

ACC

AC/TN/86/C.E.

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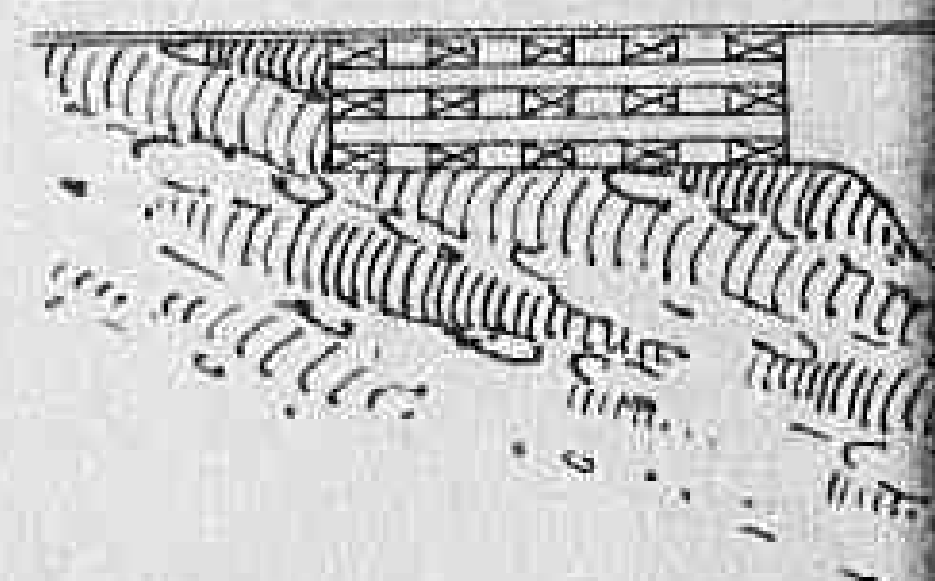
SAYONA - SAN GIUSEPPE
MAY - DEC. 1945

L 5/13^a

LINEA - BRÀ - SAVONA

PONTE PROVVISORIO SUL TANARO
AL Km. 81+072

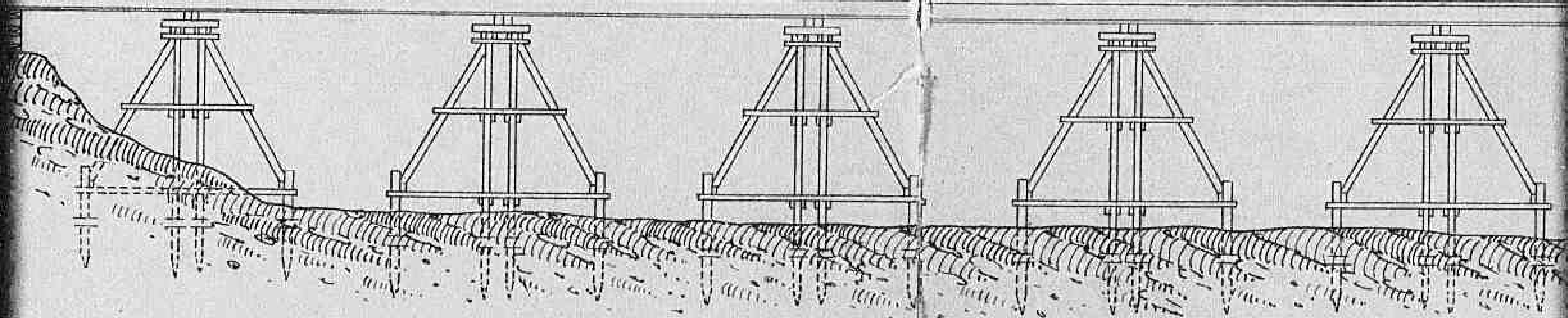
14²



0077

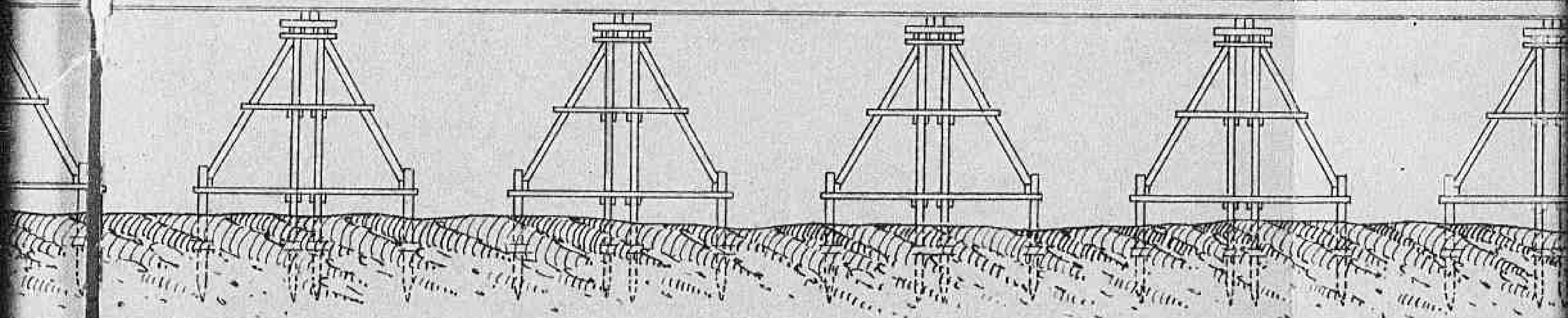
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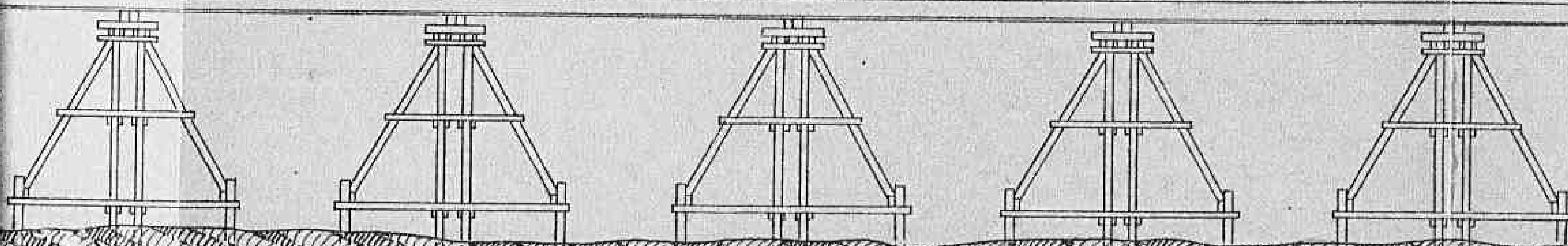
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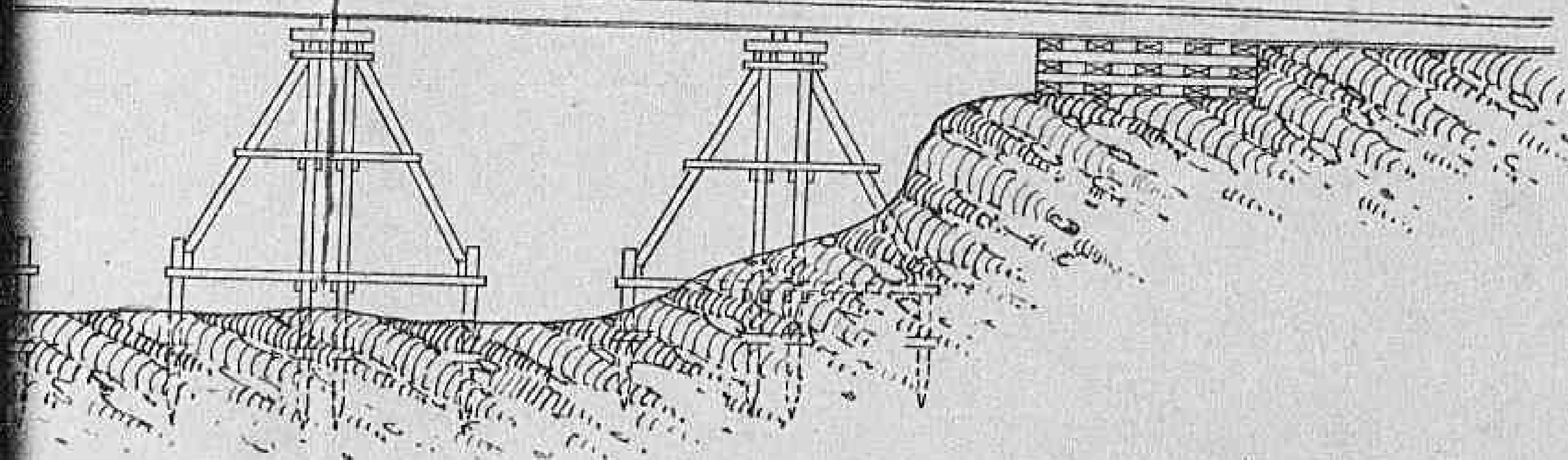


PROSPETTO

Scala 1:200







see original letter file 83

OGGETTO: Materiale - Ponte per la
linea S. Giuseppe-Savona

Servizio Ferrov. Militare
C.M.F.
Tel : Int. 9351

Ing. Lo Cigno

Ref : Tn.A.4/236

c.p.: A.C. Tn.Sub-Commission
(Rails)

4 Dicembre 1945

Riferimento vostra lettera C.S.58I del 26 Novembre 1945.

I. Le uniche riserve di materiale Kohn per i ponti che sono a nostra conoscenza sono nel Piazzale di Tiburtina (FF.SS.) Roma, e nel magazzino di La Comina vicino a Conegliano, linea 7I. Non si è a conoscenza del quantitativo esatto che si tiene in questi magazzini, dato che non si è fatto ancora un inventario.

Si ritiene che altro materiale ~~non~~ in un Deposito dell'Esercito Italiano a Campo Flegrie vicino a Napoli.

Questa Amministrazione non ha ulteriori interessi in questo materiale Kohn per ponti e tutte le riserve sono a vostra disposizione, possono essere utilizzati come loro credono.

2. Se il materiale Kohn non fosse sufficiente, si suggerisce di costruire i rimanenti ponti con U.C.R.B. rilasciati da costruzioni permanenti e già sono già a vostra disposizione. (Vedi lettere Tn.A.2/I27/I2 del 26 Sett. e Tn.A.4/236 del 12 Ottobre 45 inviati alla Tn. Sub-Commission A.C. (Div. Ferrov))

fto/ MAJOR P.P. SEASTON
per il Brigadiere
Direttore, Servizio Ferroviario Militare

Suggest it is checked over and list made = Si suggerisce di controllare e di elencarlo.

TO: Ing. Lo Cigno
Ing. Felagatti

S.P. BUCKLEY, Major RE

file 86 + 83

: Tn/AC/RAILS
TO / MAJOR MOLE, E.D.O. SIGNAL OFFICE - ANCONA

O.310 UNCLASSIFIED (.) U.C.R.B. (.) ARRANGE LOAD AND DESPATCH
TP PONTE TRONTO LINE ANCONA-PESCARA (.) EX STOCK PILE (.) 4
NUMBER SPANS SEVENTY FEET (.) ADVISE WHEN LEAVING (.) REF I.S.R.
L/5/13/50647 CONTACT I.S.R. TO DESPATCH TO PONTE TANARO LINE
110 (.) FIVE HUNDRED METRES R.S.J. 0,50x0,60 APPROX EX ORTE-
FALCONARA AND ANCONA-RIMINI (.) ADVISE DESPATCH (.)

Sgd/ S.P.BUCKLEY, Major R.E.

1670

AHS/em

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

Tel : 841239
Ref : AC/Tn/86/14 C.E.

2nd October 1945.

SUBJECT : Line 110 . Savona - S. Giuseppe.
TO : Major Mole.

1. Please arrange to despatch the following material from the reconstruction of the bridges on lines 86 and 87.
2. To Savona sufficient U.C.R.B. units to construct 4 spans of 70 Feet each. Each span should consist of four 20 ft and four 15' panels with end posts and bracing. These are for use on the torrente Letimbro.
3. To S. Giuseppe sufficient materials to construct 5 spans of 70 feet each. Each span will consist as above.
4. This material should be despatched as soon as possible.

A.H. STREET, Lt. Colonel.

Copy to : Engr. Lo Cigno
Capt. Conway.

1449



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO LAVORI E C.

OGGETTO

Linea Savona S. Giuseppe

Roma 23 SET. 1945 - A.

N. *L. 9/495*

Al N

del

B

Sig. T. Colonnello Street

Sottocommissione Trasporti A.C.

R O M A

=====

ALLEGATI N

- 1) Riferimento a Vostra lettera N° AC/Tn/86 CE dell'11 Settembre u.s.
- 2) Per la riattivazione della linea Savona Santuario S. Giuseppe é necessario riparare i seguenti tre ponti:
 - a) Ponte in muratura a 5 arcate di m. 30 di luce al Km. 8+127 sul torr. Acquabona (crollo di 3 arcate e 2 pile)
 - b) Ponte in muratura a 5 arcate di m. 18 di luce al Km. 9+408 sul Rio Ivola (crollo completo eccetto una pila).
 - c) Ponte in muratura a 6 arcate le esterne di m. 14 e le interne di m. 18 sul torr. Letimbro al Km. 10+561 (crollo delle 4 arcate interne e di 1 pila)
- 3) Il costo preventivato per il ripristino della linea é di lire novantacinque milioni.

IL CAPO SERVIZIO LAVORI

R

Loquio

148

95 milioni

*Majori
Francesco Cappuccini
p. 10/10/45*

AHS/af

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

12

Tel : 843239
Ref : AC/Tn/86/C.E.

25th September 1945

SUBJECT : Brà-Savoha line.

TO : Capt. Conway .

1. Reference attached, please do the necessary.
2. Are these the bridges referred into para. 5 of monthly report of 2nd August 45?

A.H. STREET, Lt. Col.

1447

MINISTRY OF TRANSPORT
I. S. R.
THE DIRECTOR GENERAL

24th September 1945

Mr. M O S S
Chief of Rail Division, A.C.

1. In order to connect as soon as possible Savona with Turin it is necessary to rehabilitate, as already agreed with the Allied Commission, the line Savona Santuario San Giuseppe as well as the San Giuseppe-Ceva-Brà line, on which reconstruction of the damaged bridges is already in hand and which will be rehabilitated within 3 or 4 months.

2. The Compartment Chief of Turin advised me that the A.C. Officer has not yet authorised the supply of cement necessary for the reconstruction of the following bridges:

Bridge over Pesio near Carrù between Brà and Bastia

Bridge over Bormida near Saliceto)

Bridge over Cevetta near Ceva)

} between Ceva & S. Giuseppe

3. Will you please authorise the withdrawal of cement for the above mentioned bridges as well as for 3 bridges between Santuario and Sella on the San Giuseppe Savona line.

For your information we advise you that connecting Savona with Turin, the rehabilitation of Ceva Brà line will have priority instead of the Ceva-Fossano line, as on that line the repairs are of minor importance and can be carried out more quickly.

Afterwards the works on the Ceva-Fossano line can be started. An estimate has already been submitted to the Allied Commission at the beginning of the month.

/s/ G. DI RAIMONDO
Director General

1446

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO

IL DIRETTORE GENERALE

24 SET 1945

Sig. COLONNELLO MOSS

CAPO DELLA COMMISSIONE TRASPORTI DELLA C.A.

1) Per allacciare nel modo più sollecito Savona con Torino occorre ripristinare, come già d'accordo con cotesta C.A., la linea Savona Santuario San Giuseppe e contemporaneamente la linea S. Giuseppe-Ceva-Brà, sulla quale sono già in corso i lavori di ricostruzione dei ponti danneggiati e che potrà essere riattivata entro 3 o 4 mesi.

2) Il Capo Compartimento di Torino mi segnala che l'incaricato di cotesta C.A. non ha sinora autorizzata la fornitura del cemento necessario per la ricostruzione dei seguenti ponti:

Ponte sul Pesio presso Carrù fra Brà e Bastia

Ponte sul Bormida presso Saliceto } fra Ceva e S. Giuseppe^{pe}

Ponte sul Cevetta presso Ceva

3) Si prega pertanto di voler autorizzare il prelievo del cemento per i ponti sopraindicati oltre che per i 3 ponti fra Santuario e Sella della linea S. Giuseppe Savona.

Per opportuna norma si informa che nell'allacciamento di Savona con Torino viene data la precedenza al ripristino della Ceva-Brà, anziché alla Ceva-Fossano, perché su di essa le riparazioni sono di minore mole e possono essere eseguite più rapidamente;

Subito dopo, potranno essere iniziati i lavori della Ceva-Fossano per la quale è stata presentata proposta a cotesta C.A. ai primi del c.m.-

IL DIRETTORE GENERALE

Ugo Lomundo

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

Tel : 843239

Ref : AC/Tn/86/3.E.

22nd September 1945

SUBJECT : Savona-Altare line.

TO : Public Works
Sub - Commission.

1. Reference signal F 7903 of 17th September from
Col. Lee, Savona.

2. It was decided on the visit of the Commission
comprising the Minister of Transportation, Director
Italian State Railways and Director Transportation (Rails)
to Northern Italy, that due to the difficulty in
obtaining rails and also due to the heavy grade, the
work of finishing the line should be abandoned.

3. Please therefore issue instructions to P.W.U.
Liguria, to close down this work immediately.

R. P. Moss

R.P. MOSS,
Chief, Rail Division.

Copy to : Eng. Bianchi,
Capt. Conway.

TO : Public Works
Sub - Commission.

1. Reference signal T 7003 of 17th September from Col. Lee, Savona.
2. It was decided on the visit of the Commission comprising the Minister of Transportation, Director Italian State Railways and Director Transportation (Rails) to Northern Italy, that due to the difficulty in obtaining rails and also due to the heavy grade, the work of finishing the line should be abandoned.
3. Please therefore issue instructions to P.W.U. Liguria, to close down this work immediately.

R. P. Moss

R.P. MOSS,
Chief, Rail Division.

Copy to : Eng. Bianchi,
Capt. Conway.

1/2/4

RESTRICTED

In file

994
SEP 17 1945A8/7986
SEP 17 1945
IMPORTANT

AMG LIGURIA REGION PWU ✓

HQ ALCOM CITE AGPWU RPTD INFO ALCOM CITE ACTPT RAIL RPTD PROV
COMMR SAVONA PROV AMG RPTD CAPT G SWAY TN RAILS GENOVA (BY COURIERS)

RESTRICTED.

Subject is ministry action on AMG works project. Reference railway construction project number 3AONA 98 A approved your letter 078/LI/PWU of 31 August 45. Provincial Commissioner reports labour unrest and deputations result of Ministry of Communications decision to cancel project. Have discussed with Capt CONWAY Tpt Rails N.W. ITALY who is advised that Colonel STREET Tpt SC is taking up matter with ROMM. Capt CONWAY instructed by Colonel STREET has asked us to continue works pending further instructions from ALCOM. Please inform us of position earliest. Signed LEB.

DISTACTION PW & U SC
INFO CHIEF COMMISSIONER
ECOM SEC 2
TN SC 2

RESTRICTED

HEADQUARTERS
18 SEP 1945

1403

AHS/ef

10.

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

Tel : 843239
Ref : AC/Tn/86/C.E.

11th September 1945

SUBJECT : Savona-San Giuseppe line.

TO : Eng. Lo Cigno
Chief of Works Service.

1. Please submit an estimate for the Savona - San Giuseppe line, as soon as possible.

For the Director:

A.H. STREET, Lt. Col.

1442

Translation.

MINISTRY OF TRANSPORT.

Rome, 11th September 45

Dear Mr Moss,

During the inspection carried out with you, from the 3rd Oct. to the 10th, in Northern Italy, following has been ascertained:

1. Connection of the Savona harbour with the Piemonte railway net work

Regarding the characteristics of the two access lines from Savona to Piemonte (old line Savona-San Giuseppe and the new line Savona-Altare S. Giuseppe) it is considered advisable to reconstruct the old line, which permanent way and electrification are in good condition. Therefore it is necessary to put in hand at once the work for the reconstruction of the three damaged bridges between Santuar! and Sella (old line) which has been suspended.

2. Improvement of the access lines to the Genoa harbour.

The dismantling of 10 kms of track on the Ceva-Mondovi-Fossan lines has already been started, with the purpose of laying tracks on the Savona-Altare line, same has to be used now for the completion of double track on the "Giovi line" between Sampierdare and Mignanego, which has a single track in operation. The reconstruction of this line is very important for the traffic to and from Genoa harbour.

1461

3. Materials lying along the Verona-Brennero line and vicinity.

It is essential to obtain from the Allied Command the unfreezing of various materials for the Italian State Railways, and especially the material which belonged to them, and have been

Savona-Altare S. Giuseppe) it is considered advisable to put the old line, which permanent way and electrification are in good condition. Therefore it is necessary to put in hand at once the work for the reconstruction of the three damaged bridges between Santuario and Sella (old line) which has been suspended.

2. Improvement of the access lines to the Genoa harbour.

The dismantling of 16 kms of track on the Ceva-Mondovì-Possano lines has already been started, with the purpose of laying tracks on the Savona-Altare line, same has to be used now for the completion of double track on the "Civita line" between Sampierdarena and Mignanego, which has a single track in operation. The reconstruction of this line is very important for the traffic to and from Genoa harbour.

1443

3. Materials lying along the Verona-Brennero line and vicinity.

It is essential to obtain from the Allied Command the unfreezing of various materials for the Italian State Railways, and especially the material which belonged to them, and have been carried away by the Germans. The materials are stored in various points of the Verona-Brennero line and vicinity. In order to know the quality and quantity of the existing materials, the railway officials charged with it, will be provided with special authority for access to the depots under control of the Allied Command of Italian Military personnel.

./.

- 2 -

4. Dismantling of lines.

In order to satisfy the exigencies of the main lines, which have to be completed with single or double track, it is thought to dismantle :

- a) A track of the Mestre - Portogruaro line (line 84), from which approximately 60 Kms of track, type F.S. 46, will be used on the Bologna-Florence or on the Rome-Naples line.
- b) The single track line Bologna-Brisignano-Campo S. Pietro Treviso (line 167). This line has been constructed for military purposes, the passenger and freight traffic has always been insignificant. From the dismantling of this line, we will recover at least 60 Kms of complete track with rails of 36 Kgs. per lineal metre, 18 metres long, which are in excellent condition, and will be used for the Cassino-Caserta line.

5. Discontinuance of road traffic between Stanshella and Rovigo.

The reconstruction between the two stations of the Bologna-Pado-ova line has already been started, the railway line has been used as an ordinary line, constructing a temporary Bayley bridge across the Adige river. This bridge is supported on the piers of the railway bridge, and has to be removed in order to put in the new girders, which are ready at the Porto Marghera workshops. It is necessary to discontinue the road traffic in order to be able to rehabilitate the railway line, connecting the freight yards in Robigo with the main tracks

Referring to para. 3, it would be convenient to issue authority to have also access to motor pools along the Adriatic line between Ravenna and Rimini, where large quantities of military and civilian motor vehicles, as well as various types of cars suitable for railway use, are stored. Will you be so kind, and inform Mr Upman.

1440

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Will you be so kind, and inform Mr Upman.

1440

THE MINISTRY OF TRANSPORT

/S/ Ugo La Malfa



MINISTERO
XXXXXXXXXXXXXXXXXXXXX
DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 11 settembre 1945 - A.

N. C.S/475

Al N

del

Servizio Lavori e Costruzioni

OGGETTO

Linea Savona-S.Giuseppe.

AC = SOTTOCOMMISSIONE TRASPORTI

Signor Colonnello STREET

ALLEGATI N.

Con riferimento a verbali intese confermo
che le opere d'arte danneggiate sulla Savona-
Santuario S.Giuseppe sono:

- 1) ponte sul Rio Acquabona, al Km. 8+127, a 5 archi da m. 26 ciascuno - Crollo di 3 arcate;
- 2) ponte sul Rivo-Isola, al Km. 9+408, a 5 archi da m. 18 ciascuno - Completamente distrutto;
- 3) ponte sul torrente Letimbro, al Km. 10+561, a 6 archi dei quali i 2 estremi da m. 14 e i 4 intermedi da m. 18 - Crollo dei 4 archi intermedi.

Data la vicinanza dei tre ponti, la Sezione ha fatto un unico appalto del quale è rimasta aggiudicataria la Ditta I.E.D.A. di Milano.

Si prevede di rifare i ponti completamente in calcestruzzo: cemento occorrente Q.li 15.000.

Tutto è pronto per iniziare i lavori, ma il Comando Alleato non concede il relativo benestare perchè preferirebbe completare, prolungandola fino a Savona, la linea S.Giuseppe-Altare recentemente costruita dai LL.PP.

Per tale completamento occorrerebbero 15 Km. di binario, la costruzione di una nuova sede per Km. 1,700, nonchè il completamento della massicciata.

Questo Servizio ritiene che sia più spedito il ripristino della vecchia linea Savona-S.Giuseppe.

Inoltre la pendenza della nuova linea Savona-Altare-S.Giuseppe è del 33 ‰, mentre la Savona-Santuario-S.Giuseppe ha la pendenza massima del 25 ‰ ed inoltre è elettrificata.

Prego autorizzare il lavoro.

IL CAPO DEL SERVIZIO

1439
Deleguo

9241 Martin
MINISTERO DEI TRASPORTI
Ferrovie dello Stato

Servizio Lavori

File 86
Roma - 8 SET. 1945
108
Line

L.5/13/50647

OGGETTO:

Linea : Bra-Savona ponte
sul Tanaro al Km.81+072

AL SIG. COL. STREET

Sottocommissione Trasporti

Stanza n°52 piano 3°

All.1

S E D E

- 1) Per la riattivazione della linea Bra-Savona, la Sezione Lavori di Torino ha in corso il ripristino di numerose opere d'arte nelle quali i danni sono stati di limitata entità.
- 2) L'opera d'arte più danneggiata è il ponte sul fiume Tanaro al Km.81+072, a cinque luci da metri 20 ciascuna completamente crollato.
- 3) Per il ripristino dell'esercizio in corrispondenza a detto ponte, la cui ricostruzione richiederebbe molto tempo e molto materiale, è necessario ricorrere alla costruzione di un ponte provvisorio formato con travi di ferro a I su appoggi di legname come risulta dal disegno allegato.
- 4) Il legname verrà procurato nella zona: non si hanno invece a disposizione le travi di ferro.
- 5) Si chiede pertanto di poter utilizzare allo scopo circa 500 (cinquecento) metri lineari delle travi in ferro alte circa m.0,50 o circa m.0,60 che si sono rese disponibili sulle linee Orte-Falconara e Ancona-Rimini.

IL CAPO DEL SERVIZIO

148

Lavori di Torino ha in corso il ripristino di numerose opere d'arte nelle quali i danni sono stati di limitata entità.

- 2) L'opera d'arte più danneggiata è il ponte sul fiume Tanaro al Km. 81+072, a cinque luci da metri 20 ciascuna completamente crollato.
- 3) Per il ripristino dell'esercizio in corrispondenza a detto ponte, la cui ricostruzione richiederebbe molto tempo e molto materiale, è necessario ricorrere alla costruzione di un ponte provvisorio formato con travi di ferro a I su appoggi di legname come risulta dal disegno allegato.
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IL CAPO DEL SERVIZIO

Delegato

11-8

IR 27

1.64/1

14 = 1.64/1 0.82 17/1

8 = 1.64/1

These can come from 500 ft meters of this - & act as a support

Tell me

To INC (Transportation Sub-Comm.). 10 17.00

Capt. Conway, E.L.O. (TURIN)

Capt. Conway, E.L.O. GO SUBAREA (Genova).

O.12 RESTRICTED (.) S. GIUSEPPE - SAVONA LINE DUE TO HEAVY
TRADES IT IS NOT CONSIDERED ADVISABLE TO COMPLETE THIS LINE (.)
CONCENTRATE ALL EFFORT ON OLD LINE NO 110 ACKNOWLEDGE (.)

10180009
ju

1437

Tn. INC (Transportation Sub-Comm) 20 11.00

Capt CONWAY, E.L.O. 157 Subarea (TURIN)

Capt CONWAY, E.L.O. 60 Subarea (GENOA).

O.17 RESTRICTED (.) REF. LETTER B.77 OF 13th AUGUST (.) LINE
SAVONA - S. GIUSEPPE UNDER CONTROL OF TURIN COMPARTIMENTO (.) TURIN
AND GENOA ADVISED (.)

MADA V MEEW NR 104 IMPORTANT
FROM CONWAY TN S C GENOVA 061800
TO TN INC MAIN ROME ATT STREET
QQX GR 20

RESTRICTED . PLEASE CONFIRM THAT SECTION SAVONA- SAN
GUISEPPE IS UNDER TORINO COMPARTIMENTO ALSO ARRANGE WITH
HQ ISR TO NOTIFY ALL CONCERNED.

BT 1850

SENT 08/0129B BJJ AR TKS

RD SRL 104 07-0130B GWW AR

ALLIED COMMISSION

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

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

ITALIAN STATE RAILWAYS

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

GENOVA, 13th August 1945

Ref. B.77

Subject: Completion of line Savona-Altare-S. Giuseppe

To: In. S.C. (Rails) Att. Lt. Col. Street
H.Q. Allied Commission - Rome

1. A meeting was held at Savona on Friday last which was attended by engineers representing the Ministry of Public Works, the Italian State Railways (Genoa Compartimento) and the undersigned.

The general policy of work to be done, materials needed and Transport was discussed and settled and only one outstanding point remains unsettled, this is the old question of whether the line Savona-S. Giuseppe- is under Control of Genoa or Torino Compartimento.

It was strongly stressed, that since application was made by me to A.C. for and on behalf of both Compartimento's for the transfer of this section from Genoa to Torino, it was understood that this was in effect and that it was now under Torino. As this matter is of some importance and not perfectly clear will you signal me the exact position and ask the I.S.R. to confirm the I.S.R. in Genoa and Torino.

2. Immediately after the meeting I made a complete survey of the line accompanied by the P.W. engineers and an I.S.R. engineer. The whole section is in first class condition with a firm, solid, permanent way built for double track- damage is negligible and can be repaired during track laying. It has been used by the Germans as a military road and the tunnels as store houses. One ~~small~~ tunnel is damaged but as it serves no useful purpose it has been decided to open it and leave the side walls only. A certain amount of new construction work has to be done to link up at Savona but is chiefly " pick and shovel" and there is no shortage of labour.
3. The lifting of track and movement to site has already started but owing to various misapprehensions on the part of P.W. they hav'nt got off yet, they are being pushed by the political parties and pulled by me so should be cracking in a few days.
4. As this is not a railway project it will not be included on normal report but will make a separate " chit" about it every 14 days or so.

N.B. This letter has been delayed for one week owing to my being confined to bed.

[Signature]
Capt.
R. Signals.

1436

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

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

ITALIAN STATE RAILWAYS

GENOVA - VIA ANDREA DORIA 5 - TELEPH. 02-506
TORINO - STAZIONE PORTA NUOVA - " 44-870

GENOVA, 28th July 1945Ref. A.57

Subject: Reconstruction of Line
Savona-San Giuseppe.

To In.S.C.(Rails) C.E. Branch, att. Lt.Col. Street
H.Q. Allied Commission- Rome

1. The railway line Savona-San Giuseppe linking the port of Savona with Turin and Milan is assuming major importance and likewise major difficulties in reconstruction due to the three large viaducts which are badly damaged, need large quantities of cement and bricks and are very inaccessible to road transport.
2. To circumvent this a project has been put forward to complete the alternative line via ALTARE which was partially built before the war and is completed from San Giuseppe to Altare and only needs ballast, rails and sleepers and minor repairs to complete it to Savona.
3. The project would use the maximum of labour with a minimum of essential materials (i.e. cement, wood, bricks). The rails etc. can be taken from the CEVA-MONDOVI double track which will take at least 12 months to complete and one track would be sufficient there.
4. I have attached the report received from the Savona people which covers most of the details.
5. The major snag I can see is lack of ventilation in one tunnel, this could be overcome either by extra flue's or blower or extractor.
6. Everything is ready to go ahead at once, transport, labour etc. and it just needs your OK and sufficient credit allowed to I.S.R. to pay labour and incidentals. (None effective).
7. I personally, am strongly in favour of the project as it will extend the port facilities within 3 months and give a great help to the labour problem of Savona.
8. Could you signal the decision please?

Capt.
R. Signals

1425

NEW SAVONA FORNACI-S. GIUSEPPE DI CAIRO, RAILWAY BRANCH SAVONA-ALTARE

Temporary railway-junction to connect the line with Savona Letimbro station and settlement of the above mentioned branch.

The origin of the new line Savona-Fornaci-San Giuseppe di Cairo goes back to the Summer of the year 1918, when the Supreme Command of the American Army required the construction of this line with the purpose of using the Vado roadstead to go inland with an independent railway line of high power.

After the armistice on the 4th November of the same year, as there was no reason to complete the line with the greatest urgency, the plan has been improved in all its characteristics. Now it is practically completed; only the equipment and the electrification are missing, as well as the completion of the works necessary to connect it to the actual stations of Savona Letimbro and Savona Fornaci.

It had been foreseen for the connection with the Savona Letimbro station, the construction of an underground passage in correspondence of the road for Piemonte and a connection ramp, between retaining walls which must be developed mostly in the area occupied by the sliding of Lavagnola; here there were to be the double tracks of the Savona-San Giuseppe di Cairo line, and even the Savona-Santuario-San Giuseppe line opportunely deviated either planimetrically and altimetrically.

Owing to the mentioned suppression of the sliding of Lavagnola and to the connection of the new railway Savona Fornaci, in this latter place the construction of a large sliding had been foreseen; this was to be used for the shunting and the arrangement of the goods trains in arrival and departure for Piemonte, as well as for the exigencies of the Savona harbour with which the sliding itself had to be linked.

All these installations had to be improved displacing the actual railway station, which is inadequate for an intense traffic and has no possibilities of development, beyond the Letimbro torrent.

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All these installations had to be improved displacing the actual railway station, which is inadequate for an intense traffic and has no possibilities of development, beyond the Letimbro torrent.

The accomplishment of the plan, studied in this purpose and agreed either by the Railway Administration and the Comune of Savona which intended to contribute to the expense, has been postponed owing to the war.

But in the meanwhile as it had been foreseen that during the war the line working between Savona-Santuario-San Giuseppe could be so seriously damaged to prevent the traffic for a long time, a temporary

junction has been planned that would consent to open without delays the line Savona-Altare, which, connected to the line Altare-San Giuseppe - working since long ago - would allow the utilisation of all the new line from Savona to San Giuseppe, with considerable improvement in the conditions of the railways service to and from Piemonte.

This junction which must be built without hindering the already existing installations, requires the laying of a rail by the side of the Santuario one, which it follows till the progr. 240, and then independently from the other and by means of a ramp of 768,61 m. having a slope of 32,65‰, it reaches the platform of the new line at the km. 3+361,14.

The total length of the junction is of 1011 m.

For its accomplishment two underground passages of 2,50 m. and 5,50 m. of span at the progr. 429,00 and 488,50 must be lengthened.

It will then be necessary to expropriate a building near the progr. 100,00 constituted by a ground floor and two upper floors, where there are two shops of no importance and two flats for civilian use.

The works required to repair the road damaged by air raids are, on the whole, of little entity.

The most important repairs must be done at the vault of the tunnel "Secomelle", length 112,13 m. between the km. 9+594,85 and the km. 9+706,98. The tunnel has been firstly hit by a bomb, and owing to its thinness the vault has fallen in. Afterwards owing to the blasting of some mines the remainder has fallen in or has been damaged.

The total amount of the expenses, calculated on a basis of estimated prices, is divided in the following way:

- 1°) Works that must be contracted 6.660.767= L. 1433
- 2°) Supplies and expenses reserved to the Administration (essentially for equipment material) 57.496.640=
- 3°) Unforeseen expenses 5.842.593=

Total 70.000.000= L.

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 prop. 100,00 constituted by a ground floor and two upper floors,
 where there are two shops of no importance and two flats for covl=
 lian use.

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The most important repairs must be done at the vault of the
 tunnel "Secocamele", length 112,13 m. between the km.9+594,85 and
 the km.9+706,38. The tunnel has been firstly hit by a bomb, and
 owing to its thinness the vault has fallen in. Afterwards owing to
 the blasting of some mines the remainder has fallen in or has been
 damaged.

The total amount of the expenses, calculated on a basis of
 estimated prices, is divided in the following way:

- | | |
|--|-----------------|
| 1°) Works that must be contracted | 6.660.767= L. 3 |
| 2°) Supplies and expenses reserved to the Adminis-
tration (essentially for equipment material) | 57.496.640= |
| 3°) Unforeseen expenses | 5.342.593= |

Total	70.000.000= L.
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In this amount, the liabilities are only of L.3.000.000 est.
 including the share for unforeseen expenses, because the remaining
 67.000.000 (i.e. L.4.040.000 for repairs of war damages and the other
 L.62.060.000= for equipment) are really used to complete the line.

It has been foreseen that at first steam traction will be
 adopted as it is ^{for} the Altare-San Giuseppe line railway branch.

already working. Although the line includes 24 tunnels of which the longest has about 2 km. of length, it is deemed that the inconvenience due to smoke is not a serious matter, because the tunnels are large enough for two tracks, while at present only one would be used.

The time required to do all the works can be estimated in four months since the lay in which the equipment materials will be available.

The execution of this project presents no difficulties, either of finance because the liabilities are limited to the utmost degree, as already said, or of construction because there are only two installations to lengthen and only unimportant transport of material is required.

The only difficulty of some importance could be the supply of equipment materials. As only 15 km. should be equipped with simple track, we believe that this difficulty can be easily surmounted. If the provisions, considering the emergency, could not satisfy the request, we can apply to the cooperation of the Allied Military Government or we can recover materials from lines with double tracks, actually out of use and which at present and perhaps for a long time will be used without detriment for the service with an only track. For example the railway branch Ceva-Mondovì of the line Fossano-Mondovì-Ceva, that can even use the branch Ceva-Bastia-Mondovì as subsidiary line.

Savona in front of the vital necessity to be quickly linked with the inland cannot wait the reconstruction of the viaducts of the line of Santuario, to re-establish its communications with Piemonte.

It is impossible here to give the exact time required for such reconstruction, because the projects are unknown, but this reconstruction will certainly require much more time than the inhabitants of Savona would like in view of their urgent needs.

The utilization of the new line of Altare, on the contrary, not only assure the re-establishment of a regular service between Savona and San Giuseppe, but allows also to repair the line of Santuario avoiding the actual difficulties of service.

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264



MABA V MEBW 28067

FROM CONWAY TN SC RAILS GENOVA
TO TN INC MAIN ROME ATT STREET

281300

QQX GR 78

RESTRICTED. REF SAVONA - S GUISEPPE LINE REPORT AND LETTER IN POST NOW.
POSITION NOT EXACTLY AS PRESENTED BUT SIMPLER FROM OUR POINT OF VIEW.
IT SEEMS THE MINISTRY OF PUBLIC WORKS (RAILWAY CONSTRUCTION DEPT)
ARE RESPONSIBLE FOR THE BUILDING OF IT AND ON COMPLETION WILL BE
HANDLED OVER TO THE ISR. PW AND U ARE IN FAVOUR AND ONLY NEED OUR
ACCEPTANCE. NO RAILWAY CONTRACT IS INVOLVED. SHALL I GO AHEAD.
PLEASE REPLY URGENT.

THI 1330

SENT NR 67 1822 WHH AR TKS

RD SRL 67 28-1824B GWB BBB AS

1431

To Dott. Ing. BIANCHI
Italian State Railways,
MILAN.

HQ 1212 Rly Constr & Maint
Gp R.E.A/RCE/125/1838
31 May 1946

Line 110. SAVONA -S. GIUSEPPE

For your information, reconnaissance has shown the under-mentioned damage to Line 110 SAVONA -S.GIUSEPPE.

- | | | |
|--------|-------------|---|
| (i) | at Km. 8.1 | 3 arches and 2 piers demolished out of
5 x 30m spans 35 m high |
| (ii) | at Km. 9.4 | 5 arches and 3 piers demolished out of
5 x 18m spans |
| (iii) | at Km. 10.5 | 4 arches and 2 piers demolished out of
6 x 18m spans |

Lt.Col. R.E.

RCE 1212 Rly Constr & Maint Gp R.E.

Capt Conner

1430

0 1 1 2