

ORIGINATOR'S INSTRUCTIONS
DEGREE OF PRIORITY

SIGNED

W. Blair
Major

SIGNED

Time System Op.

THL 829

Time cleared

LORRIES IN POSSESSION I.S.P. VENICE

15	AMERICAN ASSIGNED WORK SECTION
70	" " FREIGHT SERVICE
5	PASSENGER SERVICE (PERSONAL)
10	ITALIAN (SMALL) MERCE & WORKERS
<u>100</u>	<u>TOTAL</u>

MONTHLY PETROL NEEDS

15	=	8500	LITRES	PETROL
		350	"	OIL FLUID
		350	"	SEMI-FLUID
70	=	72000	LITRES	PETROL
		20000	"	OIL FLUID
		20000	"	SEMI-FLUID
5+10	=	7300	LITRES	PETROL
		280	"	OIL FLUID
		280	"	SEMI-FLUID
		2000	"	NAFTA
1 PROVIDA	=	800	LITRES	NAFTA
		50	"	OIL FLUID

C/o A.M.G. Venice.

17 June 45

No Pet. 1/1

To D.D. S.F.

Nol District

From Tm Sub-Commission

Civil Eng. Section Rail Branch

C/o A.M.G. Venezia Province

Subject: Departmental Instructions Part III Pol.

The S.A. C.R.E. is leaving Venice and in future much of his work will be undertaken by this Sub-Commission and I shall be glad if you will send me a copy of Departmental Instructions Part III Pol Revised 1st June 45 so that I may comply with them in ^{my} demands for petrol and oil.

R.

.....
M.P.W. GREANY Capt. RE
for Tm Sub-Commission.

827

1688

Petrol.

APPLICATION FOR SUPPLY PETROL AND LUBRICANTS TO BE PURCHASED FROM CIP BY

CIVIL CONTRACTORS TO WD.

(Requirements for the month of.....)

1. NAME OF CONTRACTOR.	
2. ADDRESS OF CONTRACTOR.	
3. NATURE OF CONTRACT.	
4. WD. EMPLOYER.	
5. PARTICULARS OF VEHICLES FOR WHICH REQUIRED.	MAKE. MODEL. REGISTRATION NO.
6. ANTICIPATED MILEAGE OF ABOVE VEHICLES STATING ROUTES TO BE COVERED.	
7. QUANTITIES REQUIRED FOR ABOVE VEHICLES.	Petrol Litri Dervy " Kero " Luboil " Grease Kg.
8. PARTICULARS OF STATIC MACHINERY FOR WHICH REQUIRED.	
9. WORK TO BE PERFORMED BY ABOVE MACHINERY.	
10. QUANTITIES REQUIRED FOR ABOVE MACHINERY.	Petrol Litri Dervy " Kero " Luboil " Grease Kg.
11. AC BATIONING AUTHORITY FOR PROVINCE IN WHICH SUPPLIES ARE REQUIRED.	

826

TO BE COMPLETED BY CONTRACTOR.

Icertify that the above quantities of POL are required for vehicles and machinery working on WD contract only, and that the amounts received will not be used for any other purpose.

Signed.....(Contractor)

TO BE COMPLETED BY EMPLOYING SERVICE.

6. ANTICIPATED MILEAGE OF ABOVE VEHICLES
STATING ROUTES TO BE COVERED.

7. QUANTITIES REQUIRED FOR ABOVE VEHICLES.	Petrol	Litri
	Derv	"
	Kero	"
	Luboil	"
	Grease	Kg.

8. PARTICULARS OF STATIC MACHINERY FOR
WHICH REQUIRED.

9. WORK TO BE PERFORMED BY ABOVE MACHINERY.

10. QUANTITIES REQUIRED FOR ABOVE MACHINERY.	Petrol	Litri
	Derv	"
	Kero	"
	Luboil	"
	Grease	Kg.

11. AC RATIONING AUTHORITY FOR PROVINCE IN
WHICH SUPPLIES ARE REQUIRED.

826

TO BE COMPLETED BY CONTRACTOR.

I certify that the above quantities of POL are required for vehicles and machinery working on WD contract only, and that the amounts received will not be used for any other purpose.

Signed.....(Contractor)

TO BE COMPLETED BY EMPLOYING SERVICE.

It is certified that.....is working under direct contracts with WD, that the particulars above are correct and that the minimum quantities required are being applied for.

Signed.....

Name.....Rank.....

Appointment.....

Date.....

Rome 4 August 1945

13

Jurisdiction Venezia and Trieste Compartimenti

To Capo Compartimento
" "

for information Headquarters M.R.S.
AC In. Sub-Commission
Capi Servizio
Capi Delegazioni

Trieste
Venezia
Rome
Rome
Rome
Milano-Venezia.

According to the orders we have received from Allied Military Authorities the following dispositions are given:

1° - The limit of the Venezia Compartimento is extended, eastward as far as the boundary between Veneto and Venezia Giulia.

2° - The Trieste Compartimento will include:

a) The territory limited:

westward by the same boundary line between Veneto and Venezia Giulia.

eastward by the Morgan line which, starting from Punta Crocetta, south of Trieste, is directed toward east-north-east, crosses the Trieste Fola line between S. Elia and Erpelle Cosina stations and the railway line Monfalcone S. Pietro del Carso between Sesana and Divaccia; then, going toward north-west, crosses the branch railway line to Cismessina between the stations of Prevaccina and Camigne; further keeping always eastward of Isonzo river, crosses the Line Gorizia-Piedicolle between Ausa and S. Lucia (Isonzo) and proceeding toward north-west and north is connected to the old boundary Italy-Yugoslavia crossing the railway line Tarvisio-Isonzo, east of Presine Leghi.

b) The enclave of Fola.

3° - The I.S.R. railway system east of Morgan line as far as the original political boundary Italy-Yugoslavia, will remain under the control and administration of the Yugoslavia Government.

4° - In the Territory of which point 2, the Italian Railway Authorities will act as agents of Allied Military Government represented by the Director M.R.S.

5° - All correspondence, from and to Trieste Compartimento, will be forwarded through the M.R.S.

6° - For all matters concerning various services, the Trieste Capo Compartimento will apply to officers of M.R.S. residing there.

7° - The Trieste Capo Compartimento will keep a separate accountancy for the territory of own jurisdiction only, as above precised. He will also duly record all services, of any kind and title

- 2° - The Trieste Compartimento will include:
 - a) The territory limited:
 - westward by the same boundary line between Veneto and Venezia Giulia.
 - eastward by the Morgan line which, starting from Punta Grossa, south of Trieste, is directed toward east-north-east, crosses the Trieste Pola line between S. Elia and Erpelle Cosina stations and the railway line Monfalcone S. Pietro del Carso between Sesana and Divaccia; then, going toward north-west, crosses the branch railway line to Cismessina between the stations of Prevacina and Camignè; further keeping always eastward of Isonzo river, crosses the Line Gorizia-Piedicolle between Ausa and S. Lucia (Isonzo) and proceeding toward north-west and north is connected to the old boundary Italy-Yugoslavia crossing the railway line Tarvisio-Iscaro, east of Resina Laghi.
 - b) The enclave of Fola.
- 3° - The I.S.R. railway system east of Morgan Line as far as the original political boundary Italy-Yugoslavia, will remain under the control and administration of the Yugoslavia Government.
- 4° - In the Territory of which point 2, the Italian Railway Authorities will act as agents of Allied Military Government represented by the Director M.R.S.
- 5° - All correspondence, from and to Trieste Compartimento, will be forwarded through the M.R.S.
- 6° - For all matters concerning various services, the Trieste Capo Compartimento will apply to officers of M.R.S. residing there.
- 7° - The Trieste Capo Compartimento will keep a separate accountancy for the territory of own jurisdiction only, as above precised. He will also duly record all services, of any kind and title made or to be made in respect of traffic and operation covering that part of railway system being under the administration of the Yugoslavia Government.
- 8° - The department's group of Udine is under the direct jurisdiction of the North East Delegation, Verona, in respect of the operation and reconstruction works; however, as regards administrative matters will be subordinate to the Venice Compartimento.

The Director General
ing. G. Di Raimondo.

UNITED STATES
Army Region
Allied Military Government
APO 394

TN S/c
O

7 AUG 8, 1945.

Ref: R.M. 100/ 24.1.

Subject: RAILWAYS.

To: Headquarters, Allied Commission.

(Attn: Col. Thompson, Transportation Sub Commission).

As requested I forward herewith a note on the Railways leading to Bellero Province. I hope this is what you require.

I send also copy of a letter received by the Sindaco of Teltre which gives some information regarding present plans for repair of the line.



R. B. Tamm

Colonel,
Provincial Commission,
Bellero Province.

R.B.T.

Tn Sub-Commissione
VENICE Branch, Civil Eng. Sec

C/O A.M.G. Venice
Tel.No.Venice 27866

To Sindaco del Comune di Feltre FELTRE
From Capt. P.GREANY RE
Tn Sub-Commission

Sir,

With reference to your letter No.03187 of 2 July 45 addressed to the Allied Command, Railway Buildings Venice regarding the railway lines Calalzo Montebelluna I am instructed to inform you that the Line Montebelluna to Busche is now being repaired and the provisional date of completion is the 15th August.

The I.S. Railway is preparing plans for the reconstruction of the damaged bridge over the River Meschie by Vittorio and when the work is completed the railway will be able to run trains to Belluno via Conegliano.

PETER GREANY Capt., R.E.
Tn Sub-Commission, Venice

D.D.Tn Eight Army
C/O HQ Transportation Venice

Reference your TN 8/4/I329 of
15 July 45

Senior Tn Officer
Regional A.M.G. Padua

for information

NOTES OF RAILWAYS - NEWLY DISCOVERED

1. Main Lines.

- a) CREVISO - VINCENZO VENTRO - PONTA DELLA SPIGA through one line to
SALIZADA - BRIVIO - BUSONE - BIELLE and the line to CALABRO.
b) CREVISO - BIELLE through SALIZADA as in (a) above, and both steam driven.

2. Branch Lines.

- a) CALABRO - CORONA D'ALTELLIO - BRIVIO connecting with 1 (a) above at
CALABRO.
b) BRIVIO - M.S. - AGORDO connecting with 1 (a) above at BRIVIO (also
1 (b) above at BRIVIO).

These are both electrically driven and are now working.

3. Obstructions to running.

- a) Line 1 (a).

(i) Large bridge at SAVASSO, 3 km North of VINCENZO VENTRO, a big
job to repair.

(ii) Small bridge at SPIGA about 5 km South of PONTA DELLA SPIGA.

Above are the only blocks to rail communication between
VINCENZO VENTRO (VINCENZO - VINCENZO line) and BIELLE and then on
to BRIVIO and the terminus of the Salizada - Agordo line.

(iii) Two or three small bridges between PONTA DELLA SPIGA and
VINCENZO VENTRO, most of these are big jobs. Repair of these puts
line through to CALABRO where it links with 2 (a).

b) Line 1 (a) between CREVISO - BIELLE.

River bridge at BRIVIO 3.400 ft.

c) Lines 1 (a) and 1 (b) between BRIVIO and BRIVIO.

(i) Road over Railway bridge at BRIVIO 5.5125, a long structure but
very little height. 3 months work to repair.

(ii) High bridge about 4 km from BRIVIO. 3 months work to repair.

NOTE.

The bridge at BRIVIO is on the right side of the terminus of the BRIVIO
- AGORDO line.

4. Necessity for Rail Communication. - Railway is needed for carriage of goods as
follows:-

- a) Food. - Brivio, Valtre, Cortina D'Ampezzo, Pieve di Cadore and
Agordo are our main food distribution centres.

2. Obstructions to running.

a) Line 1 (a).

(i) Large bridge at SIVAGO, 3 km North of VIT VENG VENG, a big job to repair.

(ii) Small bridge at SIVA about 5 km South of SIVAGO VENG VENG.

There are the only bridges to rail communication between SIVAGO (VIT VENG - VIT VENG line) and SIVAGO and then on to SIVAGO and the terminus of the SIVAGO - AGORDO line.

b) Line 1 (b) between SIVAGO - SIVAGO.

Small bridge at SIVAGO 1400.

c) Lines 1 (a) and 1 (b) between SIVAGO and SIVAGO.

(i) Road and Railway bridge at SIVAGO 5125, a long stretch but very little height. 3 months work to repair.

(ii) High bridge about 4 km from SIVAGO. 3 months work to repair.

NOTE.

The bridge at SIVAGO is on the SIVAGO side of the terminus of the SIVAGO - AGORDO line.

4. Necessity for Rail Communication. - Railway is needed for carriage of goods as follows:-

a) Food. - SIVAGO, SIVAGO, SIVAGO, SIVAGO, SIVAGO and SIVAGO are our main food distribution centres.

SIVAGO is on the SIVAGO VENG VENG line.

SIVAGO SIVAGO and SIVAGO SIVAGO are both on the SIVAGO - SIVAGO - SIVAGO line which connects at SIVAGO with the SIVAGO VENG VENG line.

AGORDO is on the SIVAGO - AGORDO line which also can be used as soon as the SIVAGO VENG VENG line is through.

b) Imports.

(i) Wood - mostly on the East side of the Province of SIVAGO and so on to the SIVAGO - SIVAGO VENG VENG line.

- (ii) Genua - From SALAZO - VENTURIO FORT - ARRUINO side.
- (iii) Ancona - From MIS on the TRIVANO - AGUERO side and thence to TRIVANO.
- (iv) Pyrites - As far as possible.
- (v) Lecher - From Balluno.
- (vi) Bear - From PENTIA, on the TRIVANO - ARRUINO side.

5. From the above it will be seen that:

- a) If we get the VENTURIO FORT - ARRUINO line going we can feed by rail all the Province except the Communas (14) whose distributing centers are TRIVANO and get away all our export's bearing fruit.
- b) If we get TRIVANO - PENTIA line only going we can feed only Communas fed from PENTIA and export by rail our beer only.
- c) The biggest job is repair of the two bridges that are not viable as the TRIVANO bridge and the PENTIA bridge. Road will take 3 to 4 months.

If we get both the other lines going and repair of these two bridges we can feed the Province and get away all our exports.

6. Reconnection.

I. Repair following bridges:

Bridge and Location	Line	Estimated time
Savasso (B 6725)	VIRCHIO VENTURIO ARRUINO	3 to 4 months.
Sosa (B 6929)	do	14 days.
Ponte della Alpi (B 6813)	do	1 month at the most.
Funer (B 6005)	TRIVANO - PENTIA	1 month.

Above will give communication to TRIVANO, PENTIA, ARRUINO.

II. Repair of two small bridges about 20777 and 20779 will give a communication to SALAZO 7055 and thence to TRIVANO PENTIA and ARRUINO.

SPB/cu

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

Tel : 843239

Ref : AC/Tn/44/32 C.E.

7th July 1945

SUBJECT : Railway Treviso-Belluno.

TO : Regional Commissioner A.M.G.
Region XII.
for Attention Regional Transport Officer.

1. With reference to your. R XII/Tn/5.5 of 3rd July 1945.

2. Line 74/178 TREVISO-CONEGLIANO-PONTE ALPI-BELLUNO, it seems from the Italian State Railway reports that these are two bridges out on the Section 173, one near VITTORIO-VENTO and one over the PLAVE, near Ponte Alpi.

3. Detailed reports have been asked for, receipt of these will communicate with you.

4. Would you advise us, as to the type and approximate traffic this line would carry, this information will help to obtain financial approval.

S. T. BUCKLEY, Major R.E.
for Lt. Col. H.O. LINDBERG R.E.
Tn/AC/Rails.

Done file

820

HEADQUARTERS
VENEZIE REGION
Allied Military Government
Transportation Division
APO 394

3 July 45

TO : HQ AC
SUBJECT : Railway repairs
FILE No. : RXII/TN/5.5.

The attached letter from P.C. Belluno is forwarded as I am told by P.W. and U that such reconstruction work is the responsibility of the Transportation Sub Commission or M.R.S. I believe officers from the Rail Division (T4) are in the Region and they may already have investigated the matter.

*forwarded
cve*

J.S. WOODGER
Colonel
REGIONAL TRANSP. OFFICER

BELLUNO PROVINCE
Venezie Region
Allied Military Government
APO 394

17 June, 1945.

Ref : R.XII/BEL/78.
Subject : Bridge Repairs.
To : H.Q. Venezia Region.

In order to open the Railway line from TREVISO to BELLUNO via VITTORIO VENETO it is necessary to repair one bridge only, that at SAVASSA about 3KM. north of VITTORIO VENETO. I consider that, in view of the shortage of motor transport and more particularly of petrol, it is very desirable to open this railway communication as early as possible.

I am informed that iron girders are required for the repairs of the bridge at SAVASSA and that these are at CALALZO Station a number of girders which would be suitable.

I may be mis-informed but I trust this is not so and that this suggestion may be worth considering.

I recommend that this bridge be repaired as early as possible.

Colonel,
Provincial Commissioner,
Belluno Province.

RHF/GA

No Policy 3/7

TN Sub-Commission,
VENICE Branch, Civil Eng. Section

C.O. A.M.G. VENICE
Tel. No Venice 27866

To: Tn Sub-Commission Rail Branch
(attention Mjor Street)

From: PETER GREANY Capt. R.E.

Tn Sub-Commission, VENICE

1-

It has been brought to my knowledge that certain works (buildings) are carried out on railway premises by other military departments without consulting the I.S.R.

The attached letter is an example

2-

I am of opinion that a circular letter should be issued to all area Commanders asking them to inform units that no works should be put in hand without first consulting and obtaining the consent of the Capo Compartimento of the District concerned.

In the event of disagreement the matter should then be referred to the Senior Transportation Officer A.M.G. of the Area. who in turn will contact his Tn. Sub-Commission Representative (Civil Eng. Section) and obtain a final decision.

3-

As you see I have already written to the Senior Tn Officer at Padua on the attached case but as the work is now continuing I think this instruction should emanate from the highest level.

4-

This is not an isolated case, on the Cancellone-Benevento Railway a refreshment hut was erected at Cirvinara without any previous consent. Fortunately it did not interfere with Station working arrangements.

Peter Greany 817
PETER GREANY Capt., R.E.

Tel. No Venice 27866

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(attention Major Street)

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24 July 41

Peter Greany 817

PETER GREANY Capt., R.E.

Tn Sub-Commission, Venice

No Staff 2/1

Subject: Office Staff

To Cape Compartiments Venice

Cal Cap. P. GREANY RE

To Sub-Commission

Civil Eng.Sec- Rail Branch

19 th July 45

To assist me in my duties of reconstruction of the railways in N.E. Italy I shall require an office staff. The South African R.C.E. whose offices I have taken over, employed Mr. Peretti Giuseppe as interpreter on a salary of 3900 + 400 Lire per month and Miss. ROSA Aurora as a typist in Italian on a salary of 2000+ 500 Lire per month. Both these members have been taken over by me as they are versed in our procedure and know what projects are being worked on and the degree of completion.

To preserve this continuity I shall be glad if you will enroll them as members of your staff to be paid by the I.S.R.

In addition to these two members I shall require a typist capable of typing in English. This part of the work was done by the clerks of the South Africans when they were functioning here and it is most important that some suitable person is employed and sent to me as soon as possible.

Mr PERETTI Giuseppe is a Engineer student and the son of Your Chief of works and he will be used principally in preparing plans diagrams etc. and acting as interpreter translating letters etc. where his technical knowledge will be of very great value.

I shall be glad of your assurance that these two members will be paid by you as from the 19 th July. They were paid by the S.A.R.C.E up to the 18 th.

Also, I trust you can find me a suitable typist for English but should you have any difficulty I shall apply to the District Commission A.M.G. who I understand has a number on his books asking employment.

Peretti
Capt.

Copy Major Steet D.S.O.

Mr. Peretti Giuseppe as interpreter on a salary of 3900 + 400 Lire per month and Miss. ROSA Aurora as a typist in Italian on a salary of 2000 + 500 Lire per month. Both these members have been taken over by me as they are versed in our procedure and know what projects are being worked on and the degree of completion.

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COPY

Major Steet D.S.O.

Tn Sub-Commission (Rail Branch)

Peretti
Capt.

Rt

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