

ACC

AC/TN/80/C.E.

10000/142/1556
VOL.1

10000/148/1556
VOL. 1

SLEEPERS, RAILS, AND TRACKS
APR. - 1945 - JAN. 1946

SUBJECT : Rail production

TO :

I. During normal time monthly average of the railway production was as follows :

ILVA - Piombino - monthly average	2.500 Tons
ILVA - Bagnoli " "	2.000 "
FALCK- Sesto San Giovanni " "	300 "
BREDA- Sesto San Giovanni " "	300 "

2. Actually recommenced production of rail in the factories :

FALCK and BREDA at Sesto San Giovanni.
Their monthly output at the moment can be :

FALCK	:	1.000 Tons
BREDA	:	1.000 "

that is more than normal time for these factories, because they have no contracts for other organisations. We believe that soon it will be possible to commence works at the factories "ILVA" at Piombino and Bagnoli, where the production at the beginning will be less than normal and we believe it will be possible to produce about 2.000 Tons for each factory if sufficient coal arrives in time.

3. As a war measure "ILVA" factory at Savona produced rail during the years 1942 and 1943. Owing to set up of this factory we do not believe that it is now able to economically manufacture rail.

The monthly production would possibly be in the region of 500 Tons.

MEMOfile 80+48
4th January 1946
17

Tel : 843239

Ref : AC/Tn/48+80/ C.E.

SUBJECT : Track, Turnouts, etc.

TO : M.R.S. Tn.A/2 STORES.

1. Regarding phone conversation about Sig. N° Tn.A/2/80/6 of 1st Nov. 45 track for Genova Port Layout, has any more been heard of this.
2. It would be appreciated if this could be urged please.

S.P.BUCKLEY, Major R.E.
for A.H.STREET, Lt.Col.

filed 16
TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
o/o. Transportation (Br) Main,
C.M.F.

Tel : 843239
Ref : AC/Tn/80/18 C.E.

4th January 1945

SUBJECT : New track Innocenti.

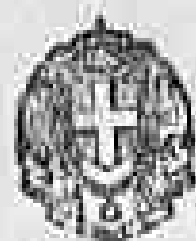
TO : Eng. Lo Cigno
Chief of Works Service, I.S.R.

1. Your N.L.8. bis/72894/C.IV.106(3)13 refers.
2. The Military Authorities at Innocenti Factory agree to the layouts of new track as arranged between Ing. Renda? and Lt. Skouse.
3. The delay in settling this matter is regretted.


S.P. BUCKLEY, Major R.E.
for A.H. STREET? Lt. Col.

Copy to : Eng. Renda.

X Shown blue pencil on attached plan.



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

SERVIZIO LAVORI E COSTRUZIONI

OGGETTO

TOR SAPIENZA

Trasporto residuati di guerra

ALLEGATI N. 1

URGENTE

Roma, li 10 Novembre 1945 - A.

N.L.8.bis/72894/C.IV.106(3)13

Al N.

del

A.C.SOTTOCOMMISSIONE TRASPORTI

Stanza N.52

(MAGGIORE BUCKLEY)

R O M A

- 1°) - Questa Amministrazione, per asportare dal Campo di Tor Sapienza i materiali residuati di guerra che verranno ceduti a questa Amministrazione stessa od a privati, ha necessità:
- a) di transitare sul binario di raccordo dello Stabilimento Innocenti occupato dall'Autorità Militare Alleata;
 - b) di prolungare di circa 500 metri, come è indicato in rosso sull'unito disegno, uno dei binari esistenti nell'interno dello stabilimento Innocenti.
- 2°) - Prego quindi confermare che verrà autorizzato l'attraversamento dello Stabilimento Innocenti occupato dall'Autorità Militare Alleata, con le tradotte da e per il Deposito Materiali di quest'Amministrazione.

IL CAPO DEL SERVIZIO

Locego

116

MINISTERO DEI TRASPORTI
SERVIZIO LAVORI E COSTRUZIONI

Roma 10th November 1945

Ref: L.8.Bis/72894/C.IV.I06/
(3) I3

SUBJECT : TOR SAPIENZA
Transport of Surplus Stores.

TO : Allied Commission
Sub-Commission
Attn : Major Buckley

1) This Works Service (I.S.R.) needs in order to transport from Campo di Tor di Sapienza the Surplus material which will be given to the I.S.R. or to Private *firms*.

a) to transit from siding of the factory "Stabilimento Innocenti" occupied by the Allied Military Authority;

b) to extend one of the existing track for about 500 metres, as shown in the enclosed drawing marked in red, this track is in the factory Innocenti.

2. Therefore will you please give authority to operate by trains to and from the I.S.R. Material Depots through the factory Innocenti.

THE CHIEF OF WORKS SERVICE
/s/ LO CIGNO

Copy sent to
Matson for
Remarks

38 Vel Com
Cavoy

861 Service Vel Pl

657 Lupa Rucy
5 Sec 711

PRIME OC 496791
Lol Tel com
whs

TRANSPORTATION (BR.) STORES, C.M.F.

BID FOR ALLOCATION TO : A.C. Tn. Submission Commission Italy.

IF DECLARED SURPLUS TO GLOBAL MILITARY REQUIREMENTS.

1164

Serial No.	Description.	Remarks (including details and use for guidance in bidding.	Unit of supply	Qty.	Br. or Lend Lease origin.	FOR USE BY CIVIL	
						Ref. No.	Qty. bid for.
1	2	3	4	5	6	7	8
1.	TRACK, 75 lbs. P.B., S.G. (complete less sleepers)		Miles	90	BR/LL/US.		
2.	SLEEPERS, S.G.		Miles	50	British		
3.	TURNOUTS, 75 lbs. S.G. 1 in 8. (complete less timbers)		Sets	640	BR/LL/US.		
4.	CROSSING TIMBERS, S.G.		Sets	670	British		

20541

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

Prov. Form Th. A. 2/BID 17.6

TRANSPORTATION (BR.) STORES, C.M.F.BID FOR ALLOCATION TO : A.C. Th. Submission Commission Italy.IF DECLARED SURPLUS TO GLOBAL MILITARY REQUIREMENTS.

1164

TRACK FILE 80

Remarks (including details and use for guidance in bidding.)	Unit of supply	Qty.	Br. or Lend Lease origin.	FOR USE BY CIVIL ORGANISATION		
				Ref. No.	Qty. bid for.	Remarks (Purpose or Project for which required.)
3	4	5	6	7	8	9
	Miles	90	BR/LL/US.			
	Miles	50	British			
	Sets	640	BR/LL/US.			
	Sets	670	British			

Col. [Signature]
 Signature.

..... Organisation.

..... Date.

Also see file 80

TRACK FILE

SLEEPERS - TIMBER - A lot of I.S.R. experience on Engr. Cavelli.

Oak will last 10 - 12 years unimpregnated. Very good oak 20 years (this supplies to heart only). Pine impregnated imported from the Baltic before the war did not give good results. The best result of this timber came from sleepers made from the bottoms of the three.

Pine from Calabria impregnated if full of resin has a life of 8 - 10 years.

Another type of timber (faggio) beechtree which is obtained from Northern, Central Italy and Calabria, but this must be impregnated as it is stated that it only last 7 months unimpregnated.

Timber was, for sleepers, imported from Bosnia and Herzegovina (Austria).

STEEL SLEEPERS - Acciaierie di Piombino.

Manufacturing steel sleepers, it would be worth while to look into the question as to whether they could now recommence either from scrap or imported raw material that may arrive in the near future.

Reinforced concrete - Prior to the war I.S.R. carried out some experience with the usual results of too hard a road difficulty of finding suitable cushioning material between rail and ties, they also, had an additional trouble of inability to keep the fastenings, rail to tie, tied.

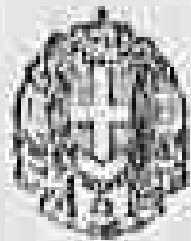
It would seem that in view of the shortage of ties that will not be overcome in the immediate future, it would be advisable to endeavour to design a reinforced concrete sleeper with a suitable type of cushion and fastening.

Impresa Di Penta have had some experience with reinforced concrete sleepers through I believe a Subsidiary Company and I propose to suggest that they liaise with the I.S.R. designer and see if the problem can be solved.

The difficulty of too rigid a tie might be overcome by the use of a light sleeper and prestressed reinforcement.

Rome, 14th December 1945

Roma 26 dicembre 1945 ¹⁹⁴ - A.



MINISTERO
MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Lavori

OGGETTO

Rotaie dall'America.

ALLEGATI N.

N. L.3/95502/8

Al R

del

Al Sig. S.P. BUCKLEY

Major R E

AC. Sottocommissione Trasporti
(Divisione Ferrovie)

Ufficio Principale Trasporti C.M.F.

- 1° Si risponde AC./Tn/80/17 C.E. dell'17 dicembre 1945.
- 2° Per il completamento del doppio binario sulla linea Genova - Milano e linee di accesso al Porto di Genova si sta provvedendo con i materiali (legnami ed armamento) provenienti dalla demolizione del 2° binario della Fossano - Mondovi - Ceva (linea N. 111).
- 3° Per la sostituzione delle rotaie spezzate e per la ricostruzione del 2° binario fra Napoli e Torre Annunziata C.le (linea N. 95) verranno utilizzate rotaie provenienti dal 2° binario della Aversa - Villaliterno (linea N. 89) danneggiate dai tedeschi e opportunamente ridotte di lunghezza.
- 4° Le rotaie tipo Asce provenienti dall'America con il piroscalo SS Albert A Michelson, essendo usate e sprovviste di legnami verranno impiegate per sostituire rotaie spezzate sul binario unico in esercizio della linea Firenze-Empoli-Pisa (linea N.219)

IL CAPO DEL SERVIZIO LAVORI

1162

Volgato

*Copy
Copy*

*why
what object
for more
in part*

*Copia
per il h. Maggiore
Ruckley 27/12/1945*

Servizio Lavori e Costruzioni

Roma 20 dicembre 5

L.3/96476/8

ALLA SEZIONE LAVORI GENOVA

ALLA SEZIONE LAVORI TORINO

Disarmo 2° binario

Fossano-Mondovì-Ceva

In relazione alle disposizioni già impartite s'interessa la Sezione Lavori di Torino a sollecitare l'invio dei legnami e dei materiali metallici provenienti dalla linea in oggetto per procedere nel più breve termine di tempo alla ricostruzione del doppio binario nella succursale dei Giovi e sulla Arquata - Stazzano della Arquata - Tortona.

Dopo ultimata questa urgente fornitura la Sezione di Torino è autorizzata a proseguire la demolizione del 2° binario in oggetto e del binario già impiantato fra Altare e Savona per eseguire la ricostruzione di tratti continui del doppio binario fra Torino ed Alessandria.

Si invitano nuovamente le Sezioni in indirizzo ad inviare le perizie di massima dei lavori in questione allo scopo di promuovere l'autorizzazione da parte del sig. Direttore Generale per la spesa occorrente per ogni singolo lavoro.

IL CAPO DEL SERVIZIO

Rome, 19th December 1943

M E M O

Track file

TO : Tn Sub-Commission, A.C.
Attn : Maj. Buckley

During normal time monthly average of the railway's rail production was as follows :

In tempi normali la produzione media mensile degli Stabilimenti produttori di rotaie era la seguente :

1. ILVA - Piombino - monthly average (media mensile)	2.500 Ton.
ILVA - Bagnoli	2.000 "
FAICK - Sesto S. Giovanni	300 "
BREDA	300 "

2. Actually recommenced production of rail in the Establishments :

Attualmente hanno ripreso la laminazione di rotaie gli stabilimenti:

FAICK and BREDA di Sesto San Giovanni.

Their monthly product at the moment can be :

La loro produzione media mensile attuale può ritenersi :

FAICK : 1.000 Ton.
BREDA : 1.000 "

that is more than normal time for these factories because they have not contracts for other organisations

maggiore cioè di quella dei tempi normali in quanto quegli stabilimenti hanno ora pochi impegni per altre laminazioni.

We believe that soon it will be possible to commence works at the factory "Ilva" at Piombino and Bagnoli, where the production, when they first start will be less than normal and we believe it will be possible to produce about 2000 Tons for each factory, providing sufficient coal arrives in time.

Si ritiene imminente la ripresa della laminazione presso gli stabilim. "Ilva" di Piombino e Bagnoli, ove la produzione in un primo tempo sarà inferiore alla normale e si ritiene possa essere di circa tonn. 2.000 per ciascun stabilimento, subordinatamente alla tempestiva fornitura del carbone.

3. As a war measure "Ilva" factory at Savona produced rail during 1942 and 1943.

Eccezionalmente ha laminato rotaie negli anni 42 e 43 lo Stab. Ilva di Savona.

Owing to set up of this factory we do not believe that it is now able to economically manufacture rail.

Per la limitata attrezzatura non si prevede che esso possa convenientemente riprendere tale laminazione.

The monthly production would possibly be in the region of 500 Tons.

La produzione mensile potrebbe essere di circa 500 tonn;

/s/ ING/ LO CIGNO

SFB/af *J*

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

*file 80*M E M O

17th December 1945

Tel : 843239
Ref : AG/In/80/17/C.E.

SUBJECT : Steel rail from U.S.
TO : Ing. Lo Signo
Chief of Works Service

Rotaie dall'America.

1. 4000 Tons of rails by "SS Albert A Michelson" (to Leghorn port) I have seen a telegram saying these are required for Florence-Pisa line.

4000 tonn. di rotaie arrivano col piroscafo "SS Albert A Michelson" (al porto di Livorno) Ho visto un telegramma che dice queste rotaie sono richieste per la Firenze-Pisa.

2. As you know Genoa Port is short of rail, also main line Genoa-Milan requires approx. 17 km of track. I believe some 7 km are really required on the line 94 where there are also a lot of short rails, so short as to be not worth welding.

Come sapete al Porto di Genova mancano le rotaie, come pure per la linea principale Genova-Milano occorreranno circa 17 km di rotaie, e credo che 7 km sono veramente richieste per la linea 94, colla ci sono molti spezzoni, così corti che non vale la pena di farli saldare.

3. Would you therefore consider whether it is more important to use these rails on the Florence-Pisa line or to use them for the a/m sections.

Perciò lei vorrebbe prendere in considerazione se è più importante di usare queste rotaie per la Firenze-Pisa o usarli per le suddette sezioni.

4. I understand that a portion of line 127 is being taken up, was it your intention to use some of this track on main line Genoa-Milan and Genoa-Port? if not have you any lines earmarked to be taken up for reuse on the 3 a/m jobs.

Ritengo che una parte della linea 127 sta per essere smontata, era sua intenzione di usarli per la linea principale Genova-Milano e per il porto di Genova? se di no, ha delle altre linee che verrebbero usati per i suddetti tre lavori.

For A.H. STREET, Lt. Col.

S. P. BUCKLEY, Major RM

Copy : Ing. Corio
Florence
Col. Street

SFB

1170

file B
subject : Rail replacement-
Line

Military Railway Service
C.M.F.

Tel : Firebox 9351.
Outside line 843476.
Ref : Tn.A4/212.

To : Ing Lo Cigno I.S.R.

15 December 1945.

Copy to : Tn Sub-Commission
(4118) A.C.

and R.C.E. 1.

Original see General file

1. Reference your letter L;3/XI/85469/D.11.6(1) dated 11 dec 45.
2. The question of release of Military stocks of 75 lb. rail to the Allied Commission for use on Italian Railways is still under consideration, but in any event it is considered that this type of rail is not suitable for this particular line, being much lighter in section than the existing rails and in short lengths of 33 feet (10.058 metres) as opposed to the existing 18 metre rails.
3. As the quantity concerned is not great - 10 Kms. of track at the most, it is suggested that sufficient rail of the correct type could be recovered from line 65, or any other line at present of single track working.
4. Will you please let me have your comments.

Sgd : P.F. SEASTON.

TRANSPORTATION SUB-COMMISSION, A.C., *80+59* SPB/at
(RAIL DIVISION) *534.7*
c/o Transportation (Br) Main, *Major Laramen*
C.M.F. *= A.C.*

Albert S. Mickleson
3rd Jan 1946

M E M O

14th December 1945

Tel : 843239
Ref : AC/Tn/70/28/C.E.

SUBJECT : Rail for I.S.R.
TO : Maj. Matson

Ital Maritime Comm
Track file will unload
Reference your note 4000 Tons of rail due to arrive in Italy during December. Engr. Lo Cigno advises that he would prefer to receive this at Leghorn Port, please.

For A.H. STREET; Lt. Col.

S.P.
S. P. BUCKLEY, Major RE

copy to: Ing. Lo Cigno

TRACK MATERIALS.Details of materials required for 500 Km. of track.Rails.

- a) Type of rails American Standard Kg. 50.34 per lineal mt. i.e. 101.49 lbs per yard.
 Drawing No F.S. 6216
 Length of rails 36 mts.
 No of rails required 27,775
 Weight of rails 50.340 tons.

Angle Bars.

Type American Standard 4 hole (modified).

Drawing F.S. 6217

If standard American angle bars supplied, they must be modified as per drawing F.S. 6241.
 No required 55,550
 Weight of angle bars 769 tons.

Bolts for angle bars with nuts and lock washers.

Bolts and nuts American Standard lockwashers type Rd. 1
 Drawing F.S. 6246 and F.S. 5121.
 No required 111,100
 Weight of bolts and nuts 101 tons.

Tie plates.

Type F.S.P. 219
 Drawing No F.S. 5063
 No required 27,775
 Weight of tie plates 585 tons.

Rail Clips.

New Type.
 Drawing F.S. 6239
 No required 3,330,000
 Weight of clips 3333 tons.

Lag screws. Type No 9.

Drawing F.S. 3442.

Angle Bars.

Type American Standard angle (modified).

Drawing F.S. 6217

If standard American angle bars supplied, they must be modified as per drawing F.S. 6241.

No required 55,550

Weight of angle bars 769 tons.

Bolts for angle bars with nuts and lock washers.

Bolts and nuts American Standard lockwashers type Rd. 1

Drawing F.S. 6246 and F.S. 5121.

No required 111,100

Weight of bolts and nuts 101 tons.

Tie plates.

Type F.S.P. 219

Drawing No F.S. 5063

No required 27,775

Weight of tie plates 535 tons.

Rail Clips.

New Type.

Drawing F.S. 6239

No required 3,330,000

Weight of clips 3,333 tons.

Lag screws.

Type No 9.

Drawing F.S. 3442.

No required 6,656,000

Weight of lag screws 4,199 tons.

Tie plates.

Type F.S.P. 99E.

Drawing No F.S. 4268

No required 1,610,950

Weight of tie plates 12,662 tons.

Also See 75/6.

Bolts, nuts and lock washers.

Type C788 and RD.1.
Drawing P.S. 5134 and P.S. 5121.
No required 3,333,000
Weight of bolts and nuts 1772 tons.

If the rails are not supplied in 36 mts lengths the numbers of the fittings must be varied in the same proportion, as the length of the rails, i.e. if rails are 18 mts fittings must be doubled.

Ties.

If it is decided to supply ties the following are required:
Size 2.60 mts x 0.24 mts x 0.14mts.
No required 883,250
Weight 75,000 tons.

Should the material be ordered from England 100 lb British Standard specification rails, fishplates and bolts should be supplied.

The fishplates must be modified as per drawing P.S. 6241.
Drawing P.S. 6240 shows the method of assembly.

SPB/em

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

Date of Original Paper
~~1st~~ November 1945

Tel : 843239

Ref : AC/Tn/48/52 C.E.

SUBJECT : Material for Genoa Port siding.

TO : Engr. Renda, FF.SS.

Copy of telegram TN.A.2/SC/6.

Request authority hand over quantities in para 1 for M. of S. Rep. (Surplus stores div.), Rome for disposal meet A.C. demand.

Para I.-

- A. FISHPLATES WITH BOLTS PAIRS 3675
- B. RAILS 75 LB P.F. 33 FEET EACH 3675
- C. BEARING PLATES EACH 12800
- D. DOG SPIKES EACH 126000
- E. SLEEPERS 3 FEET 6 INCHES BY 10 BY 5 INCHES EACH 25600
- F. TURNOUTS 1 IN 8 METALS COMPLETE SETS 24
- G. CROSSING TIMBERS FOR (F) SETS 24.

U.S. TYPE RAILS TURNOUTS AND FITTINGS METALS ONLY AT THREE THREE ONE TSD LEGHORN.

SLEEPERS BRITISH ORIGIN AT 328 TSD CASTELNUOVO NAPLES.

TURNOUT TIMBERS BRITISH ORIGIN AT 330 TSD FALCONARA-ANCONA

Copia del telegramma TN.A.2/SC/6

Si richiede l'autorizzazione di consegnare al rappresentante del M. of S. di Roma, i quantitativi del para 1 destinati alle FF.SS. per il fabbisogno dell' A.C.

Para I.-

GANASCIE CON CHIAVARDE 3675 PAIA

ROTAIE 75 LB P.B.
33 PIEDI N° 3675

PIASTRONI N° 12800

CAVIGLIE 126000

TRAVERSE DI 8 PIEDI E 6 POLLICI
DA 10 A 5 POLLICI 25600

DEVIATOI I : 8 METALLO COMPLETO
24

TRAVERSE PER INCROCI (Per F)
24

ROTAIE E DEVIATOI TIPO AMERICANO
E ACCESSORI IN METALLO SOLO A DISPOSIZIONE NEL DEP. 331 TSD LIVORNO

LE TRAVERSE DI ORIGINE BRITANNICA
SONO AL DEP. 328 TSD CASTELNUOVO
NAPOLI.

IL LEGNAME DI ORIGINE BRITANNICA
PER I DEVIATOI E AL DEPOSITO 330
TSD FALCONARA-ANCONA.

S.P. BUCKLEY, Major R.E.
for A.H. STREET, Lt. Col.

SPB/em

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

2nd November 1945.

Tel : 843239
Ref : AC/TN/80/12 C.E.

SUBJECT : REMOVAL of Railway Siding.

TO : Eng. Lo Oigno
Chief of Works Service.

1. M.R.B. TN A.4/172 of 30th October and L.8.bis/64266/C.1/37 (10) O.
2. There is no objection to the removal of these sidings in the Bari compartimento, as per list attached, for reuse.

For the Director.

SPB
S.P. BUCKLEY, Major R.E.
for A.H. STREET, Lt. Col.

1175

Subject : Removal of Railway
Sidings.

Military Railway Service,
C.M.F.

Tel; Firebox 9351.
Outside Line 843476.
Ref; Th.A.4/172.

To : Tn. Sub-Commission,
A.C. (Rails).

30 October 1945.

Copy to : Lo Cigno, I.S.R.

Reference attached copy of I.S.R. letter
N.L.8.bis/64266/C.I/37(10).

This Directorate has no objection to any of the
tracks listed being taken up.

Will you please give I.S.R. your views on the
matter.

P.P. Seaston

(P.P. Seaston) Major R.E.
for Brigadier.
Director, Military Railway Service.

1134

URGENT

Roma, October 20 1945

N.L.8.bis/64266/C.I/37(10)9

MINISTRY OF TRANSPORTATION
SERVIZIO LAVORI E COSTRUZIONI

To: ALLIED COMMAND = CAP. INGLIS

Subject: Bari Compartimento
Removal of Railway ~~planks~~ sidings

- 1) It is necessary to repair some railway sidings damaged by war and to provide spare material for sidings now in use.
- 2) We have not the necessary materials to effect these repairs therefore it is necessary to remove some sidings, not at present in use.
- 3) The sidings which could be removed are indicated in the attached list.
- 4) The Bari Compartimento last February was asked for permission to remove these sidings but it refused.
- 5) As a long time has elapsed since then, will you please now say if these tracks can be removed and the material used in the repair of tracks in use.

IL CAPO DEL SERVIZIO
LO CIGNO

1153

RAILWAYS PLANTS OF BARI COMPARTIMENTO WHICH MUST BE DEMOLISHED
=====

- 1) - Station of PALAGIANO - Third track
- 2) - " " TARANTO - Parco of S. Nicola
2°, 3° and 4° track "Rialzo"
- 3) - " " CAGIONI - Third track
- 4) - " " ROMITELLO - Crossing track
- 5) - " " CHIEUTI - Forth track
- 6) - " " MARESCA - Crossing track
- 7) - " " RIPALTA - Forth track
- 8) - " " APRICENA - Forth track
- 9) - " " RADICOSA - Crossing track
- 10) - " " TRINITAPOLI - Five tracks of wagons depot
- 11) - " " GIOVINAZZO - Four of the goods tracks
- 12) - " " BRINDISI SMISTAMENTO - 7° & 8° km of the
goods tracks.

URGENTE

Roma, li 29 Ottobre 1945 - A.



MINISTERO
DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

N.L.8.bis/G4266/C.I.37(10)0

Al N. _____ del _____

SERVIZIO LAVORI E COSTRUZIONI

SERVIZIO FERROVIARIO MILITARE
DEL COMANDO ALLEATO
(Capitano INGLIS)

OGGETTO

Compartimento di BARI
Demolizione impianti di
armamento

ALLEGATI N. 1

P.n.SEZIONE LAVORI - SEDE
(al N. 1996.II del 29/9/945) BARI
(All'1

- 1°) - Occorre provvedere nel Compartimento di Bari al ripristino di alcuni impianti di armamento danneggiati dalle azioni belliche ed ai ricambi di materiale di impianti in esercizio.
- 2°) - Questa Amministrazione non possiede alle scorte i materiali che occorrerebbero per i lavori anzidetti. E' quindi necessario demolire alcuni impianti ^{che} per ora non sono indispensabili, onde poter ricavare i materiali che occorrono.
- 3°) - Gli impianti che potrebbero essere demoliti sono indicati nell'elenco che allego alla presente.
- 4°) - Su tali demolizioni, nel Febbraio del corrente anno, venne sentito il competente Ufficio di Codesto Servizio del Compartimento di Bari che però non diede il suo assenso.
- 5°) - Essendo cessato lo stato di guerra, e dato il tempo trascorso dalla epoca anzidetta, pregasi riesaminare la questione e voler dare il benestare sulla demolizione degli impianti di cui trattasi

1151

IL CAPO DEL SERVIZIO
[Signature]

Title Track
M.M.I.A. are asking if new siding at Cesano 20 km North of Rome-Viterbo Line has been completed. //

A.F.H.Q. Order New Siding - file Mov.30/4/3rd April 1945.
Capt. Tanks 478706
/s/ Matson

Sidings nearly completed - about 200 metres more to be laid near the Magazine. Authority has been obtained from TORRICOLA for these rails, as soon as these and the one Switch received, completion will not be long.

31st October 1945.

1150

RPM/lml

21

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

Tel. 843209
Ref. AG/100/66/Tn4

21 September 1945

SUBJECT : Change out of Short Rails-
Ancona-Pescara Line.

TO : Director, Military Railway Service
Attention: Col. McMurdo
Chief Engineer, Rail Division,
Lt. Col. Street ✓

1. Ing. Lo Cigno of the Works Section, IMR, advises that it is the intention to change now, only 12 Kms. of track on Line 85 between Ancona and Pescara. It is the intention to leave the rails furnished by HRS in place for the time being and only change out the short sections which were used in the reconstruction.

2. Ing. Lo Cigno has issued orders that 12 Kms. of the track will come from the north in the Milan area, and 5 Kms. will be removed from the Orte-Chiusi line.

R. P. Moss

R. P. MOSS
Chief, Rail Division

W. J. Mole
JH

1149

20th August 1945

G E N O V A C O M P A R T I M E N T O

SLEEPERS REQUIRED FROM DATE TILL THE END OF SEPTEMBER 1945:

Line No.	Department	Station	Sleepers	Sleepers (oversize)
61	1st Dept.	Albenga-Imperia Oneglia Imperia O.-Ospedaletti Ospedaletti-Ventimiglia	200 11330 370	10 20 10
61	2nd Dept.	Ge.-S.P.D'arena-Arenzano Arenzano-Savona Savona-Finale Lig. Finale Lig.-Albenga	200 200 400 150	10 10 10 5
61	4th Dept.	Genova S. Benigno-Porto Genova Porto-S.Limbania	350 400	10 10
61bis 10th Dept.		Tortona-Alessandria and Tortona-Novì	250	5
61		Tortona-Voghera	350	10
61		Voghera-S.Giuletta	200	5
61		Voghera - Bressana	150	5
61		Bressana-Broni	150	5
142		Broni-Castel S.G.-Piacenza	250	10
50	6th Dept.	Bivio Bormida-Novì Lig.	150	5
50		Novì-Serravalle	10400	20
50		Serravalle Ronco and through line	400	20
61		Arquata-Tortona	150	5
129	5th Dept.	Bivio Polcevera Campoligure	150	5
129		Campoligure-Acqui	250	10
130		Alessandria-Ovada	100	5
50/61 7th Dept.		Ronco-Mignanego	500	10
50		Ronco-Ponte/decimo	250	10
50		Mignanego-Quadrivio Torbella	150	5
50		Pontedecimo-Campasso	200	10
50	8th Dept.	Ge Brign.Santa Margherita	250	15
50		Santa Margherita-Riva Trigoso	250	20
			1148	115

61	2nd Dept.	Ge-S.P.D'arena-Arenzano	200	10
		Arenzano-Savona	200	10
		Savona-Finale Lig.	400	10
		Finale Lig.-Albenga	150	5
61	4th Dept.	Genova S. Benigno-Porto	350	10
		Genova Porto-S.Limbania	400	10
61bis	10th Dept.	Tortona-Alessandria and		
61		Tortona-Novl	250	5
66		Tortona-Voghera	350	10
61		Voghera-S.Giuletta	200	5
61		Voghera - Bressana	150	5
142		Bressana-Broni	150	5
66		Broni-Castel S.G.-Piacenza	250	10
50	6th Dept.	Bivio Bormifa-Novl Lig.	150	5
50		Novi-Serravalle	10400	20
50		Serravalle Ronco and through		
		line	400	20
61		Arquata-Tortona	150	5
129	5th Dept.	Bivio Polcevera Campoligure	150	5
139		Campoligure-Acqui	250	10
130		Alessandria-Ovada	100	5
50/61	7th Dept.	Ronco-Mignanego	500	10
50		Ronco-PonteDecimo	250	10
50		Mignanego-Quadrivio Torbella	150	5
50		Pontedecimo-Campasso	200	10
50	8th Dept.	Ga Brign.Santa Margherita	250	15
50		Santa Margherita-Riva Trigoso	250	20
50		RivaTrigoso-Monterosso	150	10
50		Monterosso-La Spezia	150	5
Total			18450	290



2075

27th August 1945

TORINO COMPARTIMENTO

SLEEPERS REQUIRED FROM DATE TILL END OF SEPTEMBER 1945

Department	Line	Station	Sleepers	Sleepers (Oversize)
BARDONECCHIA (50)	Torino-Modane	S. Antonino-Meana	600	10
	Bussoleno-Susa	Bussoleno-Susa	200	5
		Meana-Ulzio	200	5
		Ulzio-Bardonecchia		
		Bivio Lagrange-S. Antonino	300	10
AOSTA (121)	Chivasso-Aosta	Chivasso-Ivrea	200	5
	Prè-S. Didier	Ivrea-Mongiove	400	10
		Mongiove-Aosta	400	15
		Aosta-S. Desiderio	400	5
		Torino D.-Castelrosso	200	30
CHIVASSO (53)	Chivasso-Casale	Castelrosso-Casale	200	10
	Asti-Chivasso	Montiglio-Chivasso	150	5
		Asti-Montiglio	300	5
		Castelrosso-S. Germano	300	20
		Santhià-Romagnano	400	5
SANTHIA (53)	Novara-Varallo	Vignale-Varallo	400	10
		S. Germano-Ponzana	500	20
		Ponzana-Treccate	400	50
		Novara-Vignale	400	5
		Treccate-Rho	300	5
NOVARA (53)	Alessandria-Arona	Mortara-Novara	300	5
	Novara-Domodossola	Borgomanero-Vignale	300	5
		Borgomanero-Gravellona	300	5
		Gravellona-Domodossola	300	5
		Bivio Sangone-Trofarello		
PINEROLO (101)	Torino-Genova	Chieri		10
	Trofarello-Chieri	B° Sangone-Pinerolo	200	10
	Pinerolo-Torino	Pinerolo-Torre Pellice	200	5
	Torre Pellice	Bricherasio-Barge		
	Bricherasio-Barge	Airasca-Cavallermaggiore	400	5
	Airasca-Cavallermaggiore	Cavallermaggiore-Moretta-Saluzzo		
	Moretta-Saluzzo	Moretta-Saluzzo		

BARDONECCHIA	Torino-Modane	S. Antonino-Meana	600	10
(50)	Bussoleno-Susa	Bussoleno-Susa	200	5
		Meana-Ulzio	200	5
		Ulzio-Bardonecchia		
		Bivio Lagrange-		
		S. Antonino	300	10
AOSTA	Chivasso-Aosta	Chivasso-Ivrea	200	5
(121)	Prè-S. Didier	Ivrea-Mongiove	400	10
		Mongiove-Aosta	400	15
		Aosta-S. Desiderio	400	5
CHIVASSO	Torino-Milano	Torino D.-Castelrosso	200	30
(52)	Chivasso-Casale	Castelrosso-Casale	200	10
	Asti-Chivasso	Montiglio-Chivasso	150	5
		Asti-Montiglio	300	5
SANTHIA	Torino-Milano	Castelrosso-S. Germano	300	20
(53)	Santhia-Arona	Santhia-Romagnano	400	5
	Novara-Varallo	Vignale-Varallo	400	10
NOVARA		S. Germano-Ponsana	500	20
(53)		Ponzana-Treccate-		
		Novara-Vignale	400	50
		Treccate-Rho	400	5
		Mortara-Novara	300	5
DOMODOSSOLA	Alessandria-Arona	Borgomanero-Vignale	300	5
(56/123)	Novara-Domodossola	Borgomanero-Gravellona	300	5
	Santhia-Arona	Gravellona-Domodossola	300	5
PINEROLO	Torino-Genova	Bivio Sangone-Trofarello		
(101)	Trofarello-Chieri	Chieri	---	10
		B. Sangone-Pinerolo	200	10
	Pinerolo-Torino	Pinerolo-Torre Pellice	200	5
	Torre Pellice	Bricherasio-Barge		
	Bricherasio-Barge	Airasca-Cavallermaggiore	400	5
	Airasca-Cavallermaggiore	Cavallermaggiore-		
	Moretta-Saluzzo	Moretta-Saluzzo		

To be carried forward 8250 280

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Department	Line	Station	Sleepers	Sleepers (Oversize)
SALUZZO (13)	Cuneo-Saluzzo Busca-Dronero Trofarello-Cuneo Savigliano-Saluzzo	Madonna dell'Olmo- Saluzzo-Busca- Dronero Carmagnola-Saluzzo Savigliano-Madonna dell'Olmo	---	10 15 --
BRA (108)	Trofarello-Cuneo Savona-Carmagnola Cantalupo-Cavaller- maggior Savona-Carmagnola Savona-Carmagnola Possano-Ceva Cuneo Gesso-Mon- dovi	Trofarello-Carmagno- la-Bra Castagnole-Cavaller- maggior Carrù-Bra Ceva-Carrù-Mondovì Possano-Ceva Cuneo-Mondovì	200 400 400 300 500 300	10 10 5 10 10 20
MONDOVI (109)				
CUNEO (52)	Cuneo-Confini Fran- cese Ceva-Ormea Savona-Carmagnola Genova-Ventimiglia Torino-Genova Torino-Milano	Madonna dell'Olmo- Cuneo Vernante-Cuneo Gesso Borgo S. Dalmazzo Vernante-S. Dalmazzo di Tenda Ceva-Ormea S. Giuseppe-Ceva Savona-S. Giuseppe- Altare Savona L. Savona M. Torino P. N. - B° Lagrange Torino S. M. - B° Sangone Torino-Torino Dora Scalo-Vanchiglia	400 200 200 300 300 300 400 200 200	20 5 5 10 15 20 20 30 15
SAVONA (110)				
TORINO (50)				
ALESSANDRIA (50)	Torino-Genova	Trofarello-Villafranca Villafranca-Asti Asti-Bivio Tanaro B° Bormida-B° Tanaro	500 400 400 2200	5 10 5 100
NIZZA (129)	Cantalupo-Cavaller- maggior Castagnole-Asti- Mortara Valenza-Vacelli Casale-Mortara- Vercelli Alessandria-Arona	Cantalupo-Nizza- Castagnole Castagnole-Asti- Nizza Asti-Casale Valenza-Vercelli Casale-Mortara-B° Sesia B° Tanaro-Mortara	500 300 400 400 300 400	10 5 5 15 5 10
CASALE (115-113)				
MORTARA	Vercelli-Pavia	Mortara-Cava Carbo-	300	15

2079