

ACC

AC/TN/78/C.E

10000/148/1554

2008

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

10000/148/1554

PARMA - LA SPEZIA
JUN. - AUG. 1945



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

ROMA li 6 Agosto

1945 - A

N. C.S. 412

Al N.

del

OGGETTO.

COMMISSIONE BRITANNICA

Ferrovie dello Stato

M I L A N O

Alla gara d'appalto per l'esecuzione dei lavori di ricostruzione dei ponti della Fornovo Sarzana fu invitata anche la Ditta Ing. G. Fennaroli, che presentò offerta dell'importo di L. 135.445.450. Il lavoro fu però affidato all'Impresa Ing. Arganini che fece offerta ammontante a L. 116.189.000 .-

Spiace pertanto di non potere dare la preferenza all'Impresa Fennaroli, che verrà però invitata ad altre gare.

IL CAPO DEL SERVIZIO

[Handwritten signature]

Servizio.

AHS/ef

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

Tel : 843239
Ref : AC/Tn/36a/C.E.

14th July 1945

SUBJECT : Parma-La Spezia Line.

TO : Chief Public Works Division
Attention : Lt.Col. Spann.

1. Reference your letter 078/3/P.W.O. of 11th July .
2. The necessity for the repair of this line has been agreed.
3. The I.S.R. have been requested to submit an estimate and as soon as this is received, financial approval will be obtained and the work put in hand.
4. When Ing. Corini called at this office he was given this information.

A.H. STREET, Major.

Copy to : Provincial Commissioner Parma Province.

1137

Tel. 489081. Ext. 339

HEADQUARTERS ALLIED COMMISSION
APO 394
Public Works and Utilities Sub-Commission

RWS/rlv

Ref: 078/3/PWU

11 July 1945

Subject: Parma-Spezia Railway Line.

To : Transportation Sub-Commission. —

1. Attached is letter from the Provincial Commissioner of Parma Province, Emilia Region together with report rendered by Engineer Corini with reference to the reactivation of the railway from Parma to Spezia.

2. As this scheme is concerned with repairs to a previously existing line and not with new construction, the attachments are being referred to you for whatever action is deemed necessary.


WILLIAM H. SPANN
Lt. Col. A.U.S.
Chief, Public Wks. Div.

1136

HEADQUARTERS
Parma Province, Emilia Region,
ALLIED MILITARY GOVERNMENT
APO 394

Transl
3

REFERENCE : RIX/PA-Ha 21 June 1945
SUBJECT : Parma-Spezia Railway Line.
TO : Lt. Col. Spann, Emilia Region H.Q. - Bologna

With reference to our conversation of last Saturday regarding the restoration of the above mentioned line, I submit herewith the statements of one Engineer Corini for your information and whatever action you deem necessary.

Enclos.

FJP/ec

Francis J. Buwens
FRANCIS J. BUWENS,
Major, USA,
Provincial Commissioner.
May
1135

22 JUN 1945

8211



MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO

IL DIRETTORE GENERALE

Roma, 13 giugno 1945

N° L.5/13/29291

Oggetto:

Ripristino linea Parma:Spezia.

Allegati: 1 -

ALLA COMMISSIONE ALIATA
Sottocommissione Trasporti (Ferrovie)
Stanza 52 - Piano 3°

S E D E
^ ^ ^ ^ ^ ^ ^

1) La linea Parma-Spezia è di particolare importanza per convogliare il traffico sulla linea tirrenica alleggerendo la Bologna-Firenze, e specialmente la stazione di Bologna, duramente provata dagli eventi bellici. Inoltre le 4 provincie di Parma, Reggio Emilia, Piacenza e Mantova, fanno vive premure per essere allacciate alla rete ferroviaria in esercizio nell'Italia Centro-Meridionale, per cui si rende necessario provvedere al ripristino del tronco di linea Parma-Spezia.

2) I danni principali sofferti dalle opere d'arte risultano dall'elenco allegato, compilato in base alle prime notizie in possesso di questa Sede.

3) La spesa di grande massima occorrente per la esecuzione dei lavori ammonta a L. 200.000.000.

4) Ove codesta Commissione non sia contraria al ripristino in parola, si farà seguito col progetto in corso di allestimento, delle opere da sistemare, nonchè con la perizia dettagliata della spesa e con l'elenco dei materiali occorrenti.

5) Si prega di esaminare la questione e far conoscere con cortese sollecitudine se, a guadagno di tempo, si possono senz'altro indire le gare per gli appalti.

IL DIRETTORE GENERALE

Adi Rimonda

MINISTRY OF TRANSPORTS
I.S.R. General Director
N. 1 Enclosure

TRANSLATION
Rome, 10 June 45
Ref. L.5/13/29291

To: The Sub-Commission (Rail)
Room 52 - 3rd Floor - Bldg.

SUBJECT : Restoration of Parma-Spezia Line.

- 1) Parma-Spezia Line is particularly important to convey traffic to the Tyrrhenian line, in order to alleviate the Bologna-Florence one and especially Bologna station, which has been hardly damaged by the war events. Besides, the 4 Provinces of Parma, Reggio Emilia, Piacenza and Mantova are strongly soliciting to be connected with the railway system of central and southern Italy. This is why restoration of Parma-Spezia Section has become a necessity.
- 2) Biggest damages suffered by the line masonry works are showed by attached list which has been drawn up after the very first informations.
- 3) Expense for execution of works amounts very roughly at L. 200.000.000.
- 4) Whether your Commission will be not contrary to said restoration, a scheme is being prepared and will follow, containing a list of the concerned works, even estimate of expense and list of materials needed.
- 5) Please, examine the question and kindly inform us if, in order to save time, we can bid the works right away.

The General Director

1133

IL RIPRISTINO DELLA LINEA

PARMA - SPEZIA

La linea Parma Spezia è una linea di comunicazione fondamentale per tutta la pianura padana e specialmente per le provincie di Parma, Reggio E., Modena, Bologna, Mantova, Cremona.

È l'unica linea trasversale congiungente la Liguria e il porto di Spezia con la pianura padana.

L'esercizio della linea è indispensabile per il trasporto dei carboni, (anche quelli della Sardegna) di Spezia alle città sudette e per il trasporto della legna dall'appennino parmense (zone di Borgotaro, Berceto, Valmezzola) alle città suddette. In mancanza di tale esercizio Parma resterà letteralmente senza possibilità di riscaldamento. La Parma Spezia è pure essenziale per poter inviare e generare alimentari dalla pianura padana alle zone prive di risorse agrarie (Apuania, Spezia, Liguria).

La situazione attuale della linea è gravissima. Le principali interruzioni sono le seguenti:

2015

vincie di Parma, Reggio E. Modena, Bologna, Mantova, Cremona.

E' l'unica linea trasversale congiungente la Liguria e il porto di Spezia con la pianura Padana.

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La situazione attuale della linea è gravissima. Le principali interruzioni sono le seguenti.

1132

Nel seguente prospetto sono state raccolte le caratteristiche dei ponti crollati o gravemente danneggiati.

Nessun lavoro di ripristino è stato iniziato e nemmeno nessun provvedimento è stato preso per appaltare i lavori.

La linea Parma Spezia dipende dal compartimento o di Firenze, assai lontano per notare i bisogni della città interessata a prendere d'urgenza i necessari provvedimenti.

Per importanza con la dovuta urgenza le opere di ripristino è necessario anzitutto far in modo che la suddetta linea passi dalle dipendenze del compartimento di Firenze a quello di Bologna e che questo istituisca in Parma un nuovo reparto lavori, che assieme con quello avente sede a Terrarossa (della Parma Spezia) provveda immediatamente gli appalti dei lavori e ne sorvegli la rapida esecuzione. Questa necessità è stata riconosciuta dai Presidenti delle Deputazioni provinciali e dai Prefetti di Parma, Reggio, Modena e Bologna, e S.E. il ministro dei trasporti, interessato al provvedimento, ha promesso il suo immediato interessamento. Questo è necessario perché il compartimento di Firenze dipende direttamente dal Governo di Roma.

Ma il compartimento di Bologna dal Governo Militare Alleato ed è quindi necessario che il Governatore Regionale di Bologna intervenga per dare le necessarie disposizioni al Compartimento ferroviario di Bologna.

Ma anche con questo provvedimento e con la immediata assegnazione degli appalti delle opere di ricostruzione non sarà possibile ottenere il ripristino della linea in pochi mesi, come è indispensabile per far fronte alle inderogabili necessità, che si presenteranno all'inizio del prossimo autunno.

Occorre l'intervento dell'esercito alleato, non soltanto per

2018

Per importanza con la dovuta urgenza le opere di ripristino è necessario anzitutto far in modo che la suddetta linea passi dalle dipendenze del compartimento di Firenze a quello di Bologna e che questo istituisca in Parma un nuovo reparto lavori, che assieme con quello avente sede a Terrarossa (della Parma Spezia) provveda immediatamente gli appalti dei lavori e ne sorvegli la rapida esecuzione. Questa necessità è stata riconosciuta dai Presidenti delle Deputazioni provinciali e dai Prefetti di Parma, Reggio, Modena e Bologna, e S.E. il ministro dei trasporti, interessato al provvedimento, ha promesso il suo immediato interessamento. Questo è necessario perché il compartimento di Firenze dipende direttamente dal Governo di Roma.

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1191
Occorre l'intervento dell'esercito alleato, non soltanto per mettere a disposizione i materiali necessari, ma proprio per mettere in opera travale metallica smontabili, per rendere possibile il ripristino dei ponti di grandi luce.

Conclusione.

Riassumendo possiamo dire che il ripristino della Parma 3

3

Spazia costituisce un problema di importanza regionale interesse
 sante tutta la pianura Padana e che può essere risolto in un tempo
 relativamente breve, soltanto con l'intervento del Governo Militare Al-
 leato, ma per il passaggio della linea del compartimento di Firenze a
 quello di Bologna, sia con laadiretta e l'attiva collaborazione per la
 messa a disposizione di materiali necessari e travate smontabili
 indispensabili per il ripristino delle opere d'arte di grande luce .

20251

TRANSLATION

THE REINSTATEMENT OF THE LINE PARMA-SPEZIA

The line Parma-Spezia is a very important line for all the Padana Plain and especially for the Province of Parma, Reggio, Modena, Bologna, Mantova and Cremona.

It is the only line which connects the Liguria and the Port of Spezia with the Padana Plain.

This line is very important for the transport of coal (also coal imported from Sardegna) and of wood from the Appennino Parmense (zone of Borgotaro, Berceto, Valmorsola)

Without this Railway Parma will remain without any possibility of heating;

it is necessary also to send food from the Padana Plain to Apuania, Spezia, Liguria.

The situation of this line is very hard; the most important interruptions are the following:

In the following prospect there have been gathered all the characteristics of the fallen bridges or greatly damaged.

No work for the reinstatement of this line has begun neither provisions have been made for reserving labor. The Department of Firenze, from which this line depends is too far to interest itself on these works.

Because of the urgency of these repairs, it is above all necessary that this line passes from the Department of Firenze to that of Bologna and that it establishes here in Parma a new Department of the works, which together with the one at Terrasossa (of Parma-Spezia) will provide a reserve for labor immediately and will survey it's rapid execution.

1129

This necessity has been recognized by the Presidents of the Provincial Deputations and by the Prefects of Parma, Reggio, Modena and Bologna; the transport Minister, interested in this, promised his immediate ^{attention} ~~interest~~. This is necessary because Florence Dept. depends directly from the Government in Rome.

It is necessary that the Regional Commissioner of Bologna gives instructions

2021
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It is necessary that the Regional Commissioner of Bologna gives instructions to the railway Dept. of Bologna; and more important is the necessity of the intervention of the Allied Army to reinstate the great bridges.

It is possible to release this problem only with the help of the Allies.

(continued)

LIST OF THE PRINCIPAL INTERRUPTIONS EXISTING ON THE TRACK VIZZANO-FORNOVO

Remains of the line Parma-Spezia.

- 1) Bridge of cement with steel skeleton over Storzana River (3 archs of 12m.)
between Fornovo and Citerna; ~~fallen.~~ *fallen.*
- 2) *Steel* Iron bridge over the Rio Riazzo (arch of 20 m.) between Fornovo and Citerna; fallen
- 3) Bridge of cement with steel skeleton over the Rio Archisiola (arch of 10m.)
between Fornovo and Citerna, fallen
- 4) Bridge of cement with steel skeleton over the Rio Strabel (arch of 10 m.)
between Fornovo and Citerna, fallen
- 5) Iron bridge over the Rio Calgana (arch of 21.70 m.) between Fornovo and Citerna,
fallen.
- 6) Bridge in masonry over Taro River (8 archs of 22.50 m.) between Selva del
Bocchetto and Solignano: seriously damaged by aerial raids and repaired by the
Germans, but without any security of solidity.
- 7) Iron bridge over the Rio Borella (arch 21.70 m.) between Solignano and Valmozzola.
- 8) Bridge in masonry over the Torrente Morzola, between Solignano and Valmozzola,
(6 archs of 19m.) *is very damaged by aerial-raid.*
- 9) Iron bridge over Taro River (5 archs of 50m.) insufficiently repaired by the
Germans.
- 10) Gruppo San Giovanni Tunnel, between Terceto and Roccamurata, damaged at the
entrance, Parma side, for about 10m.
- 11) Iron bridge over Taro River (1 arch of ~~25m.~~ *8.5m.*) semi parabolic beams, between
Ostia and Roccamurata damaged by explosion on the Spezia side at about 4 m.
- 12) Iron bridge over Taro River (3 arch of 38 m.) between Ostia and Roccamurata,
1 arch destroyed. **1128**
- 13) Iron bridge of Taro River (3 arch of 37 m.) between Ostia and Borgotaro, damaged
by aerial-raid.
- 14) Bridge over the Taro River (7 iron archs of 50 m. and 5 masonry arch of 9 m.)
Steel arch.

- 2) Iron bridge over the Rio Riazzo (arch of 20 m.) between Fornovo and Citeria; fallen
- 3) Bridge of cement with steel skeleton over the Rio Archisiela (arch of 10m.) between Fornovo and Citeria, fallen
- 4) Bridge of cement with steel skeleton over the Rio Strabel (arch of 10 m.) between Fornovo and Citeria, fallen
- 5) Iron bridge over the Rio Calgana (arch of 21.70 m.) between Torogovo and Citeria, fallen.
- 6) Bridge in masonry over Taro River (8 archs of 22.50 m.) between Selva del Boccheto and Solignano: seriously damaged by aerial raids and repaired by the Germans, but without any security of solidity.
- 7) Iron bridge over the Rio Bonella (arch 21.70 m.) between Solignano and Valmozzola.
- 8) Bridge in masonry over the Torrente Mozola, between Solignano and Valmozzola, (6 archs of 19m.) it is very damaged by aerial-raid.
- 9) Iron bridge over Taro River (5 archs of 50m.) insufficiently repaired by the Germans.
- 10) Gruppo San Giovanni Tunnel, between Berceto and Roccamurata, damaged at the entrance, Parma side, for about 10m.
- 11) Iron bridge over Taro River (1 arch of 8m.) semi parabolic beams, between Ostia and Roccamurata damaged by explosion on the Spezia side at about 4 m.
- 12) Iron bridge over Taro River (3 arch of 38 m.) between Ostia and Roccamurata, 1 arch destroyed. 1128
- 13) Iron bridge of Taro River (3 arch of 37 m.) between Ostia and Borgotaro, damaged by aerial-raid.
- 14) Bridge over the Taro River (7 iron archs of 50 m. and 5 masonry arch of 9 m.) between Ostia and Borgotaro, near the station of Borgotaro damaged by aerial-raid.
- 15) Borgallo Tunnel, between Borgotaro and Grondola Guinardi, the masonry reinforcement is repaired.

- 16) Viaduct over Vallone di Grondola, between G. Giunardi and Pontremoli, (3 arches of 15m.) 2 piers and 3 arch fallen. *see sketch*
- 17) Viaduct over Verdi River, between G. Giunardi and Pontremoli (in masonry 6 arches of 20 m. and 2 of 10 m.) 18 m. high: 2 piers and 2 arches fallen.
- 18) Iron bridge over Verde River between G. Giunardi and Pontremoli (3 arches of 35.55 m. completely destroyed. *see sketch*)
- 19) Iron bridge over Magra River between G. Giunardi and Pontremoli (3 arches of 25.50 m. The parapet of Spina side very damaged. *see sketch*)
- 20) Viaduct of Migliarina between Soorcetoli and Filatiera in masonry (42 arches of 7 m. 1 pier and 2 arches ~~were~~ badly damaged. *see sketch*)
- 21) Bridge over Bagnone River between Villfranca and Terrarossa in masonry (4 arches of 18 m.) completely destroyed. *see sketch*
- 22) Support wall of the 62nd Route of the Cisa between Villfranca and Terrarossa fallen for 105 m. encumbering the lower railway with about 6,000 mo. of material. *see sketch*
- 23) Bridge over Tavernone River between Terrarossa and Aulla in masonry (90 for 9 km.) 3 piers and 4 arches fallen. *see sketch*
- 24) Bridge over Aulella River in masonry (9 arches of 14 m.) between Aulla and S. Stefano 3 Piers and 4 arches fallen.
- 25) Saigela Tunnel between Aulla and S. Stefano fallen at the 2 entrance for 115 m.)
- 26) Isola Tunnel between Aulla and S. Stefano fallen for 45 m.
- 27) Over bridge of the 62nd Route of the Cisa near Aulla Tunnel between Aulla and S. Stefano completely fallen. *see sketch*
- 28) Over bridge of the 62nd route of the Cisa near S. Stefano Tunnel, between Aulla and S. Stefano completely fallen. *see sketch*
- 29) Railway underbridge strade del Mulini (1 arch of 4.60 m.) between S. Stefano and Vezzano *see sketch* fallen the *see sketch* **1127**
- 30) Iron bridge over Magra River between S. Stefano and Vezzano (4 arches of 37.50m. *see sketch* fallen the *see sketch* **1127**

- 19) Iron bridge over Magra River between S. Gimarsi and Pontremoli (5 arches of 25.50m)
The parapet of Spezia side very damaged.
- 20) Viaduct of Migliarina between Soorcatoli and Pilatiera in masonry (42 arches of 7 m.
pier and 2 arches ~~are~~ badly damaged.
- 21) Bridge over Bagnone River between Villfranca and Terrarossa in masonry (4 arches of
18 m.) completely destroyed. *NO 62*
- 22) Support wall of the 62nd Route of the Cisa between Villfranca and Terrarossa
fallen for 105 m. encumbering the lower railway with about 6,000 mc. of
material.
- 23) Bridge over Tavernone River between Terrarossa and Aulla in masonry (50 for 9 km.)
3 ~~piers~~ and 4 arches fallen. *Dependent*
- 24) Bridge over Aulella River in masonry (9 arches of 14 m.) between Aulla and S. Stefano
Stefano 3 Piers and 4 arches fallen. *Dependent*
- 25) Saigela Tunnel between Aulla and S. Stefano fallen at the 2 entrance for 115 m.)
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- 27) Over bridge of the 62nd Route of the Cisa near S. Aulla Tunnel between Aulla
and S. Stefano completely fallen. *Dependent*
- 28) Over bridge of the 62nd route of the Cisa near S. Stefano Tunnel, between Aulla
and S. Stefano completely fallen. *Dependent*
1127
- 29) Railway underbridge strade dei Mulini (1 arch of 4.50 m.) between S. Stefano and
Vezzano ~~fallen the vault~~. *Same*
- 30) Iron bridge over Magra River between S. Stefano and Vezzano (4 arches of 37.50m.
and 5 ~~piers~~ of 46.50m) a pier and 2 beams of 46.40 fallen the parapet to the
side of Parma is very badly damaged. *Same*
- 31) Railway underbridge of the 1st Route Aurelia at the west of Fornola Tunnel
between S. Stefano and Vezzano 1 arch of 8 m. fallen. *Same*

IV

32) Railway underbridge No. 1 Route Aurelia at the ^{East} ~~East~~ of Porvora Tunnel between

S. Stefano and Vezzano on arch of Cr. fallen.

There are also other interruptions of little importance (little bridges

of Lm. which we are repairing with rails)

The station of Aulla, Villafranca, Pontremoli, Borgotaro, Terosto and Porrovo are very badly damaged with many interruptions to the rails and grave damages to the station buildings.

All the water installations are destroyed, we have repaired some rails in the stations of Aulla and Borgotaro, in the other stations the damages are less important, the rails of Terrarossa station are safe.

The Germans effected many repairs but it is better to check them as they are no good. In the track of Vezzano-V.S. Stefano the railway was demolished for about 700 m. to use the same material and the same for the tracks of Pontremoli and Grodola-Guinardi, in the track Sarzana-S. Stefano the line is efficient.

As the Allied Command told me that it is impossible to have any transport means we must use the local means which are very scarce

If we could obtain a great application we suppose in 9 or 10 months the line will function as till now we have provided to repair the little interruptions and the recovery of the materials.

Conclusion

We can say that the reactivation of the Parma-Speria constitutes a problem of regional importance and interest of all the Padana Plain that may be solved in a relative brief period only with the intervention of the A.M.G. but for the passage of the line from that of Florence compartment to that of Bologna either with the direct or the active collaboration for the disposition of material necessary for recuperating pieces of great arches.

2023

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If we could obtain a great application we suppose in 9 or 10 months the line will function as till now we have provided to repair the little interruptions and the recovery of the materials.

Conclusion

We can say that the reactivation of the Parma-Spezia constitutes a problem of regional importance and interest of all the Padana Plain that may be solved in a relative brief period only with the intervention of the A.M.G. but for the passage of the line from that of Florence compartment to that of Bologna either with the direct or the active collaboration for the disposition of material necessary for recuperating pieces of great archs.

LIST OF PRINCIPAL INTERRUPTIONS ON THE SECTION OF LINE
VEZZANO FORNOVO ON THE PARMA LA SPEZIA
LINE.

[illegible]

1. Reinforced concrete bridge over Sporzana river (3 arches of 12 metres), between Fornovo and Citeria destroyed.
2. Steel bridge, between Fornovo and Citeria, over the Rio Riazzo (arch of 20 m) destroyed.
3. Reinforced concrete bridge between Fornovo and Citeria over the Rio Archisiel (arch of 10 m) destroyed.
4. Reinforced concrete bridge between Fornovo and Citeria, over the Rio Strabel (Arch of 10 m) destroyed.
5. Steel bridge between Fornovo and Citeria, over the Rio Calgana (Arch of 21.70 m) destroyed.
6. Masonry bridge between Selva del Bocchetto and Solignano over the Taro River (8 arches pf 22.50 m) seriously damaged by air raids and repaired by the Germans, needs revision.
7. Steel bridge between Solignano and Valmozzola, over the Rio Borella (arch 21.70 m) destroyed.
8. Masonry bridge between Solignano and Valmozzola, (6 arches of 19 m) badly damaged.
9. Steel bridge over Taro river (5 arches of 50 m) insufficiently repaired by the Germans.
10. Groppo San Giovanni tunnel, between Berceto and Roccamurata, damaged at the entrance, Parma side, for approx. 10 metres).
11. Steel bridge over Taro River, between Ostia and Roccamurata; (1 arch of 85 m) semi parabolic beams, damaged by explosions on the Spezia side from abutment about 4 metres.
12. Steel bridge over Taro River (3 arches of 38 metres) between Ostia and Roccamurata, 1 arch destroyed.
13. Steel bridge over Taro river between Ostia and Roccamurata) 3 arches of 37 m) damaged by air raid.
14. Bridge over the Taro River between Ostia and Borgotaro, 7 steel spans of 50 metres and 5 masonry arches of 9 m-) near the station of Borgotaro, damaged by air raids.
15. Borgallo tunnel between Borgotaro and Grondola Guinardi, the masonry reinforcement damaged.

3. Reinforced concrete bridge between Fornovo and Citerna, over the Rio Archisiel (arch of 10 m) destroyed.
4. Reinforced concrete bridge between Fornovo and Citerna, over the Rio Strabel (Arch of 10 m) destroyed.
5. Steel bridge between Fornovo and Citerna, over the Rio Calgana (Arch of 21.70 m) destroyed.
6. Masonry bridge between Selva del Bocchetto and Solignano over the Taro River (8 arches pf 22.50 m) seriously damaged by air raids and repaired by the Germans, needs revision.
7. Steel bridge between Solignano and Valmozzola, over the Rio Borella (arch 21.70 m) destroyed.
8. Masonry bridge between Solignano and Valmozzola, (6 arches of 19 m) badly damaged.
9. Steel bridge over Taro river (5 arches of 50 m) insufficiently repaired by the Germans.
10. Groppo San Giovanni tunnel, between Berceto and Roccamurata, damaged at the entrance, Parma side, for approx. 10 metres).
11. Steel bridge over Taro River, between Ostia and Roccamurata; (1 arch of 85 m) semi parabolic beams, damaged by explosions on the Spezia side from abutment about 4 metres.
12. Steel bridge over Taro River (3 arches of 38 metres) between Ostia and Roccamurata, 1 arch destroyed.
13. Steel bridge over Taro river between Ostia and Roccamurata) 3 arches of 37 m) damaged by air raid.
14. Bridge over the Taro River between Ostia and Borgohato, 7 steel spans of 50 metres and 5 masonry arches of 9 m-- near the station of Borgotaro, damaged by air raids. 125
15. Borgallo tunnel between Borgotaro and Grondola Guinardi, the masonry reinforcement damaged.
16. Vallone di Grondola viaduct, between G.Guinardi and Pontremoli: (3 arches of 15 metres) 2 piers and 3 arches destroyed.
17. Verdi river Viaduct, between G.Guinardi and Pontremoli) in masonry, 6 arches of 20 metres and 2 of 10 m) 38 m high, 2 piers and 2 arches destroyed.
18. Steel bridge over Verde river between G.Guinardi and Pontremo li (3 arches of 35.55 metres, completely destroyed.

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19. Steel bridge over Magra river between G. Giunardi and Pontremoli (3 spans of 25.50 metres). The parapet of Spezia side badly damaged.
 20. Migliarina viaduct, between Scorcioli and Filatiera in masonry (42 arches of 7 metres) 1 pier and 2 arches badly damaged.
 21. Bridge over Bagnone river between Villafranca and Terrarossa in masonry (4 arches of 18 metres) completely destroyed.
 22. Support wall of route No 62 of the Cisa between Villafranca and Terrarossa, destroyed for 105 metres, encumbering the lower railway with about 6,000 cm of material.
 23. Tavernone river bridge between Terrarossa and Aulla in masonry (9 arches of 9 metres, 3 piers and 4 arches destroyed).
 24. Bridge over Aulella river in masonry (9 arches of 11 metres) between Aulla and S. Stefano) 3 piers and 4 arches destroyed).
 25. Saigela tunnel between Aulla and S. Stefano destroyed at the entrance for 115 metres).
 26. Isola tunnel between Aulla and S. Stefano destroyed for 45 metres).
 27. Over bridge of route No 62 of the Cisa near Aulla tunnel between Aulla and S. Stefano completely destroyed.
 28. Over bridge of route No 62 of the Cisa near S. Stefano tunnel, between Aulla and S. Stefano, completely destroyed.
 29. Railway underbridge, strada dei Mulini (1 arch of 4.60 metres) between S. Stefano and Vezzano, arch destroyed.
 30. Steel bridge over Magra river between S. Stefano and Vezzano (4 spans of 37.50 metres) and 5 spans of 46.50 metres-) a pier and 2 spans of 46.40, the parapet of the Parma side is very badly damaged.
 31. Railway underbridge, between S. Stefano and Vezzano, of the route No 1 Aurelia, at the foot of Fornola tunnel, 1 arch destroyed.
 32. Railway underbridge, between ~~Vezzano~~ S. Stefano and Vezzano, route No 1 Aurelia, at the foot of the Fornola tunnel, 1 arch of 8 metres damaged.
- There are other interruptions of minor importance (small bridge of 4 metres, which are being repaired.
- The stations of Aulla, Villafranca, Pontremoli, Borgotaro, Bereto and Fornovo are badly damaged, as well as the rails.

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32. Railway underbridge, between ~~Fornola and S.Stefano~~ S.Stefano and Vezzano, route No 1 Aurelia, at the foot of the Fornola tunnel, 1 arch of 8 metres damaged.

There are other interruptions of minor importance (small bridge of 4 metres, which are being repaired.

The stations of Aulla, Villafranca, Pontremoli, Borgotaro, Berceto and Fornovo are badly damaged, as well as the rails. The station building is damaged too.

All the water installations are destroyed, some rails in the station of Aulla and Borgotaro have been repaired, the damages are less important in the other stations.

The Germans carried out many repairs, it would be better to check them, as they are not in good conditions. On the section of line Vezzano-V.S.Stefano the railway was demolished for approximately 700 metres, the same material can be used for the tracks of Pontremoli and Grodola Guinardi, the line Sarzana S.Stefano is in good condition.

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