

ACC

ACM-4

10000/148/1724

M
J

10000/148/1724

MISCELLANEOUS
JUL. - DEC. 1945

Dec. 29, 1945

Subject : Tube

TO : MILITARY POLICE - LIVORNO

Contractor

The Firm Cionfrini of the Rail-road informs us that on the 12th of Nov. the Military Police went to the work-shop "GIULIO SPERONELLO" Via Paolina 6 Viareggio and took from there a tube which was there to be repaired. The above mentioned tube is part of the ones of the Chevrolet truck N°. 86143 Rome, loaned by the Italian Rails-Ways to the said contractor. These trucks have been turned over by the Allies to the I.S.R. for them to hire out to the different contractors working on the reconstruction of important rail-way lines.

It would be greatly appreciated if the tube would be promptly returned.

Edward J. ... Chief Engineer
AC/IN/TA REFERENCE

Forwarded to "B" Co. 101 M.F. Bn. for investigation of above mentioned matter.

7112

VERNE J. GEORGE
1st Lt. Inf.
Chief Duty Officer

1 Ind.

FROM : CO. B 101ST MILITARY POLICE BATTALION APO 782 U.S. ARMY.

5 Jan 1946

TO : CO. C 101ST MILITARY POLICE BATTALION APO 782 U.S. ARMY.

1. No record of this event can be found in "B" company. Possibly a tube of this type can be found in the materials brought in from Viarreggio by "C" company.

Frederick C. Schardt
Frederick C. Schardt
1st Lt. Inf.

ROUTING SLIP

HEADQUARTERS
101ST MILITARY POLICE BATTALION
APO 782, U. S. Army

(Classification)

(Date of Basic Letter)

FILE NO. _____

SUBJECT: Civilian Complaint

Number each memo consecutively. Fill in each column. Initial action, draw one line across the sheet. Use the entire width of sheet for long memoranda.

No.	Date	From	TO:
<u>1.</u>	9 Jan	I.O. 101 st MP BN	C.O. Co. "C" 101 st MP BN
2	15 Jan	C.D.O. Co. C. 101 st MP BN	I.O. 101 st MP BN

1. Your attention invited to attached.
2. Forward any information available to this Headquarters.
Order of Maj. Knight
J. H. Knight
1st Lt. C.M.P.

1. Records show that 6 inner tubes, confiscated in Via Reggio, were turned in to Depot 4289 on 12 Jan 46

Wm. F. George
1st Lt. INF
Chief Duty Officer.

7111
CLASSIFICATION

ROUTING SLIP

HEADQUARTERS
101ST MILITARY POLICE BATTALION
APO#762 U. S. ARMY

(Date of Basic Communication)

(Classification)

FILE NO.

SUBJECT:

TIRE TUBES

Number each memo consecutively. Fill in each column. Initial action, draw one line across sheet. Use entire width of sheet for long memorandum.

No.	Date	From	To.
3	17 Jan	C.O. 101st MP BN	T.S.C. (vils) Eng. Branch

1. See attached routing slip
on disposition of your original note.

J. G. Dierker
1st Lt CMB

SUBJECT: 7142 10885

Number each memo consecutively. Fill in each column. Initial action, draw one line across sheet. Use entire width of sheet for long memorandum.

No.	Date	from	To.
3	17 Jan	C.O. 101st MP BN	T.S.C. (Kido) Eng. Branch Thames.

1. See attached routing slip
on disposition of your original note.

Y. D. D. D.
at 17 Jan

CLASSIFICATION

Firenze 9 settembre 1945

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

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

Camion FIAT 509

Targa IU 6523

Matricola 75792025 e E0603026

10/9/45

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

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

IL CAPO DELLA SEZIONE LAVORI

AC/Tn/RAILS/FIRENZE

7129

(Sample Transmittal)

August 23, 1945

Approved. Prompt release requested as
this contractor of I.S.R. is working
on an AFHQ First Priority Railway.

Edward Richard, Chief Engr.
AC/TN/RAILS/ FLORENCE

23 Agosto 1945

Approvato. Si richiede un pronto rilascio
poiché questo appaltatore delle FF.SS.
sta lavorando su una linea di Prima
Priorità AFHQ.

Edward Richard Ing. Capo
AC/TN/RAILS/ FIRENZE

7108

(1)

(Sample)

July 24, 1945

Approved. Please release the materials requested which are to be used by this contractor of I.S.R. in the reconstruction of Prato-Bologna Line as this is a Military Railway First Priority.

Edward Richard Chief Engr.
AC/TN/RAILS FLORENCE

Approvato. Favorite rilasciare i materiali richiesti, che devono essere usati da detto appaltatore delle FF.SS., per la ricostruzione della linea PRATO-BOLOGNA, dato che trattasi di una linea Militare di Prima Priorità.

Edward Richard Ing. Capo
AC/TN/RAILS FIRENZE

7187

(2)

(Sample)

TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

July 24, 1945

Ref.P-2

Subject : MATERIAL RELEASE

TO : WHOM IT MAY CONCERN

The Impresa Pietro Cidonio, Contractor of the line Prato-Bologna I.S.R. a Military Railway with First Priority, requires 2 Motocycles, 400 Mts. cable 12 m/m, Leather belting and other material to use in this work. The release of such equipment and materials will be appreciated and make possible to accomplish of this important Military work before the heavy rains of this winter.

L'Impresa Pietro Cidonio Appaltatrice della linea Prato-Bologna FF.SS., linea di Prima Priorità Militare, richiede 2 Motociclette, 400 Mt. di cavo, Cinghie di cuoio ed altro materiale da usarsi per detto lavoro. Il rilascio della suddetta attrezzatura e materiale sarà grandemente apprezzato e renderà possibile il compimento dell'importante lavoro militare, prima delle piogge invernali.

Edward Richard, Chief Engr.
For Lt. Col. O.H. LINDEERG R.E.

RE/la

7106

(3)

(Sai 'le)
TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

August 2, 1945

Ref. M-3

Subject : BARBED WIRE

To : TN. INC. MAIN ROME
For Maj. C.M. Long

Attached is translation of request
Capo Lavori Florence.

As this wire is very much needed
to prevent thefts in the mentioned goods
station, your assistance will be greatly
appreciated.

Edward Richard
Chief Engineer

ER/la

7105

(4)

(Temple)

TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

July 28, 1945

Ref. M-3

Subject : TELEPHONE WIRE

To : Capt. HARRIS M.R.S.
719 LEGHORN

Attached is translation of request
Capo Lavori Florence.

If you can release the wire in
question to them it will be much appreciated
as the machine for which it will be used will
expedite the winterisation of the PRATO-BOLOGNA
line which is Military Priority No 1 and other
lines in this Compartimento.

Edward Richard
Chief Engineer

ER/la

7104

5

(sample)

TRANSPORTATION SUB-COMMISSION
ENGINEERING BRANCH
FLORENCE

July 24 1945

Ref. P-2

Subject : RUSTON N° 4 SHOVEL

To : C.O.BASE ENGINEER OFFICE
AL MOLO S. VINCENZO = NAPLES

The Impresa Pietro Cidonio, contractor for the line Prato-Bologna I.S.R. a Military Railway with First Priority, requires the Shovel Ruston n° 4-380 Lt. with dragheline bucket which they state is in your possession, to do this work. The release of this piece of equipment to the above firm with a minimum delay will be much appreciated and make possible the accomplishment of this important Military work before the heavy rains of this winter.

Edward Richard Chief Engr.
for Lt.Col.O.H.Lindberg R.E.

ER/la

7103

(sample)

TRANSPORTATION SUB-COMMISSION
ENGINEERING BRANCH
FLORENCE

27 Luglio 1945

Ref. A-1

Oggetto : FERRO PER CEMENTO ARMATO

Alla Camera di Commercio
AREZZO

La Impresa Eugenio Parrini
Appaltatrice per la ricostruzione della
linea Arezzo-Firenze FF.SS., AFHQ Prima
Priorità, richiede i seguenti quantitativi
di ferro per cemento armato:

Ø 8"	Kg. 500
Ø 10"	" 200
Ø 12"	" 1000

Filo di ferro cotto per legature Kg.250

Vi preghiamo autorizzare la consegna
dei sopradetti materiali dalla Società ILVA
di S. Giovanni Valdarno, non appena possibile.

Edward Richard
Chief Engineer

ER/la

7102

(7)

(Sample)
TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

July 28, 1945

Tel.F.B.13
Ref.AC/TN/44/33 C.E.

E-2

To : TN.INC.MAIN ROME
For Lt.Col.A.H.STREET

Subject : ESTIMATES FOR PERMANENT REPAIRS

My request to the Capo Lavori,
for these estimates has been answered as per
copy of letter inclosed in which he states
that he has asked Eng.Lo Cigno for additional
personnel to do this work.

Edward Richard
Chief Engineer

ER/la

7161
(8)

BEST COPY POSSIBLE

<u>LISTA DEI PREZZI DEI BENI</u>		<u>LITRI</u>
MOTOCICLISTA	MOTOCICLO	75
AUTO PICCOLA	SMALL AUTO	200
AUTO GRANDE	LARGE AUTO	350
CAMION PICCOLO	SMALL TRUCK	350
CAMION MEDIO	MEDIUM TRUCK	400
CAMION GRANDE	LARGE TRUCK	1000
MOTORE	MOTOR	300
FRANTOIO	GRAIN CRUSHER	500
CINGOLATO	TRACKED	500
INTORCHIATORE	WINDMILL	750
BATTIPALO	PILE DRIVER	750
COMPRESSORE	COMPRESSOR	750
GRUPPO ELETTRICO	ELECTRIC PLANT 50 HP	750
TRATTORE	TRACTOR	1000
	CAMPFIRE	1000
	EXTRACTOR	1000
	DRILLING	1000
SCAVATORE	GRADER 50 HP	1500

Non più di 1 litro di olio per 100 litri di benzina
o nafta.

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

7150

(Sample)

Venerdì 9 settembre 1945

TRANSPORTATION SUB-DIVISION
RAIL DIVISION
P I R E N N E

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

Campion FIAT 509

Numero LU 6323

Matricola 75792025 e 80601026

6/9/45

Si conferma che la ditta Michelotto ha assunto in appalto i lavori sopra indicati per i quali ha messo a disposizione il camioncino FIAT 509 targato LU 6323.

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

IL CAPO DELLA SEZIONE LAVORI

AS/TH/RAILS/MORRIS

TRANSPORTATION SUB-COMMISSION
RAIL DIVISION
P I R N C R

Questa impresa, per il suo lavoro nella ricostruzione della linea Pisa - La Spezia dello SP.30, richiede l'uso del seguente veicolo, completo di carro e batteria.

Comion FIAT 509

Targa, IU 6523

Matricola 75792025 e 20603026

10/2/45

Si conferma che la ditta Michelotto ha assunto in appalto i lavori sopra indicati per i quali ha messo a disposizione il veicolo FIAT 509 targato IU 6523.

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

IL CAPO DELLA SEZIONE LAVORI

AC/TA/RAZIN/ELCANCE

7099

DOMANDA PER FORNITURA DI BENZINA PUBBLICANTI
DA ACQUISTARSI DAL "CIP" PER I CONTRATTISTI CIVILI

Richiesta per il mese di 194

Nome del contrattista:

Indirizzo del contrattista: Principale

Locale

Natura del contratto: RICOSTRUZIONE DELLE FF.SS. ITALIANE
Linee

Contratto diretto con le FF.SS.

TIPO MARCA FORNITA km. per ora benzina per ora olio grasso noro
gli (o) in un con un
H.P. mezzo litro

AUTOVEICOLI

AUTOCARRE

MACCHINARI

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

Autorezzazione razionamento per la Città
 nella quale i razionamenti sono richiesti

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

Firmato (Contrattista)

Si certifica che l'impiegato
sotto diretto contratto con le FF.SS. e che i sopracitati particolari sono
esatti e che le quantità minime sono state richieste.

Approvato

Firmato

7000

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

Contratto diretto con le FF.SS.

<u>TIPO</u>	<u>MARCA</u>	<u>FORNITA</u>	<u>km. perc.</u>	<u>FF. perc.</u>	<u>BENZINA</u>	<u>MATERIA</u>	<u>OLIO</u>	<u>GRASSO</u>	<u>NORO</u>
		<u>gli (o)</u>	<u>in in</u>	<u>con un</u>					
	<u>H.P.</u>	<u>mezzo</u>		<u>litro</u>					

AUTOVETTURE

AUTOCAR RI

MACCHINARI

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

Autovetture razionamento per la Città
nella quale i razionamenti sono richiesti

DA COMPLETARSI DAL CONTRATTISTA

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

Firmato
(Contrattista)

DA COMPLETARSI DAL CAPO SEZIONE FF.SS.

Si certifica che l'impianto
sotto diretto contratto con le FF.SS. e che i sopradetti particolari sono
esatti e che le quantità minime sono state richieste.

Approvato

Firmato

7098

Edward Richard
Ingegnere Capo
AC/In. Sub. Comm. (Rails)
Engr. Br. Firenze

Ing. Polo
Capo Sezione FF.SS.
Firenze

QUANTITA' MASSIMA DI BENZINA O NAFFA

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

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

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

MINISTERO DEI TRASPORTI,
FERROVIE DELLO STATO

SEZIONE LAVORI DI FIRENZE

Firenze

11/12 Dicembre 1945 194

N.

Al N.

del

OGGETTO:

TRANSPORTATION SUB-COMMISSION
RAIL DIVISION=FIRENZE=

Questa Sezione Lavori, per i lavori di ricostruzione della linea
Firenze-Arezzo e Firenze-Pisa richiede l'uso del seguente veicolo, completo di
gomme e batterie.

Vettura Fiat 508

Targa FI 16949

Matricola

Dec. 11, 1945

AS this contractor is working on the
reconstruction of the Firenze-Pisa and
Firenze-Arezzo Railway, a 1st Military
Priority lines it is requested that there
be no interference with the operation
of this vehicle without previous notice
to this office.

TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

Nov. 20, 1945

Dear Mr. Romagnoli,

Will you kindly renew the Licenza
di Circolazione N°. 1322 F. for Lancia Augusta,
License N°. 23576 FI. Chassis 34-2391, Motor
88-8747 as this car is frequently used in connec-
tion with the work of this office.

Thanks

Edward Richard

7395

GENERAL PROGRAMME FOR THE RECONSTRUCTION OF
THE ITALIAN STATE RAILWAYS.

P O R E W O R D .

In order to know the details of a normal railway net work in peace time, it is opinion of some to refer to the year 1936, or even before that date.

The criterion of referring to 1936 might be correct, if the railway net work already had a modern and perfect plant, adequate to the normal traffic.

The same cannot be said of the Italian State Railways net work, which was not perfect in 1936 and inadequate to the normal and increasing traffic of the country.

During 1936, there was in fact in course of being carried out a programme of works, so as to obtain said aim, the programme was started in 1932, which due to the war, was not possible to complete.

The programme concerned the electrification of the main lines, which, together with the lines electrified before 1932, had to reach a development of 9000 kilometres, whilst for the remaining 8000 kilometres of the railway net work it was thought to use an economic system: simplify the maintenance of the plant and of the station control, as well as economic transportation of passengers (automotrici) with internal combustion engines.

For the main lines it was foreseen, beside the electrification, to put in complete efficiency the permanent way, bridges, signal plants switch interlocking plants and telegraphic communications.

It was intended to increase and modernize the rolling stock, as well as the repair shops for said materials and depots.

It is therefore obvious, that reference should be made to

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The programme concerned the electrification of the main lines, which, together with the lines electrified before 1932, had to reach a development of 3000 kilometres, whilst for the remaining 8000 kilometres of the railway net work it was thought to use an economic system: simplify the maintenance of the plant and of the station control, as well as economic transportation of passengers (automotrici) with internal combustion engines.

For the main lines it was foreseen, beside the electrification, to put in complete efficiency the permanent way, bridges, signal plants switch interlocking plants and telegraphic communications.

It was intended to increase and modernise the rolling stock, as well as the repair shops for said materials and depots.

It is therefore obvious, that reference should be made to the railway operation of 1939-40, at least as far as the plant and rolling stock, in order to have a fair picture of the Italian State Railways before the war.

7092...//...

- 2 -

We are referring to the traffic of the years 1938-39 regarding a normal period for the Italian State Railways, for as it appears from the graph (see next page) that only from that date was there a rapid increase essentially due to war traffic.

DETAILS OF THE LINES AND EQUIPMENT.

In the attached document No 1 are given the details of each line of the railway net work before the war: development, maximum gradient, bridges, tunnels, buildings, signals, telephone and telegraph equipment. The traction system is also indicated, as well as the control, (block, individual or central control) and the line capacity of trains in each direction and average tonnage in both direction.

Document No 2 indicates the difference between the details before the war and the year 1936.

The Lines are opportunely subdivided in groups.

Table I. is a summary of the attached documents referring to the year 1944, only to the lines south of Pisa-Senigallia.

Table I.- DETAILS OF THE LINES AND EQUIPMENT.

Lines and equipment.	30.6.36	30.6.39	30.6.43	1944
Total length of lines in operation	16.964	16.980	17.225	6.700
Length of double track lines in op.....	4.532	4.455	4.587	157
Length of station track in operation.....	8.210	8.420	9.050	3.000
Length of electrified lines in oper.....	4.242	4.841	5.375	699
Iron bridges 3 metres	3.313	3.275	3.345	1.176
Iron bridges 3 mts in working order	88	89	90	29
Masonry bds 3 mts	10.738	10.894	10.944	3.226
Masonry bds in working order	244	243	250	78
Tunnels in working order	910	919	924	476
Telegraphic lines	44.945	50.500	54.428	6.906
Telegraphic station in working order.....	7.471	7.890	7.974	773
Telephone lines	35.757	53.600	55.138	11.194
Telephone station in working order	12.306	17.180	19.034	2.639
Automatic block in working order	397	399	399	8
Semiautomatic block in working order.....	2.629	3.237	4.933	475
Block signals in working order	1.320	1.566	2.096	146

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Automatic block in working order	397	399	399	8
Semiautomatic block in working order.....	2.629	3.237	4.933	475
Block signals in working order	1.320	1.566	2.096	146
Levers of shunting interlocking plant in working order: electric	6.196	8.918	14.831	2.724
OTHER TYPES	16.754	17.714	19.748	1.130
			7093	

DETAILS OF THE ROLLING STOCK AND TRAIN FERRIES OFTHE STRAITS OF MESSINA.

The details of the years 1936 and 1939 of the whole Railway net work, and those of 1944 for the territory south of the Pisa-Senigallia line, are given on the following table N° II.

Table II.- DETAILS OF THE ROLLING STOCK AND TRAIN FERRIES.

Rolling stock and train ferries.	1936	1939	1944 (1)
Standard gauge.			
Steam engines:			
a) for freight trains	436	336	113
b) for freight & passenger trains	847	910	474
c) for passenger trains	1.247	1.214	325
d) for shunting	750	613	211
Electric engines:			
a) Three phase current 16.7 periods	551	586	---
b) Three phase current 45 periods	23	24	13
c) C.C. 3000 volts	321	572	135
d) C.C. 650 volts	49	22	---
Electro trains 3000 volts	---	13	---
Electric railcoaches	2	97	30
3000 volt	38	39	---
650 volt	185	654	72
Railcoaches with internal combustion	6.934	7.294	444
Passenger coaches	531	518	---
Mail vans	4.071	3.982	270
Luggage vans	55.038	57.146	7.672
Box wagons	54.267	53.491	7.365
High sided wagons	11.853	11.780	2.804
Flat wagons	1.735	1.735	1.009
Tanks wagons	3.767	3.855	1.221
Special wagons	---	---	---
Narrow gauge.			
Steam engines	117	85	35
Electric railcoaches	14	14	---
coaches	195	195	133
---	15	15	21

Rolling stock and train ferries.	1936	1939	1944 (1)
Standard gauge.			
Steam engines:			
a) for freight trains	436	336	118
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c) C.C. 3000 Volts	321	572	135
d) C.C. 650 Volts	49	22	---
Electro trains 3000 volts	---	13	---
3000 volt	2	97	30
650 volt	38	39	---
Railcoaches with internal combustion	185	654	72
Passenger coaches	6,934	7,294	444
Rail vans	531	518	---
Luggage vans	4,071	3,982	270
Box wagons	55,038	57,146	7,672
High sided wagons	54,267	53,491	7,365
Flat wagons	11,853	11,780	2,804
Tanks wagons	1,735	1,735	1,009
Special wagons	3,767	3,855	1,221
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Steam engines	117	85	35
Electric railcoaches	14	14	---
coaches	195	195	138
luggage vans	36	36	21
Wagons	750	743	463
Train ferries for Messina st.			
Three track ferry boats	3	3	1
One track ferry boat	3	3	1
Motor dredger for the maintenance of the berths (constructed in December 1942)	---	---	---
(1). For the territory south of Pisa-Senigallia line.			

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LARGE WORKSHOPS - DEPOTS - CAR REPAIR SHOPS

The following workshops for repairing rolling stock belonged to the railway: Turin, Voghera, Verona, Vicenza, Bologna, Firenze, Foligno, Rimini, Naples, Catania, Messina and numerous depots and car repair shops are spread all over the railway for the maintenance and light repairs of engines, coaches and wagons, distributed in the year 1939 (for the whole railway and year 1944, for the territory south of Pisa-Senigallia line).

Year 1939	engine depots	77	repair shops	61
Year 1944	Engine depots	45	repair shops	27.

In the attached document N° 3 are given the machinery and equipment of these plants, regarding their capacity and class of work carried out in the plants during the years 1936, 1939 for the whole net, and the year 1944 only for the area south of Pisa-Senigallia.

The repair of rolling stock was not completely carried out by the workshops and depots of Italian State Railways, but a large part and especially repairs to wagons was done by private workshops, indicated in the table N° IV.

Foligno, Rimini, Naples, Catania, Messina and numerous depots and car repair shops are spread all over the railway for the maintenance and light repairs of engines, coaches and wagons, distributed in the year 1939 (for the whole railway and year 1944, for the territory south of Pisa-Senigallia line).

Year 1939	engine depots 77	repair shops 61
Year 1944	Engine depots 45	repair shops 27.

In the attached document No 3 are given the machinery and equipment of these plants, regarding their capacity and class of work carried out in the plants during the years 1936, 1939 for the whole net, and the year 1944 only for the area south of Pisa-Senigallia.

The repair of rolling stock was not completely carried out by the workshops and depots of Italian State Railways, but a large part and especially repairs to wagons was done by private workshops, indicated in the table No IV.

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Table III.- ROLLING STOCK REPAIRED IN WORKSHOPS DEPOTS AND CAR REPAIR SHOPS.

Type of material and kind of repair.	Large workshops			depote and car repair shops			Total.		
	1936	1939	1944	1936	1939	1944	1936	1939	1944
Locomotives and steam Diesel.									
Heavy repairs	564	427	102	---	---	---	564	427	102
Medium "	114	131	36	569	413	162	683	544	200
Light "	2	6	26	1477	1483	450	1479	1489	476
Total	680	564	166	2046	1896	612	2726	2460	773
Electric engines, electric train, electric railcars.									
General repairs	159	231	---	88	102	---	247	333	---
Routine repairs	---	---	6	---	305	1	---	305	7
Special repairs	---	2	7	1098	886	71	1098	888	78
Total	159	233	13	1186	1293	72	1345	1526	85
Motor Diesel with internal combustion engines.									
General repairs	66	149	---	---	---	---	66	149	---
Special "	---	---	---	77	151	15	77	151	15
General revisions	---	---	---	165	519	22	165	519	22
Total	66	149	---	242	670	37	308	819	37
Coaches									
Heavy repairs	602	754	109	---	---	---	602	754	9
Medium "	1834	2275	43	50	106	6	1934	2381	49
Light "	1046	967	58	27938	28267	2078	28984	29234	2136
Total	3532	3996	110	27988	28373	2084	31520	32369	2194
Baggage mail vans & wagons.									
Heavy repairs	687	553	149	---	---	---	687	553	149
Medium "	1526	1025	421	1910	1720	567	3436	2745	988
Light "	740	1408	2982	18399	21237	38102	18239	21785	41084

Locomotives and steam Diesel.									
Heavy repairs	564	427	102	---	---	---	564	427	102
Medium "	114	131	38	569	413	162	683	544	200
Light "	2	6	26	1477	1483	450	1479	1489	476
Total	680	564	166	3046	1896	612	2726	2450	778
Electric engines, electric train, electric railcars.									
General repairs	159	231	---	88	102	---	247	333	---
Routine repairs	---	---	6	---	305	1	---	305	7
Special repairs	---	2	7	1698	885	71	1098	888	78
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General revisions	---	---	---	165	519	22	165	519	22
Total	66	149	---	242	670	37	308	819	37
Coaches									
Heavy repairs	602	754	149	---	---	---	602	754	9
Medium "	1884	2275	43	50	106	6	1934	2381	49
Light "	1046	967	58	27938	23267	2078	28984	29234	2136
Total	3532	3996	110	27988	23373	2084	31520	32369	2194
Luggage mail vans & wagons.									
Heavy repairs	687	553	149	---	---	---	687	553	149
Medium "	1526	1025	421	1910	1720	567	3436	2745	988
Light "	740	1408	2982	18809	21237	38102	18239	23185	4084
Total	2953	2986	3552	190409	24097	38669	193362	230091	42221
(1) For the plants south of the line Pisa-Senigallia.									

(1) For the plants south of the line Pisa-Senigallia.

Table IV.- ROLLING STOCK REPAIRED IN PRIVATE WORKSHOPS.

Repairs	1936	1939	1944 (1)
Engines.			
Heavy repairs	70	88	---
Medium "	---	---	9
Light "	---	---	29
Coaches.			
Heavy repairs	84	78	---
Medium "	1,360	1,537	---
Light "	249	201	---
Luggage-mail vans & wagons.			
Heavy repairs	5,062	6,593	40
Medium "	11,586	12,171	549
Light "	1,552	2,753	3284
			1,709

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WAREHOUSE - SUPPLIES - RAILWAY MATERIAL.

To the railway belonged large and small warehouses for the custody and storage of supply materiel.
Details are shown below:-

Table V:- DETAILS AND VALUE OF SUPPLIES IN THE WAREHOUSES.

Supplies	1936	1939	1944 (1)
Warehouses	389.750.140	540.994.103	There are no exact date. It is believed that the real stock will not be more than 20% of the year 1939.
Fuel depots	207.054.610	144.398.647	
Equipment and material ser-			
In the railway and private			
workshops	52.351.870	77.402.883	
In depots and car repairs			
shops	55.329.684	85.431.127	
Work Service.			
For usual maintenance and			
for carrying out works			
concerning permanent way			
and roads.	164.400.177	184.890.917	
Ditto. re signal-inter-			
locking and electric plants	113.489.510	146.390.316	

(1) For the line south of

2300

Table VI:- DETAILS AND VALUE OF SUPPLIES IN THE WAREHOUSES.

Supplies	1936	1939	1944 (1)
Warehouses	389,750.140	580,994.103	
Fuel depots	207,054.610	144,898.647	
Equipment and material ser-			
In the railway and private			
workshops	52,351.870	77,402.883	There are no
In depots and car repairs			exact date. It
shops	55,329.684	85,431.127	is believed that
Work Service.			the real stock
For usual maintenance and			will not be more
for carrying out works			than 20% of the
concerning permanent way			year 1939.
and roads.	164,400.177	184,890.917	
Ditto, re signal-inter-			
locking and electric plants	113,489.510	146,390.316	

(1) For the line south of
Pisa-Senigallia.

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Also another item that is of interest for the general outline regarding railway organisation and that is the plant, namely machinery, equipment and tools, furniture etc. which the I.S.R. possessed.

The table here below gives the data.

Table VI.- DETAILS AND VALUES OF MATERIAL etc.

	1936	1939	1944 (1).
Various machinery, tools, furniture etc.	685.765.532	817.133.668	It is believed that the consignment will not be superior than 30% of that of 1939.

T R A F F I C .

In order to have an idea of the traffic, we give here below the data of October, years 1936-1939 for the whole net and for the area south of the line Pisa-Senigallia for 1944.

Table VII.- TRAFFIC OF MONTHS OF OCTOBER.

	1936	1939	1944 (1)
Goods traffic.			
Tons - Kms Transported :			
Military			83.788.854
Civil	621.148.637.596	1.291.992.679	26.383.000
Total	1.148.637.596	1.291.992.679	110.171.854
Passenger Traffic			
Tickets sold	7.658.797	11.797.106	2.938.500
Passenger transported Kms.	774.547.236	1.255.259.342	70.879

Table VI.-- DETAILS AND VALUES OF MATERIALS ETC.

	1936	1939	1944 (1).
Various machinery, tools, furniture etc.	685.765.532	817.133.668	It is believed that the consi- stence will not be superior than 30% of that of 1939.

T R A F F I C .

In order to have an idea of the traffic, we give here below the date of October, years 1936-1939 for the whole net and for the area south of the line Pisa-Senigallia for 1944.

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Passenger Traffic			
Tickets sold	7.658.797	11.797.106	2.938.500
Passenger transported Kms.	774.547.236	1.255.259.342	70.887

C O N S U M P T I O N .

In the attached document N° 4 are given the data re the consumption of material for maintenance and for operation during a period of 6 months in the years 1936 and 1939.

...//...

RECONSTRUCTION.

In the preceding pages we tried to show with the help of various data, the real condition of the I.S.R. before the war, we add that the operation was modern, regular and safe and adequate for the necessity of the country.

The destruction and pilferage due to the war were very heavy, and comparing the data reported for 1944 on the various tables of details with those of the years 1936 and 1939, one may have an idea of the enormous disaster which overtook the I.S.R. and the necessary work required to put in operation the lines and plants, so essential for the interest of the economic life of the country.

In document No 1 has been indicated the damage to the permanent way and to the fixed plants already ascertained for the lines including the area south of the line Pisa-Senigallia and the damage estimated to those north of said line referring to the survey made in the liberated area.

The rolling stock has suffered the following damages:

Steam engines	60%
Electric engines	50%
Diesel and electric rails	60%
Coaches	85%
Luggage vans & wagons	55%

The workshops and depots suffered heavy damage, it is believed that the damage is not less than 60%.

The situation of the stores in the warehouses and the plant is the following:

Supplies in warehouses.....	damages 90%
Plant	" 80%

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The workshops and depots suffered heavy damage, it is believed that the damage is not less than 60%.

The situation of the stores in the warehouses and the plant is the following:

Supplies in warehouses.....	damages 90%
Plant	" 80%

These data indicate the enormous and vast work which is needed for reconstructing the lines and the plant and for putting ^{the} working order the railway network. The carrying out and the necessary time needed depend from the assistance which will be given to us, but above all it depends from the more or less rapid resumption of our industry.

A scheme has been prepared and subdivided into 4 phases.

...//...

Phase I.- Includes the lines of heavy traffic which carry directly the major flow of internal and international traffic of our country.

The length of this group of lines is about 6305 kms, of which 4055 kms is double track, and the traffic carried before the war was in relation to the whole network of 63.8%.

In the first phase are included the major lines of our railway net, which form the main lines of communications between north and south.

The lines of this group are connected with the frontiers and are therefore necessary for the resumption of traffic with the various European Countries.

The Rome-Genoa-Turin-Medane and the Genoa-Ventimiglia lines carry the traffic of the east coast, connecting the large Mediterranean harbour of Civitavecchia, Leghorn, Genoa and Savona, and assuring also the international traffic for France and Switzerland.

The Rome-Florence-Bologna-Milan with their large branches off for Ancona, Venice, Verona; also for the international traffic of Fiume, Tarvisio and Brenner, and those of Italy-Switzerland represent the most important backbone of our railway net work, for the principal lines of Switzerland and Germany are connected with it, and it also carries a large part of the traffic North-South and vice-versa. It is a line of special importance for passenger service, as it connects the large centres and is the shortest route between north and south.

The Turin-Milan-Venice is the great sub-alpine line of vital importance for traffic between the port of Venice and the large industrial centres of Northern Italy. With the branches from Venice to Trieste and for Udine it connects Northern Italy with the large port of Venezia Giulia and also gives access to the frontier of Yugoslavia and Austria.

The Savona-Turin, The Genoa-Milan, the Sarzana-Parma or Pidenza and the Pisa-Florence lines connect the harbour of Savona with Genoa.

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The Savona-Turin, The Genoa-Milan, the Sarzana-Parma or Pidenza and the Pisa-Florence lines connect the harbour of Savona ⁷⁰⁸Genoa, La Spezia and Leghorn with their respective hinterland.

Especially the Genoa-Milan line with the valleys of Busalla and Mignanego is one of the most vital line for national economic life and for traffic, as well as international traffic, which emanates from the port of Genoa.

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The reconstruction of lines of "Giovi" should have priority, in the work of reconstruction of the first phase, as the Genoa-Milan line will assure the international traffic to the port of Genoa and especially to Switzerland which will be routed through Italy, but allows also to route the traffic of coastal trade which will be routed from Southern Italy to Genoa via sea. We must not hide the seriousness of destruction which hit our lines of Central Italy and especially the Genoa-La Spezia line and therefore it is, necessary for the time being to transport to Genoa, the goods destined to Northern Italy.

To the first phase of reconstruction of the lines of Southern Italy belong the Rome-Naples via Formia, the Naples-Reggio Calabria and the Battipaglia-Potenza-Brindisi lines. These are the main lines of traffic north-south passing Rome. The Calabrese line is particularly important for communication from and to Sicily.

In order to complete the lines which interest Southern Italy it has to be borne in mind the Bologna-Bari-Brindisi-Lecce line, which connects the Puglia and Marche with the large centres of the north and the transit to the frontier of the north-east, as well as the two lines Orte-Ancona and Naples-Poggia.

The first phase of reconstruction gives the following program:

- a) connecting longitudinally and transversally the principal centres of the country;
- b) assuring railway service in the principal maritime ports;
- c) restore the railway communications with other European countries by international traffic.

In the phase is included the reconstruction of the large goods and passenger stations of Milan, Turin, Genoa, Bologna, Verona, Venice, Florence, Pisa, Rome, Naples as well as the reconstruction of the large international stations. It is true that these are the subject of special dealings between the interested States.

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In the first phase are also included a great part of lines with electric traction. The reconstruction of power stations for electric traction will be considered later, it is obvious that for the time being there must be made a large amount of steam traction

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Phase II. In this phase are included the most important internal lines for the Italian economical life, and also the lines which do not belong to main lines of communications, but represent the so called indispensable "auxiliary" lines. Many of these lines reach production centres of essential interest. The most important are the Asti-Mortara-Milan, the S. Giuseppe-Alessandria, the Asti-Casale-Chivasso, the Monza-Colico-Sondrio, the Parma-Brescia, the Codogna-Mantova-Monselice, the Modena-Mantova-Verona, the Venice-Treviso, the Pisa-Pistoia-Bologna, the Ferrara-Rimini, the Napoli-Siena-Chiusi, the Rome-Cassino-Naples, the Salerno-Benevento-Termini, the Bari-Taranto, the Reggio Calabria-Metaponto, the Messina-Palermo, the Messina-Calabria, the Sardinian lines etc.

The extension of this group of lines is 4661 kms, 457 kms of which are double tracked.

The traffic which was carried on these lines before the war was with regard to the total of the railway net, about 24.6 %.

Phase III. The lines included in this phase of reconstruction have a more local character and serve essentially to connect the large towns of the provinces with the chief towns.

For example the Turin-Cuneo, Asti-Chivasso-Aosta, Vercelli-Mortara-Casalpuusterlengo, the Trieste-Calaone, the Florence-Faenza, the Civitavecchia-Orte, the Sicula Mediterranean Litaranea etc.

The extension of this group of lines is 3491 kms, of which 53 kms are double track and the traffic which was carried before the war was with regard to the total of the railway network, about 5.7%.

Phase IV. Includes the other lines, which are not included in the other phases, which complete the I.S.R. network, as it was before the war.

The extension of this group of lines is 2768 kms, 17 kms of which are double track and the traffic carried before the war was with regard to the total of railway network, about 1.9%.

Casale-Chivasso, the Mantova-Monselice, the Modena-Mantova-Verona, the Venice-Venezia, the Verona-Mantova, the Bologna-Ferrara, the Ferrara-Rimini, the Empoli-Siena, the Pisa-Pistoia-Bologna, the Salerno-Benevento-Termini, the Chiusi, the Rome-Cassino-Naples, the Reggio Calabria-Metaponto, the Messina-Palermo, the Bari-Taranto, the Reggio Calabria-Metaponto, the Messina-Palermo, the Messina-Calabria, the Sardegna lines etc.

The extension of this group of lines is 4661 kms, 457 kms of which are double tracked.

The traffic which was carried on these lines before the war was with regard to the total of the railway net, about 24.6 %.

Phase III. - The lines included in this phase of reconstruction have a more local character and serve essentially to connect the large towns of the provinces with the chief towns.

For example the Turin-Cuneo, Asti-Chivasso-Aosta, Vercelli-Mortara-Casalpuusteriengo, the Trieste-Calaio, the Florence-Faenza, the Civitavecchia-Orte, the Sicula Mediterranean literanea etc.

The extension of this group of lines is 3431 kms, of which 58 kms are double track and the traffic which was carried before the war was with regard to the total of the railway network, about 5.7%.

Phase IV. - Includes the other lines, which are not included in the other phases, which complete the I.S.R. network, as it was before the war.

The extension of this group of lines is 2768 kms, 17 kms of which are double track and the traffic carried before the war was with regard to the total of railway network, about 1.9%.

This programme of putting the Lines in operation would be

incompleted if there is no mentioning of the reconstruction programme of the electrical installation signalling, as well as the reconstruction of our locomotive pool, the rolling stock, as well as the providing of warehouse stock.

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ELECTRIC TRACTION.

The repair and reconstruction of electrical installations is most important for the operation of our railway network, due to the difficulties inherent to the train service of lines with heavy grades and long tunnels, as also for the saving of coal, which would be realised, as in the past - with the use of electric engines.

The rehabilitation of electric installations and the rehabilitation of electric operation of trains on lines which already were electrified, has to be carried out phase by phase, as the gradual availability of material and machinery necessary for putting in working order all the damaged or destroyed installation, would not permit the starting at the same time and especially all at once as it would limit the flow of the work itself.

The problem is twofold and includes two measures interconnected, the rehabilitation of installations belonging to the I.S.R. for production and distribution of electric current and the rehabilitation of installations for putting in operation electric trains.

The rehabilitation of the power and substations is of great importance and urgency, as it will help to expedite resumption of the economic and civil activity of the Nation. Therefore in the first phase have to be included all the hydro-electric plants belonging to the I.S.R. and also all the high tension conduits which also belong to the I.S.R.

In fact, there is no doubt about the necessity of putting in working order power stations, because they have to contribute, as they did in the past, with their own production of electric power for the railway. Any opportunity of producing electric current should be seized in order to help the national reconstruction.

Referring to the power lines, it has to be borne in mind, that

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In fact, there is no doubt about the necessity of putting in working order power stations, because they have to contribute, as they did in the past, with their own production of electric power for the railway. Any opportunity of producing electric current should be seized in order to help the national reconstruction.

Referring to the power lines, it has to be borne in mind, that

a large part of them fed the electric traction of the principal electrified railway lines, now included in the first phase of reconstruction, whilst the other circuits were connected with the electric production centres or were connected between their nets and various power stations. These connections are indispensable and urgent, for the service of electric power stations, as also for the expedite resumption of national activity, so that the electric current can be better distributed in accordance with the availability and necessity.

...//...

Therefore all the high tension primary circuits of I.S.R. property must be included in the first phase of reconstruction.

However, in order to reduce the amount of work and in consideration of the limited availability of material, it is possible to repair with one set of three wires, the circuits which were constructed with a double set of three wires, remounting for the time being of a great margin of safety, which the emergency set of three wires gave.

At the same time when the repair and reconstruction of the hydro-electric installations and the primary circuit are carried out, it will be necessary to put in working order some of the power houses, which had for their special object the interconnecting of various network power stations, and for the exchange of power.

In short, the rehabilitation of primary circuit and hydro-electric plants belonging to the I.S.R. are considered as an exigency of National character, and should be carried out as soon as possible, and at least partially, the works which more directly pertain to the other electric power plants.

The putting in working order of electric traction on the railway lines previously electrified will be subdivided into various phases, according to the following priority.

a) rehabilitation of electric traction on the Valico pass, which has heavy grade and long tunnels and on the principal lines with heavy traffic, following the same criterion which served to establish the next programme of electrification of the railway network, namely, not considering the amount of damage suffered by the plant;

b) rehabilitation of electric traction on those lines or those portion of lines on which the plants have been less damaged, may be easily and expeditely repaired, so obtaining the advantage of realising in a short time the first saving of coal.

It is obvious that the more favourable conditions for establishing a rational rehabilitation programme of electric traction

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b) rehabilitation of electric traction on those lines or those portion of lines on which the plants have been less damaged, may be easily and expeditely repaired, so obtaining the advantage of realising in a short time the first saving of coal.

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It is obvious that the more favourable conditions for establishing a rational rehabilitation programme of electric traction on the railway lines will develop, if it is possible to apply at the same time the two criteria stated above and especially if the lines of Valico pass and the principal lines, which previously were electrified, are those which have suffered minor damage.

...//...

In any case such programme, besides the conditions of the plant will be subordinated also to other factors of capital importance namely:

- 1) Existence of electric engines, three-phase or continuous current;
- 2) Availability of machinery and electric material necessary to replace those destroyed, and for repairing those damaged, and therefore, keeping in working order the industrial factories of production and repairs and the possibility of integrating the National production by importations from abroad;

3) Putting in working order the plant belonging to private boards which produce electric power with immediate availability or at after a short interval power to be destined to railway electric traction.

For the lines of the Liguria-Piedmont Regions and for the Genova-Venova, Trento-Bolzano-Brennero, and Bolzano-Merano lines, might occur the question of transforming the plants in order to substitute the three-phase with that of direct current system, if the remarkable destruction of plants or three-phase engines park would render necessary such substitution, must be considered.

From this standpoint it has to be borne in mind, that the opportunity to reintegrate our three-phase engines park with new construction, is to be excluded (the latest three-phase engines are from the year 1928 and of absolute^{old} type). If the number of engines available should not be sufficient for normal operation on the three-phase net, the possibility of transforming these lines of principal importance into direct current, which before the war were electrified with three-phase system.

The analogous problem could happen, electrified c.d. Milan-Varese Porto Ceresio line track with 3 rails at 550 volts and for the Mantova-Avesano-Salmona line electrified with three-phase system, 10 k.v. as a part of the engines suitable for industrial power were destroyed.

repairs and the possibility of integrating the National production and by importations from abroad;

3) Putting in working order the plant belonging to private boards which produce electric power with immediate availability or at after a short interval power to be destined to railway electric traction. For the lines of the Ligure-Piedmont Regions and for the Sarzana-Fornovo, Trento-Bolsano-Brennero, and Bolzano-Merano lines, might occur the question of transforming the plants in order to substitute the three-phase with that of direct current system, if the remarkable destruction of plants or three-phase engines park would render necessary such substitution, must be considered.

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A programme for rehabilitation of electric traction services on the Railway lines which already were electrified, can only be carried out by considering the first criterion mentioned and namely taking into considerations the grade, importance and traffic of lines.

Proceeding from the electrified lines of Naples and Reggio Calabria Compartment and the Falconara-Orte line, which has been re-electrified, but those electric traction plants still need a remarkable amount of work till they are in complete working order.

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The following 4 phases for putting in operation the electric traction are indicated:

1st Phase: Lines and portion of lines which from their grade intensity of traffic and their international importance or for internal economy have to be exploited as soon as possible:

1. Turin-Medane and branching off of Turin
2. Turin-Fossano-Savona.
3. Genoa-Ronco-Voghera and branching off of Genoa
4. Genoa-Busalla-Arquata
5. Bolzano-Brennero
6. Udine-Tarvisio
7. Sarzana-S. Stefano-Tornovo.
8. Bologna-Prato-Florence and branching off of Bologna.

2nd Phase: Main lines or with easy grades on which a great traffic is carried.

9. Arquata-Alessandria-Trofarello (Turin)
10. Milan-Chiasso and branching off of Milan
11. Milan-Varese-Porto Ceresio
12. Milan-Voghera
13. Milan-Bologna
14. Milan-Domodossola
15. Verona-Bolzano
16. Cervignano-Triente
17. Genoa-Leghorn
18. Vessaro-S. Stefano
19. Bologna-Verona
20. Bologna-Ancona
21. Florence-Rome and branching off of Rome
22. Rome-Leghorn
23. Rome-Formia-Villa Literno-Aversa.

3rd Phase:

24. Ventimiglia-Cuneo-Possano
25. Sanpiero-Ovada-Alessandria
26. Genoa-Ventimiglia
27. Monza-Colico-Ornavenna
28. Colico-Sondrio
29. Udine-Gorizia-Bivio S. Polo (Montalco)
30. Branching off Ronchi N. Ronchi S
31. (Trieste) Bivio Galleria - Postumia.
32. Bivio Aurisina - Bivio Viadotto
33. Trieste G.M. Opicina G.
34. Bologna-Pistoia-Prato
35. Pisa-Rapoli-Florence

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4. Genoa-Bussella-Arquata
 5. Bolzano-Brennero
 6. Udine-Tarvisio
 7. Sarzana-S. Stefano-Pornovo.
 8. Bologna-Prato-Florence and branching off of Bologna.
- 2nd Phase: Plain lines or with easy grades on which a great traffic is carried.

9. Arquata-Alessandria-Trofarello (Turin)
10. Milan-Chiasso and branching off of Milan
11. Milan-Varese-Porto Ceresio
12. Milan-Voghera
13. Milan-Bologna
14. Milan-Domodossola
15. Verona-Bolzano
16. Cervignano-Trieste
17. Genoa-Leghorn
18. Venturo-S. Stefano
19. Bologna-Verona
20. Bologna-Ancona
21. Florence-Rome and branching off of Rome
22. Rome-Leghorn
23. Rome-Formia-Villa Literno-Aversa.

3rd Phase:

24. Ventimiglia-Genoa-Possano
25. Sanpiero-Arana-Ovada-Alessandria
26. Genoa-Ventimiglia
27. Monza-Colico-Chiavenna
28. Colico-Sondrio
29. Udine-Gorizia-Bivio S. Polo (Montalcone)
30. Branching off Ronchi M. Ronchi 3
31. (Trieste) Bivio Galleria - Postumia.
32. Bivio Aurisina - Bivio Viadotto
33. Trieste G.M. Opicina G.
34. Bologna-Fistola-Prato
35. Pisa-Rapoli-Florence
36. Rome-Sulmona
37. Aosta-San Desiderio
38. Rome-Frascati.

4th Phase: Lines and portion of lines:

39. Bussolena-Susa
40. Turin-Bricherasio-Barge
41. Bricherasio-Torre Pellice
42. Trofarello-Chieri
43. Ceva-Bastia-Carnagola
44. S. Giuseppe-Acqui-Asti.
45. Ovada-Acqui-Alessandria

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- 46. Alessandria-Tortona
- 47. Novi-Ortona
- 48. Dolzano-Merano
- 49. S. Pietro del Carso-Fiume
- 50. Perno-Verona
- 51. Torino-Parma
- 52. Verona-Salsomaggiore

From information received it seems that the electric traction on the Piedmont lines has not suffered much damage, may be that the works of rehabilitation of lines included in the first phase are of minor importance. It has to be borne in mind that especially during the first phase also the electric station have to be set in order and also many primary lines, as already mentioned which is a considerable amount of work.

SIGNAL AND SAFETY PLANTS.

Here it is necessary to distinguish those plants which are indispensable, telephone, telegraph, train control, signalling, etc.) from those which we could call "complementary", that is they are not absolutely indispensable, but increase the safety and give a better regularity to the dispatch service.

The plants of the first category have to be reconstructed, at least a good part of them, during the period the lines and stations are constructed. Those of the second category are a programme a part which will be realized as soon as our industries and the supplies which we will receive from abroad allow it. This reconstruction has to be proceeded by grade, giving the preference to those plants which interest the large centres, and are important for the output and safety.

In the following document are stated the stations in which the interlocking plants have to be constructed, dividing them into 5 successive phases, taking into account the possibility of supplying the necessary material and the technical power of the skilled firms

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In the following document are stated the stations in which the interlocking plants have to be constructed, dividing them into 5 successive phases, taking into account the possibility of supplying the necessary material and the technical power of the skilled firms for assembling the apparatus.

In the attached document No 9 are indicated the phases for reconstructing the block apparatuses. The reconstruction of blocks will be made by substituting on the double track lines of special importance for traffic, the automatic type with that of manual semi-automatic, in order to realize a better safety factor, but also a remarkable economy in the cost of operation as the intermediate station will be suppressed.

..1/..

The substitution of this type can also be inopportune, especially in long stretches where semi automatic plants were maintained, in the other cases this measure is quite advisable for the lines of special importance.

In the attached document N°9 are indicated with special sign the lines which should be provided with one or the other type of block.

PHASE OF RECONSTRUCTION OF INTERLOCKING PLANTS.
Alphabetical order.

Phase I.-	Phase II.-	Phase III.-	Phase IV.-	Phase V.-
Bologna Firenze Genova Nestre Milano Napoli Padova Piacenza Pisa Prato Rho Reggredo Roma Sampierdarena Torino Trafarelli Venezia	Alessandria Arezzo Arquata Asti Campoleone Chiusi Cologno Fidenza Gallarate Livorno Lodi Modena Novi Orte Parma Pontassieve Reggio Emilia Tortona Treviglio Villa Litterna Voghera As well as the small stations having facing points for the direct entrance to the passing tracks of the lines Rome-	Albato Camerlate Arona Avenza Aversa Battipaglia Brancia Bolsano Casalpusterleno Chivasso Civitavecchia Como Formia Isola d. Scala La Spezia Mantova Monza Nogara Novara Ostiglia Pavia Pontelegnaro Priverno Romeo S. Stefano Santhia Sarzana Savona Seregno Terni Terontola	Arena Attigliano Campiglia Castellone Catania Cecina Ciampino Domodossola Fabriano Falconara Ferrara Folligno Forlì Gemona Montesilice Montepescali Mortara Oveda Palermo Palo Pistoia P. Galeria Reggio Cal. Rovigo S. Calender Trevico Vado Valenza Ventimiglia	

All the other stations having interlocking plants which are not included in the preceding phases.

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PHASE OF RECONSTRUCTION OF INTERLOCKING PLANTS.
Alphabetical order.

Phase I.-	Phase II.-	Phase III.-	Phase IV.-	Phase V.-
Bologna Firenze Genoa Nestve Milano Napoli Padova Piacenza Pisa Prato Rho Regorato Roma Sampierdarena Torino Trofarello Venezia	Alessandria Arezzo Arona Asti Campolongo Chiavari Codogno Fidenza Gallarate Livorno Lodi Modena Novi Orte Parma Pontassieve Reggio Emilia Tortona Treviglio Villa Literno Voghera As well as the small stations having facing points for the direct entrances to the passing tracks of the lines Rome- Naples, and Rome- Florence-Bologna -Milano.	Albino Camerlato Arona Arona Arona Battipaglia Braccia Bologna Casalini Chivasso Civitavecchia Como Pavia Isola d. Scala Is. Spazio Minturno Monza Novara Novara Ostiglia Pavia Pontassieve Priverno Romeo S. Stefano Santhia Sarzano Savona Seregno Terni Terontola Trento Trieste Udine Vercelli Vercelli Vercelli Villa S. Giovanni	Arona Attigliano Campiglia Castellodossola Catania Cecina Ciampino Domodossola Fabriano Falconara Ferrara Foligno Forlì Gemoni Montelice Montepescali Montara Ovada Palermo Palo Pescia P. Galeria Reggio Cal. Rovigo S. Calender Trevise Vado Valenza Ventimiglia	All the other stations having interlocking plants and which are not included in the preceding phases.

ROLLING STOCK.

The programme of reconstructing the rolling stock will also be subdivided in four phases, in order to equate the material to the need of traffic and to the capacity of the good stations as soon as they are reconstructed, as well as to the necessary means for their maintenance and repairs (workshops, engine depots, car repair shops, etc.).

It is not thought that the traffic in the first years after the war will immediately reach the intensity of the years 1936-1939. Only a part of the industries will be reconstructed, the trades and agriculture will still suffer the consequence of destruction caused by the war. Our calculation should be based a little lower in the need of rolling stock to that before the war, and the programme of reconstruction should comply to this need.

The distribution of the various phases of the necessary rolling stock and the reconstruction of the damaged wagons-cars, according to the survey made, appears from the following document. It is understood that in the ambit of the various phases and especially during the first phases of reconstruction of lines, the reconstruction of rolling stock will proceed gradually. In order to follow the reconstruction of the workshops and good-stations and also the foreseen development of traffic which at the very first will be limited, will increase with the development of the resumption of economic activity of the country.

GOODS - (Wagons).

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Phases	Required quantity	Quantity to be reconstructed.
	20,000	35,000

etc.).

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Table 1 - (Wagons).

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Phases	Required quantity	Quantity to be reconstructed.
I	30.000	35.000
II	105.000	15.000
III	115.000	10.000
IV	120.000	5.000

ROLLING STOCK.

P h a s e s	Required quantity			Quantity to be reconstructed.		
	coaches	el. rail cars and trailers	Luggage vans	coaches	el. rail cars and trailers	Luggage vans
I	5.000	250	2.600	4.000	---	1.000
II	6.000	400	3.000	1.000	150	400
III	6.500	550	3.500	500	150	500
IV	7.000	650	3.800	500	100	300

As regards the steam or electric engines, the needs expected of the various phases were made by taking into consideration the gradual resumption of supposed traffic. The units which will be constructed phase by phase have been determined in accordance with the actual existence of engines, depurated from the demolished engines, and from those which are awaiting to be repaired.

P h a s e s	E n g i n e s			
	steam		electric	
	need	to be reconstr.	need	to be reconstr.
I	2.200	600	800	100
II	2.500	300	1.000	200
III	2.650	150	1.200 (1)	200 (1)
IV	2.800	150	---	---

(1).-- In the third phase has been foreseen the increase of the number of electric engines. 7073

I	5.000	250	2.600	4.000	---	1.000
II	6.000	400	3.000	1.000	150	400
III	6.500	550	3.500	500	150	500
IV	7.000	650	3.800	500	100	300

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P h a s e s	E n g i n e s			
	steam		electric	
	need	to be reconstr.	need	to be reconstr.
I	2.200	600	300	100
II	2.500	300	1.000	200
III	2.650	150	1.200 (1)	200 (1)
IV	2.800	150	---	---

f1).-- In the third phase has been foreseen the increase of the number of electric engines. ⁷³⁷⁵

The reconstruction of engine park requires the first that of repairing workshops.

As regards the workshops for heavy repairs of rolling stock it has been considered to reconstruct:

- a) 5 workshops for heavy repairs of steam engines and 2 workshops for heavy repairs of electric engines, each of which about 13 heavy repairs per month.
- b) 7 workshops for heavy repairs of coaches and luggage vans, each of which about 30 repairs per month.

...//...

c) 4 workshops for heavy repairs of wagons, each about 500 repairs per month.

The reconstruction of the plants in Sicily and Sardinia has been taken into consideration, viz., with the machinery which could be substituted with that recovered in good conditions from the plants.

As the workshops plant for heavy repairs of rolling stock on account of the actual park's condition, must proceed with a certain speed to resume the traffic, it has been considered a necessity to consider the need of machinery and equipment for about 2/3 for rehabilitation of lines of great internal and international traffic (1st phase) and for about 1/3 for the successive rehabilitation of lines which are indispensable for the country's economic life (2nd phase).

With such criterion the machinery and equipment have been distributed as per estimated quantity.

As regards the rehabilitation of the steam and electric traction depots, the need for the necessary machinery and equipment is the following:

Area south of Pisa-Senigallia :

(36 engine depots) machinery, equipment and tools for: 6 depots to be reconstructed; 20 damaged depots to be repaired; 6 depots for which special machinery are required.
Equipment for tool room and for workers: 6 depots to be reconstructed
10 damaged depots to be equipped.

For the remaining depots it is believed that the existing special machinery and equipment may be sufficient.

Area north of Pisa-Senigallia :

(32 engine depots) machinery, equipment and tools for: 21 depots to be reconstructed; 11 depots damaged to be equipped. Tools for tool

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Equipment for tool room and for workers: 6 depots to be reconstructed; 10 damaged depots to be equipped.

For the remaining depots it is believed that the existing special machinery and equipment may be sufficient.

Area north of Piss-Senigallia :

(32 engine depots) machinery, equipment and tools for: 21 depots to be reconstructed; 11 depots damaged to be equipped. Tools for tool store and for worker: 32 depots to be reconstructed; 32 depots to be repaired.

The above mentioned needs have been divided among the foreseen four phases, taking into consideration the position of each depot, with regards to the lines to be rehabilitated in each phase.

As regards the reconstruction of the wagon repair shops, the deficiency of the actual machinery and equipment has been ascertained compared with the existence in the plants before the war on lines

...//...

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south of Fissa-Senigallia, whilst the deficiency of plants north of same line is presumed to be 75% of the existence before the war.

A complete list of needs has been made for the whole railway net, and divided in four phases, in relation to the lines to be rehabilitated in each phase.

WAREHOUSES AND SUPPLIES.

As regards the reconstruction of warehouses, it has also been divided in four phases, corresponding to the lines, in which the supplies had to be made in relation to the existence in June 1939, as follows:-

Phases	Fuel	Machinery, timber equipment, various material.	Stock
I.	45%	50%	50%
II.	55%	75%	75%
III.	85%	100%	100%
IV.	100%	---	---

In order to carry out this vast programme, it needs a considerable quantity of finished products, semi worked and raw material, a part of which has to be imported from abroad and a part (finished and semi worked) has to be made in Italy as soon as our industry resumes work.

The attached document N° 6 contains a detailed list of such material necessary for the reconstruction of four phases and for warehouses stock.

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FINANCIAL CHARGE.

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7073

FINANCIAL CHARGE.

The necessary expenditure for reconstructing plant and destroyed or damaged equipment due to the war, has been estimated for lines included in the area south of Pisa-Senigallia about 135 milliards Italian lire at the actual value, those for lines included in the area north of Pisa-Senigallia about 265 milliards. The expenditure have been divided as follows:

...//...

Plants and material	South of Pisa		North of Pisa		Total in milliards
	Senigallia	Senigallia	Senigallia	Senigallia	
Lines and fixed plants (workshops included)	85		165		250
Railway material	2		4		66
Rolling stock	40		80		120
Warehouses materials	8		16		24
			Total milliards		400

Such an imposing undertaking and supplies require a pre-arranged basic programme and preparation by the I.S.R. of estimates, so as to arrange for the expenditures can be spread over various years.

Taking into consideration the urgency of reconstruction and also that of expenditure, the amount of 400 milliards should be divided into an adequate number of financial periods, i.e. in 10 years. In this distribution of such a large amount; one has to take into consideration not only the drain which will be imposed on the treasury but also the physical possibility of carrying out works corresponding to the successive periods.

It seems that the period of ten years may be adequate to both needs.

While awaiting to establish a precise estimate for the group of lines situated in Northern Italy, and with the purpose of hastening the works in Central and Southern Italy, it would be advisable to introduce a legislative bill for appropriation of 200 milliards to be released within 10 years, and to be augmented at a convenient time.

Rome, May 1945.

7072

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Rome, May 1945.

THE DIRECTOR GENERAL

s/ G. Di Raimondo.

Dear Richards

Am doing my best to check up
your Automobile - I find that the CER
car has reported back to the Super Garage.
If you did not send him back - let me know
officially - Col. Scrogins told Ping (man is
away) that you had sent it back, but I
think that they refer to the first time? - please
advise - Ask Capo to have the Perfect
Requisition re for the I.S.R. & you use it -

How goes the Shoulder, hope it is not
troubling you, and that you are feeling better
now -

Yours
24¹⁰/₄₅.

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ACP/lml

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

16 October 1945

Tel. 843238
Ref. AC/5B/Tn4

SUBJECT : Difficulties of Transportation Sub-Commission.

TO : Mr. Edward Richards,
% Military Railway Service,
Florence.

1. I have received your letter of 11 October and note your additional report in regard to your accident.

2. Arrangements have already been made for a car to be sent to you from this Headquarters and by this time it should have reached you. I am afraid that it is not possible to send a closed car because there are so few vehicles available at Rome Headquarters capable of traveling any length of journey.

3. I might suggest that you talk with the Capo Compartimento with the idea of getting a local car requisitioned by the ISR through the Prefettura and assigned to you for your local use.

R. P. Moss

for Director

Training Command
Chairman
Mr. P.

Chairman
Mr. P.
Chairman
Mr. P.

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SITUATION OF ROLLING STOCK

VEHICLES	South of Pisa-Rimini line			North of Pisa-Rimini line			TOTAL			REMARKS
	1936	1939	1945	1936	1939	1945	1936	1939	1945	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	
Flats	3,986	4,700	3,120	5,379	7,080	2,021	9,965	11,780	5,141	The figures shown on the columns at left include rolling stocks and locomotives under repair at I.S.R. and private Shops.
Box cars	28,461	21,819	12,102	30,698	31,527	8,203	51,139	52,546	20,305	The figures shown on the columns 3-6 and 9 do not include rolling stocks and locomotives scheduled to be repaired for reconstruction purposes or to be scrapped. The quantities of these vehicles and locos, on the whole railway system, are as follows:
H. S. gond cars	21,708	18,762	11,020	32,559	34,217	15,064	54,267	52,262	26,084	Flats 2,400
Poz (bogies flats)	756	769	590	1,131	1,149	478	1,888	1,918	1,068	Box cars 9,200
Refrigerators	1,263	1,840	821	1,893	2,760	1,112	3,556	4,600	1,933	H. S. gond cars 18,124
Tank cars	694	628	1,350	1,041	1,017	1,281	1,735	1,675	2,631	Poz 380
Special cars	1,508	960	310	2,259	1,017	246	3,767	1,977	556	Refrigerators 850
Coaches	2,462	2,822	512	3,793	4,227	842	6,255	7,049	1,354	Tank cars 1,250
Luggage vans	1,597	3,585	402	2,391	2,373	607	3,988	3,958	1,007	Special cars 356
Dining cars	23	32	1	30	48	7	53	80	8	Coaches 1,253
Sleeping cars	46	42	3	61	70	28	80	112	31	Luggage vans 1,129
Auto-rail cars	65	431	353	120	273	179	185	704	532	Dining cars 6
Electric rail cars	43	82	66	29	76	42	72	158	108	Sleeping cars 11
Electric train sets	—	4	4	6	10	2	6	14	6	plus 18 wooden body coaches unserviceable
Coal burning locomotives: type A (for passenger train)	862	754	500	1,100	1,080	662	1,962	1,837	1,162	Coal burning locomotives type A 406
B (for through freight train)	485	323	270	670	587	280	1,155	910	550	B 376
C (for mixed trains)	317	290	170	488	482	190	805	772	360	C 370
for shunting	365	310	155	400	396	135	765	706	390	for shunting 166
Diesel switching engines (Carrelli Badoni)	30	60	25	45	67	39	75	127	64	Electric locomotives 550
Electric locomotives	380	463	140	209	853	564	1,289	1,316	704	
Number of electric locos, in order, for running, which cannot be operated due to lack of power or other reasons	—	—	20	—	—	92	—	—	112	

Box cars	28,461	21,819	12,102	30,698	31,527	8,203	31,139	32,340	20,300
H. S. gond cars	21,708	18,762	11,020	32,559	34,217	15,064	54,267	52,262	26,084
Poz (bogies flats)	756	769	590	1,131	1,149	478	1,888	1,918	1,068
Refrigerators	1,263	1,840	821	1,893	2,760	1,112	3,556	4,600	1,933
Tank cars	694	628	1,350	1,041	1,017	1,281	1,735	1,675	2,631
Special cars	1,508	960	310	2,259	1,017	246	3,767	1,977	556
Coaches	2,462	2,822	512	3,793	4,227	842	6,255	7,049	1,354
Luggage vans	1,597	3,585	402	2,391	2,373	607	3,988	3,958	1,007
Dining cars	23	32	1	30	48	7	53	80	8
Sleeping cars	46	42	3	61	70	28	80	112	31
Auto-rail cars	65	431	333	120	273	179	185	704	532
Electric rail cars	43	82	66	29	76	42	72	158	108
Electric train sets	—	4	4	6	10	2	6	14	6
Coal burning locomotives: type A (for passenger train)	862	754	500	1,100	1,080	662	1,962	1,837	1,162
B (for through freight train)	485	323	270	670	587	280	1,155	910	550
C (for mixed trains)	317	290	170	488	482	190	805	772	360
for shunting	365	310	155	400	395	135	765	706	390
Diesel switching engines (carrelli Badoni)	30	60	25	45	67	39	75	127	64
Electric locomotives	380	463	140	209	853	564	1,289	1,316	704
Number of electric locos, in order, for running, which cannot be operated due to lack of power or other reasons	—	—	20	—	—	92	—	—	112
Estimated output of Steam Locomotive Shops, including Roundhouse Shops	200	178	900	480	400	420	680	578	911,320
As above, for electric locos.	—	40	290	159	191	510	159	231	92,720
Estimated output of Cars Workshops:									
Number of cars repairs	9,963	10,809	19,500	8,795	10,851	10,500	18,729	21,650	30,000
coaches	2,623	3,049	1,920	2,554	2,763	1,080	5,177	2,812	3,000
luggage vans repairs	1,074	1,080	450	1,515	1,219	750	2,589	2,299	1,200

(1) (2) Including locomotives produced by private workshops, totalling 594 coal burning locos and 366 electric locos.

The figures shown on columns 1, 2, 4, 5, 7 and 8, concerning the estimated output of Cars Workshops, including private ones, indicate the work actually made during the corresponding years. Don't show the maximum output that might have been achieved if necessary.

Rome, 15th July 1945

6 of 2

SITUATION OF LINES AND PLANTS

LINES AND PLANTS	South of Pisa-Rimini line			North of Pisa-Rimini line			T O T A L			R E M A R K S
	1936		1945	1936		1945	1936		1945	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	
Total length of lines operated Km.	9,660	9,693	7,379	7,230	7,287	3,285	16,890	16,980	10,664	
Double track lines operated . . .	1,840	1,848	510	2,601	2,607	508	4,442	4,455	1,018	
Station yard tracks operated . . .	2,175	2,230	1,760	3,850	3,938	3,108	6,025	6,168	4,868	
Electric traction lines operated . . .	1,024	2,048	918	2,218	2,793	1,050	3,242	4,941	1,918	
Iron bridges > 3 meters serviceable N.	2,006	1,981	1,921	1,307	1,294	1,234	3,313	3,275	3,155	
as above Km.	48	49	40	40	40	32	88	89	72	
Masonry bridges > 3 meters serviceable N.	5,836	5,906	5,848	4,952	4,988	3,400	10,788	10,894	9,248	
as above Km.	131	134	129	113	114	82	244	248	211	
Tunnels serviceable	503	504	476	407	415	413	910	919	889	
Telegraph lines	21,445	25,000	16,690	23,500	25,500	18,500	44,945	50,500	35,190	
points serviceable N.	3,800	4,000	1,774	3,671	3,890	2,700	7,471	7,890	4,474	
Telephone lines Km.	16,337	24,100	19,980	19,400	20,500	20,500	35,757	53,600	40,480	
points serviceable N.	5,506	8,030	4,901	6,800	9,150	6,400	12,306	17,180	11,301	
Automatic block serviceable. Km.	247	255	8	150	144	45	397	399	53	
Semi-automatic block serviceable	664	837	540	1,965	2,400	770	2,629	3,237	1,310	
Block points serviceable . . .	167	247	113	578	643	216	745	890	329	
Levels for central switching apparatuses serviceable:										
Electric levels	2,118	4,063	3,645	4,078	4,855	1,500	6,196	8,918 ⁽¹⁾	5,145	(1) On 30 June 1943 the number of electric levels operated totalled 14,831.
Other types	5,227	4,942	1,700	11,527	12,772	3,600	16,754	17,714 ⁽²⁾	5,300	(2) On the same date the number of these levels totalled 19,748.

Rome, 15th July 1945

Nannelli Umberto
Via Domenico Bonicini 36
Firenze

Nov. 16, 1945

Spett. Ditta Lomi & Cancelli
Via Delle Travi N°. 1
Livorno

La presente per informarvi che la macchina di proprietà di codesta Ditta, e condotta da uno dei Proprietari, oggi 16 alle ore 15 in località Tombolo (Livorno) investiva nella parte posteriore la Fiat 1500 targata AC/TN/31654 FI. al servizio dell'ufficio della Commissione Alleata. Nella macchina investita oltre al guidatore si trovava il Col. Edward Richard e l'interprete personale Signora Naldi. La responsabilità dell'urto è stata riconosciuta dal conducente della macchina investitrice per mancato funzionamento dei freni e per non aver tenuto di conseguenza la necessaria distanza.

Per tanto vi invitiamo a voler verificare i danni entro il giorno 19 corrente dopo di che la macchina sarà riparata ed a voi addebitata la relativa spesa.

Tanto per Vs/ norma.

Nannelli Umberto

Confermo che quanto sopra corrisponde alla verità.

7028

Edward Richard Ing. Capo
AC/TN/RAILS/ FLORENCE

Ref. V-1

Nov. 3, 1945

Società Telefonica Simena,
Florence.

Gentlemen:

It is requested that
the following two telephones be
connected and placed in operation
promptly as their use is required
by the undersigned in connection
with his official duties here in
Florence.

No. 60991 - at Vide Michelangelo No. 76
No. 51338 - at via D. Buonvicini No. 36

J R Chf Engr 7327

TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

Nov. 3, 1945

Ref. V-1

TO: WHOM IT MAY CONCERN

This is to certify that Fiat sedan
(AC/TN/) Motor No. 017529, Chassis No. 018819 driven
by Umberto Nanelli in Raffaello is being used in
connection the reconstruction of Italian Railways.

It is requested that there be no inter-
ference with the operation of this vehicle without
previous notice to this office

Edward Richard Chief Engr.
AC/TN/RAILS/ FLORENCE

7066

I. C. E. S. I. A.

IMPRESA COSTRUZIONI EDILI STRADALI INDUSTRIALI & AFFINI

L U C C A

Via Vittorio Emanuele N° 14 Tel. 5215

Lucca, 3 Novembre 1945

AL MR/. EDWARD RICHARD
 Chief Engineer Transportation
 Sud- Commission
 FLORENCE

La sottoscritta Società I.C.E.S.I.A. Impresa Costruzioni edili stradali industriali affini, con sede in Lucca- Via Vittorio Emanuele N° 14 avendo presentato tutti i documenti richiesti incluso attestato dell'Amministrazione LL.PP. della perfetta esecuzione delle opere eseguite per l'iscrizione all'albo degli appaltatori delle FF. SS. descritta anche nell'albo degli appaltatori del LL. PP. per conto dei quali ha eseguito i seguenti lavori:

- A) Costruzione del ponte sul rio Fontana Maggio in Barga, importo Lire 4.137.000. =
- B) Costruzione del ponte a Mocco sulla Lima in Bagni di Lucca, importo Lire 2.840.000. =
- C) Costruzione del ponte sul rio Loppoia fornaci di Barga, importo Lire 1.108.000. =
- D) Costruzione del ponte sul rio Casale, importo L. 788.000. =
- E) Costruzione del ponte sulla Turrice di Galliciano, importo L. 2.085.000. =

ed altri lavori minori.

Dispongo altresì della seguente attrezzatura:

N° 2 - Autocarri con rimorchio portata ciascuno q.li. 80-

N° 3 - Betoniere da 300 litri.

N° 2 - Impastatrici per calce

N° 4 - Rilevatori

" I - Frantoio, bocca 200x400

ed altro materiale vario.

Ciò premesso la ditta suddetta non essendo stata ancora invitata a partecipare alle gare di appalto che si svolgono in Firenze e in Pisa, presso le relative Sezioni lavori delle FF.SS. per l'accollo delle opere di ricostruzioni ferroviarie, si rivolge alla S.V. onde potere ottenere in primo luogo data la propria forte attrezzatura finanziaria e tecnica, un blocco di lavoro a trattativa privata - particolarmente i penti tronchi della linea Lucca - piazza al Serchio; Lucca - Viareggio, ecc. - ed in via subordinata la inclusione di altre opere che non sono state ancora invitate alle varie gare di appalto.

7095

Lucca, 3 Novembre 1945

AL MR/. EDWARD RICHARD
Chief Engineer Transportation
Sud- Commission
FLORENCE

La sottoscritta Società I.C.E.S.I.A. Impresa Costruzioni edili stradali industriali affini, con sede in Lucca- Via Vittorio Emanuele N° 14 avendo presentato tutti i documenti richiesti incluso attestato dell'Amministrazione LL.PP. della perfetta esecuzione delle opere eseguite per l'iscrizione all'albo degli appaltatori delle FF. SS. descritta anche nel l'albo d'gli appaltatori del LL. PP. per conto del quali ha eseguito i seguenti lavori:

- A) Costruzione del ponte sul rio Fontana Maggio in Barga, importo Lire 4.137.000. =
- B) Costruzione del Ponte a Mocco sulla Lima in Bagni di Lucca, Importo Lire 2.840.000. =
- C) Costruzione del ponte sul rio Loppoia fornaci di Barga, importo Lire 1.108.000. =
- D) Costruzione del ponte sul rio Casale, importo L. 788.000. =
- E) Costruzione del ponte sulla Turrite di Galliciano, importo L. 2.085.000. =

ed altri lavori minori.

Dispona altresì della seguente attrezzatura:

N° 2 - Autocarri con rimorchio portata ciascuno q.li. 80-

N° 3 - Betoniere da 300 litri.

N° 2 - Impastatrici per calce

N° 4 - ELEVATORI

" I - Prantolo, bocca 200x400

ed altro materiale vario.

Ciò premesso la ditta suddetta non essendo stata ancora invitata a partecipare alle gare di appalto che si svolgono in Firenze e in Pisa, presso le relative Sezioni lavori delle FF. SS. per l'accollo delle opere di ricostruzione ferroviarie, si rivolge alla S.V. onde potere ottenere in primo luogo data la propria forte attrezzatura finanziaria e tecnica, un blocco di lavoro a trattativa privata - particolarmente i penti tronchi della linea Lucca - piazza al Serchio; Lucca - Viareggio, ecc. - ed in via subordinata la inclusione fra le ditte che notoriamente vengono invitate alle varie gare di appalto.

Fiducioso nel benevolo interessamento della S.V. al riguardo distintamente saluta.

p/. La I.C.E.S.I.A.

My Sundry. per.

inciso attestato dell' ~~Leg.~~ ^{Leg.} dei
Lavori Pubblici della perfetta esecuzione
delle opere.

Inciso attestato ^{dell'anno.} ~~dell'Leg.~~ ^{Leg.} L.L. P.P. della
perfetta esecuzione delle opere eseguite.

Firenze 3 Novembre 1945.

AL MR/ EDWARD RICHARD

Chief Engineer Transportation

Sub-Commission

Florence

La sottoscritta Società I.C.E.S.I.A. Impresa Costruzioni edili stradali industriali affini, con sede in Lucca - Via Vittorio Emanuele n.14- avendo presentato tutti i documenti richiesti per l'iscrizione all'albo degli appaltatori delle FF.SS. d'ascritta anche nell'albo degli appaltatori dei LL.PP. per conto dei quali ha eseguito i seguenti lavori:

- A) Costruzione del ponte sul rio Fontana Maggio in Barga, importo L.4.137.000.==
- B) Costruzione del ponte A Moceo sulla Lima in Bagni di Lucca, importo L. 2.840.000.==
- C) Costruzione del ponte sul rio Ioppora, fornaci di Bari, importo L. 1.108.000.==
- D) Costruzione del ponte sul rio Casale, importo L.728.000.==
- E) Costruzione del ponte sulla Turrite di Gallica-

7853

La sottoscritta Società I.C.I.S.I. Impresa Co-
struzioni edili stradali industriali affini, con
sede in Lucca - Via Vittorio Emanuele n.14- avendo
presentato tutti i documenti richiesti per l'iscri-
zione all'albo degli appaltatori delle FF.SS. de-
scritta anche nell'albo degli appaltatori dei LL.

FF. per conto dei quali ha eseguito i seguenti la-
vori:

A) Costruzione del ponte sul rio Fontana Maggio

in Barga, importo L.4.137.000.==

B) Costruzione del ponte A Mocco sulla Lima in

Bagni di Lucca, importo L. 2.840.000.==

C) Costruzione del ponte sul rio Loppora, fornaci

di Bari, importo L. 1.108.000.==

D) Costruzione del ponte sul rio Casale, importo

L.788.000.==

E) Costruzione del ponte sulla Turrite di Gallica-

no, importo L.2.085.000.==

ed altri lavori minori.

./.

Dispone altresì della seguente attrezzatura:

n° 2- autocarri con rimorchio a portata ciascuno

q.li 80-

n° 3- betoniere da 300 litri

" 2- impastatrici per calce

" 4 - elevatori

" 1- frantoio, bocca 200 x 400

ed altro materiale vario.

Ciò premesso la ditta suddetta non essendo stata ancora invitata a partecipare alle gare di appalto che i svolgono in Firenze ed in Pisa, presso le relative sezioni lavori delle FF.SS. per l'accollo delle opere di ricostruzione ferroviaria, si rivolge alla S.V. onde poter ottenere in primo luogo, data la sua forte attrezzatura finanziaria e tecnica, un blocco di lavori a trattativa privata particolarmente i tronchi della linea Lucca-Piazza al Serchio; Lucca-Viareggio, ecc. ed in via subordinata la inclusione fra le ditte che notoriamente vengono invitate alle varie gare di appalto.

q.li 80-

q.li 80-

- n° 3- betoniere da 300 litri
- " 2- impastatrici per calce
- " 4 - elevatori
- " 1- frantoio, bocca 200 x 400

ed altro materiale vario.

Ciò premesso la ditta suddetta non essendo stata ancora invitata a partecipare alle gare di appalto che i svolgono in Firenze ed in Pisa, presso le relative sezioni lavori delle FF.SS. per l'acquisto delle opere di ricostruzione ferroviaria, si rivolge alla S.V. onde poter ottenere in primo luogo, data la sua forte attrezzatura finanziaria e tecnica, un blocco di lavori a trattativa privata particolarmente i tronchi della linea Lucca-Piazza al Serchio; Lucca-Viareggio, ecc. ed in via subordinata la inclusione fra le ditte che notoriamente vengono invitate alle varie gare di appalto.

Fiduciosa nel benevolo interessamento della S.V.

distintamente saluta

Ugo Finzi

OK-1
TRANSPORTATION SUB-COMMISSION-RAILS)
ENGINEERING BRANCH
FLORENCE

23 Ottobre 1945

Allo Caserma Carabinieri
Stazione S. Giovanni
Via dei Servi, 11
F I R E N Z E

Si avverte che il soldato BRANUCCI CARLO
è stato trasferito a Roma.

Edward Richard
Chief Engineer

7882

alla ^{5/10/5} ~~top~~ segretaria
del Maggiore Richard D.

Ufficio Controllo Alleato
Ferrovie dello Stato

Via Salvagnoli
Firenze

Vi prego consegnare al datore
la sedia ed il tavolino di mia
proprietà da me lasciati
in custodia. Grazie e saluti.

Said Furrighi

Please deliver to the bearer the
small table and chair which were
left by me during my employment
with you. Thanks 7061

TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

4/10/45

Ref.V-1
To : Lt.W.H.SKOUSE
Transportation Signal
Bologna

Herewith I enclose copy of letter 26/9/45
as may be of interest to you.

Edward Richard
Civil Engineer

7370

TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

Settembre 11, 1945

ALLA CASERMA CARABINIERI
Stazione S. Giovanni
Via dei Neri
F I R E N Z E

Si prega di prendere in forza, in data
odierna, BRANUCCI CARLO, autista del mio veicolo
militare.

Edward Richard Ing. Capo
AC/Tn/RAILS / FLORENCE

7279

#2

119 MJFV V MABA

FROM TN MING (TRANSPORTATION SUB-COMM) - 021000B

TO MRS FLORENCE FOR BLAIR FOR RICHARD - FLORENCE

BT

13

O.1 . RESTRICTED . MEET SPECIAL TRAIN MR MOSS BOLOGNA 1200 HOURS
4 SEPTEMBER .

BT

021000B

MITCHELL AR .

RCD NR2

02/1330B

JS

AR

61 9584

R-0070

7058

*Telephoned to 0900hrs
Florence's office
3 Sept - Florence in
10 Venice Mr Richard
left for Rome 0800hrs
3 Sept.*

TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

September 1, 1945

Tel. F.B. 13

Ref: V-1

TO : En. INC. MAIN ROME

For Lt. Col. A.H. STREET

I greatly appreciate the assignment of Lt. Skouse to this region as an able assistant was very necessary to accomplish the proper supervision of the many works under way and especially the winterization program to maintain existing temporary lines this winter together with the opening of other lines necessary for food and fuel transport to prevent suffering this winter.

Lt. Skouse has demonstrated exceptional ability under the difficult existent conditions in this railway reconstruction program. He possesses the technical knowledge, has had wide practical experience through his work with the E.R.S. and above all has good sound judgement and personality secures cooperation from Italian and Military personnel. He is well liked by all with whom he comes in contact including the und. resigned.

I trust that we may have the benefit of his reliable services on this important work for some time to come and suggest that when promotion are in order that he be given every consideration.

Kindest regards.

Edward Richard
Chief Engineer

7027

ER/1a

4

R

113 MJFV V MABA QVR2

FROM TN INC (TN SUB-COMM) - 4TH

TO MRS MILAN FOR COL ~~ZWANPOEL~~ ZWANPOEL -
MAJOR BLAIR C/O MRS FLORENCE

GR42

40 . RESTD . FOR L.R.S. READ M.R.S. POL FOR ISR LIEUT ARONOFF AMG
MONTECATINI ~~BUCKLEY~~ BUILDING SHOULD HAVE INFORMATION ALSO TAKING
ACTION HERE, WILL SIGNAL RESULT . VIEW OF URGENT BRIDGE PROGRAMME
PLEASE INSTRUCT MY OFFICE TO CONTACT GASLINI ISR PREPARE FIAT FOR ME .
BUCKLEY .

1230B

MITCHELL BB . K

RECD NR(OUR NR4) 04/1410B HM K

7056

R-217

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLY COMMISSION

Line No. 220 CHIUSI-CHIOLI State of work as at October 31, 1945

Location Km.	Description	Km. m.	Progress
170+246	4 Culverts (average)	4.41	75%
172+670	Concrete Span	7.90	90%
	1 Arch Concrete Span	15.00	60%
179+004	4 Culverts (average)	3.54	5%
	Arch Bridge	12.70	90%
184+119	2 Steel Spans	29.80	90%
	7 Culverts (average)	3.55	90%
189+933	Steel Span	11.25	95%
	7 Culverts (average)	4.37	90%
193+068	Steel Span	9.00	90%
194+757	Steel Span	9.50	90%
	2 Culverts	4.65	100%
201+600	2 Arch Bridge	13.50	100%
206+305	Arch Bridge	8.30	100%
208+859	Arch Bridge	7.00	75%
	2 Culverts (average)	5.45	30%
223+806	8 Arch Viaduct	42.00	5%
224+645	12 Arch Viaduct	58.65	0%
224+704	Falconcello Tunnel	123.00	0%
226+303	2 Arch Bridge	9.40	5%
		705.5	

170+246	Concrete Span	7.90	75%
172+570	1 Arch Concrete Span	15.80	50%
179+004	4 Culverts (average)	3.54	60%
184+319	Arch Bridge	12.70	5%
189+983	2 Steel Spans	29.90	90%
193+268	7 Culverts (average)	3.55	90%
194+757	Steel Span	11.25	90%
201+600	7 Culverts (average)	4.17	95%
206+905	Steel Span	5.00	90%
208+859	Steel Span	5.50	90%
223+806	2 Culverts	4.65	90%
224+545	2 Arch Bridge	13.50	100%
224+784	Arch Bridge	8.30	100%
226+303	Arch Bridge	7.00	100%
226+302	2 Culverts (average)	5.45	75%
233+710	8 Arch Viaduct	42.00	30%
234+979	12 Arch Viaduct	58.65	5%
	Falconcetto Tunnel	123.00	0%
	2 Arch Bridge	9.40	0%
	Geno Tunnel	232.00	5%
	3 Arch Bridge	26.80	35%
	Meigliani Tunnel	525.00	5%
	1 Culverts	3.20	90%

7055

Location Km.	Description	Size	Progress
242+435	Costaberci Tunnel	96.00	40%
243+920	5 Arch Bridge	57.20	30%
245+121	3 Arch Bridge	24.50	50%
245+454	Rennocio Tunnel	222.00	60%
245+852	3 Arch Bridge	15.70	30%
249+207	4 Arch Bridge	47.34	5%
250+180	2 Arch Bridge	7.60	95%
	1 Culvert	3.50	100%
254+473	Montaroso Tunnel	1423.00	30%
257+858	2 Arch Bridge	7.00	0%
258+214	2 Arch Bridge	9.20	5%
259+191	3 Arch Bridge	14.72	60%
259+665	8 Arch Bridge	38.40	60%
261+262	2 Arch Bridge	9.20	80%
266+855	3 Arch Bridge	18.30	95%
	5 Culverts	5.90	60%
268+321	3 Arch Bridge	23.00	20%
271+481	10 Arch Viaduct	47.00	0%
275+707	Ponte Nuovo Tunnel	63.25	0%
275+902	3 Arch Bridge	23.90	25%
	5 Culverts (average)	4.44	40%
279+404	3 Arch Bridge	29.20	75%
279+468	Arch Bridge	17.50	15%

70.2

245+434	Rancho Tunnel	222.00	60%
245+852	3 Arch Bridge	15.70	30%
249+207	4 Arch Bridge	47.34	5%
250+180	2 Arch Bridge	7.00	95%
	1 Culvert	3.50	100%
254+478	Montariego Tunnel	1423.00	30%
257+858	2 Arch Bridge	7.00	0%
258+214	2 Arch Bridge	9.20	5%
259+191	3 Arch Bridge	14.72	60%
259+665	6 Arch Bridge	38.40	60%
261+262	2 Arch Bridge	5.20	60%
266+865	3 Arch Bridge	18.10	95%
	5 Culverts	5.90	60%
268+121	3 Arch Bridge	23.00	20%
271+491	10 Arch Viaduct	47.00	0%
275+707	Ponte Nuevo Tunnel	63.25	0%
275+902	3 Arch Bridge	23.30	25%
	5 Culverts (average)	4.44	40%
279+404	3 Arch Bridge	29.20	75%
279+468	Arch Bridge	17.50	15%
283+118	3 Arch Bridge	9.80	5%
285+805	2 Arch Bridge	10.64	0%

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Location Km.	Description	Cost \$.	Progress
287+570	2 Arch Bridge	10.20	0%
290+933	3 Arch Bridge	23.65	25%
	1 Culvert	6.30	90%
296+395	2 Arch Bridge	7.10	90%
297+557	3 Arch Bridge	23.80	25%
	1 Culvert	5.20	100%

Note: It is estimated that the line from Chiui to Singlunga will be completed November 30, 1945 and the balance of line to Empoli by January 15, 1946.

Edward Richard
Chief Engineer

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED

Line N°65. Arezzo-Pontassieve-Indicator.

State of works as at

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

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION.

(1)

o-Pontassieve-Indicator.

State of works as at

	Location	Description	Size	Pro - gress	Est. date of completion	Remarks
rac- esi	Arezzo Km.227	Indicator Km.234				
	230+40 Km 231+72 Km.	Track 2 culverts, passes Arch bridge (Vingone) 3 Arch bridge-Drainage Canal Earthworks	Km. 7.00 Average m.2.20 m.10.00 m.30.00			
	Indicator-Ponticino Km.243.	Track	Km. 9			
	234+58 Km.	5 culverts, passes Bridge arch	Average m.2.00 m.7.00			
	235+38 "	Bridge arch	m.9.80			
	240+90 "	One arch bridge	m.10.00			
	241+62 "	Viaduct (11 arches)	m.110			
	241+77 "	Viaduct 3 arches	m.30.00			
	242+65 "	Viaduct 3 arches	m.30.00			
	---	Earthworks				
	Ponticino-Laterina Km.448+89	Track	Km.5			
	243+65	5 culverts and passes Viaduct (5 arches)	Average m.2.50 m.50			
	246+42	Viaduct (3 arches)	m.30			
	247+39	Viaduct (3 arches)	m.30			
	247+90	Underpass	---			
	248+60	Bridge (Brick arch) Earthworks	m.10.00			
		It is proposed to bridge R.Vingone with German R.S.J's from Bucine to enable crane to clear train wreck from drainage canal.				

RAILWAY CONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLIED CO

Line No. 65. Arezzo-Pontassieve-Florence.

State of works as at

Job No	Agency	Location	Description	Size	Progress	Est. date of completion
AC/65/1140	Pontello	Km.257+51	One brick arch	M.10.00		
AC/65/1141	Pontello	Km.257+156	Viaduct (13 arches)	m.130		
AC/65/1142	Pontello	Km.257+65	Caccia tunnel	m.55		
AC/65/1143	Pontello	Km.260+76	Bridge, steel span	m.11.15		
AC/65/1144	I.S.R.		Earthworks			
AC/65/1145	I.S.R. Montevarchi-S. Giovanni	Km.266+84	Track	Km.5+53		
AC/65/1146	Parrini		3 culverts & passes	Average m.150		
AC/65/1147	Parrini	Km.261+79	Bridge 2 arches	m.12.80		
AC/65/1148	Parrini	Km.265+38	Bridge arch	m.8.00		
AC/65/1149	I.S.R.		Earthworks	Km.0+50		
AC/65/1150	I.S.R. S. Giovanni-Figline	Km.247+37 - Track	Km.7+53			
AC/65/1151	Parrini		5 culverts & passes	Average m.2.00		
AC/65/1152	Parrini	Km.268+10+50	2 Bridges (arch)	m.16.20-17.00		
AC/65/1153	Parrini	Km.272+69	Bridge steel span	m.14.20		
I.S.R. 1154	I.S.R.		Earthworks	Km.0+25		
AC/65/1155	I.S.R. Figline-Incisa	Km.279+30 - Track	Km.4+93			
AC/65/1156	Parrini		9 culverts & passes	Average m.175		
AC/65/1157	Parrini	Km.275+39	Bridge (3 arches)	m.16.80		
AC/65/1158	Parrini	Km.275+76	Bridge (Arch)	m.7.50		
AC/65/1159	Parrini	Km.277+97	Bridge (Arch)	m.8.50		
AC/65/1160	I.S.R.		Earthworks	Km.0+45		
		Km.278+35 (Mezzule)	proposed temporary diversion to I.S.R. old ali			
			cut two ARNO river bridges.			

RAILWAY CONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLIED COMMISSION.

(3)

Montassieve-Florence.

State of works as at

Location	Description	Size	Progress	Est. date of complet.	Remarks
Km.257+51 Km.257+156 Km.257+65 Km.260+76	One brick arch Viaduct (13 arches) Caccia tunnel Bridge, steel span Earthworks	M.10.00 m.130 m.55 m.11.15			
Montevarchi-S.Giovanni Km.261+79 Km.265+28	Km.266+84 Track 3 culverts & passes Bridge 2 arches Bridge arch Earthworks	Km.5+53 Average m150 m.12.80 m.8.00 Km.0+50			
S.Giovanni-Figline Km.268+10+50 Km.272+89	Km.247+37 - Track Km.7+53 5 culverts & passes 2 Bridges (arch) Bridge steel span Earthworks	Average m2.00 m16.20-17.00 m 14.20 Km.0+25			
Figline-Incisa Km.275+39 Km.275+76 Km.277+97 Km.278+35 (Mezzule)	Km.279+30 - Track - Km.4+93 9 culverts & passes Bridge (3 arches) Bridge (Arch) Bridge (Arch) Earthworks proposed temporary diversion to I.S.R. old alignment, cuts out two ARNO river bridges.	Average m175 m.16.80 m.7.50 m.8.50 Km.0+45			

RAILROAD CONSTRUCTION CONTRACT WORK UNDER CONTROL C

Line 65 Arezzo - Montessieve - Florence.

State of work as

Job No.	Agency	Location	Description	Size	Progress
	I.S.R. Laterina - Bucine Contr. Catola	Km. 253 + 63	- Track	Km. 5 + 63	-
	ditto	Km. 249+35	Five culverts & passes	Average	
	ditto	249+75	Bridge Arch	m. 2.75	
	ditto	251+90	Bridge (Arch)	m. 10	
	ditto	252+50	Tunnel (di Migliorina)	m. 10.00	
	ditto	252+65	Tunnel (di Querce)	m. 433	
	ditto	252+97	Tunnel (Vecciati)	m. 68	
	ditto	253+30	Tunnel (dell'Ambra)	m. 155	
			Viaduct (19 arches)	m. 275	
				m. 190	
	Commences Ing. Ricchi. I.S.R. Bucine - Monteverchi Contr. Catola	Km. 261 + 41	- Track	Km. 7 + 78	
	ditto	254+10	Five culverts & passes	average m. 2.70	
	Monte Pontello	254+28	Tunnel (S. Salvatore)	m. 376	
	ditto	254+55	Two bridges brick arch	m. 10	
			Tunnel (Galleria di Poggia- no)	m. 475	
	ditto	254+94	Bridge Arch	m. 8.20	
	ditto	255+40	Viaduct 9 arches	m. 90.00	
	ditto	255+95	Viaduct 5 arches	m. 75.00	
	ditto	256+45	Tunnel (Della Croce)	m. 330.00	

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RAILROAD CONSTRUCTION CONTRACT WORK UNDER CONTROL C - RAILROAD CONSTRUCTION

Massive - Florence.

State of work as at 3

Location	Description	Size	Progress	Est. date of completion	Remarks
na - Bucine Km. 253 + 63	- Track	Km. 5 + 63	-		
	Five culverts & passes	Average m. 2.75			
249+35	Bridge Arch	m. 10			
249+75	Bridge (Arch)	m. 10.00			
251+90	Tunnel (di Migliorina)	m. 433			
252+50	Tunnel (di Querce)	m. 68			
252+65	Tunnel (Vecciati)	m. 155			
252+97	Tunnel (dell' Ambra)	m. 275			
253+30	Viaduct (19 arches)	m. 190			
. Ricchi. - Monteverchi Km. 261 + 41	- Track	Km. 7 + 78			
	Five culverts & passes	average m. 2.70			
254+10	Tunnel (S. Salvatore)	m. 376			
254+20	Two bridges brick arch	m. 10			
254+55	Tunnel (Galleria di Poggia- no)	m. 475			
254+94	Bridge Arch	m. 8.20			
255+40	Viaduct 9 arches	m. 90.00			
255+95	Viaduct 5 arches	m. 75.00			
256+45	Tunnel (Della Croce)	m. 330.00			

RAILWAY CONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLI

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

Job No	Agency	Location	Description	Size	Progress	Est. of compl
AC/65/1161	(Temporary diversion to old I.S.R. Mezzule	Km. 278+35	I.S.R. alignment (one river Arno Bdge instead of Thre Track -Nth of Gall. S. Leo Km. 280+80	Km. 2 + 45 Km. 280+80		
AC/65/1162	Parrini		4 culverts and passes	m. 80		
AC/65/1163	Perrini	Km. 279+55	Viaduct 8 arches	m. 300		
AC/65/1164	Perrini	Km. 279+40	Retaining wall (River)	m. 490		
AC/65/1165	Perrini	Km. 279+95	Retaininng wall (River)	m. 110		
AC/65/1166	Parrini	Km. 280+35	Viaduct (11 arches)	m. 226		
AC/65/1167	Parrini	Km. 280+50	S. Antonio tunnel			
AC/65/1168	Parrini	Km. 280+77	Retaining wall (River)	m. 70		
AC/65/1169	Parrini	Km. 280+95	Viaduct (7 arches)			
AC/65/1170	I.S.R.	Km. 290+00	apry : joints main line Earthworks (side cut)appr.	Km. 1+50		

RAILWAY CONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLIED COMMISSION. (34)

Montassieve-FlorenceState of works as at

Location	Description	Size	Progress	Est. date of complet.	Remarks
diversion to old I.S.R. alignment (one river	Arno Bdge instead of Three).				
zzule Km.278+35	Track -Nth of Gall.	Km.2 + 45			
	S.Leo	Km.280+80			
	4 culverts and passes				
Km. 279+55	Viaduct 8 arches	m. 80			
Km. 279+40	Retaining wall (River)	m.300			
Km. 279+95	Retaining wall (River)	m.490			
Km. 280+25	Viaduct (11 arches)	m.110			
Km. 280+50	S.Antonio tunnel	m.226			
Km. 280+77	Retaining wall (River)				
Km. 280+95	Viaduct (7 arches)	m. 70			
Km. 290+00	apry : joints main line				
	Earthworks (side cut)appr.	Km.1+50			

RAILWAY CONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLIED

Line N° 65. Arezzo-Pontassieve-Florence.

State of works as at

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

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

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

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line n° 65 Arezzo-Pontassieve-Florence

State of work as at

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

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

e n° 65 Arezzo-Pontassieve-Florence

State of work as at

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Agency	Location	Description	Size	Pro- gress	Est.date of completion	Remarks
I.S.R.	Rignano-Pontassieve	Km.294+47 - Track	Km.8+20		6.02.	
Di Penta		20 culverts & passes	Average m.1			
Di Penta	Km.286+39	Viaduct (11 arches)	m.77.00			
Di Penta	Km.286+45	Bridge steel span	m.7.00			
Di Penta	Km.286+55	Bridge arch	m.7.00			
Di Penta	Km.287+21	Viaduct (12 arches)	m.120.00			
Di Penta	Km.289+21	Bridge 2 steel spans	m.94.35			
		Abutments (River Arno)				
		Centre pier				
Di Penta	Km.290+00	Retaining wall (Frana Pad)	m.100			
Di Penta	Km.290+60	Camiciuccioli tunnel	m.117.65			
Di Penta	Km.291+35	Retaining wall (river)	m.305.00			
Di Penta	Km.291+77	Bridge (1 arch)	m.20.00			
Di Penta	Km.292+85	Retaining wal (river)	m.370.00			
Di Penta	Km.294+13	Bridge (3 arches)	m.20.			
		(R.Sieve 2 arches)	m.7			
I.S.R.		Earthworks	m.74.00			
			Km.1.00			
I.S.R.	Pontassieve-Sieve	Km.298+63 - Track	Km.4+16			
Berni		2 culverts & passes	Average m.0.75			
Berni	Km.296+25	Bridge overpass	m.9.25			
Berni	Km.299+12	Bridge (2 arches)	m.24.00			
I.S.R.		Earthworks	Km.0+50			

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line N° 65 Arezzo-Pontassieve-Florence

State of work as at

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

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

N° 65 Arezzo-Pontassieve-Florence

State of work as at

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

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

Line N° 50 PISA - LA SPEZIA

State of work as at

Agency	Location	Description	Size	Pro- gress	Est. date of completion
Pisa Km.100+133-Migliarino Pisano Km.105+915					
I.S.R.		Track	Km.5+782		
Cionfrini		2 Culverts & passes	Average m.5.05		
Cionfrini	Km.102+020	Removal Steel			
		Steel span	m.12		
		Abutments			
Lenzi	Km.105+826	Removal Steel			
Lenzi		3 Steel Spans	m.30.50		
Cionfrini		Abutments & Piers			
Migliarino - Torre del Lago Km. 114+014					
I.S.R.		Track	Km.8+099		
Cionfrini		1 Culvert	m. 4.50		
Torre del Lago - Viareggio Km.120+90					
I.S.R.		Track	Km.6+76		
	Km.119+249	Remove Steel			
		2 Steel Spans	m. 15.00		
Cionfrini		Abutments & Piers			
Viareggio - Pietrasanta Km.129+846					
I.S.R.		Track	Km.9+556		
Cionfrini		3 Culverts & passes	Average m.3.17		
	Km.122+455	Remove Steel			
		2 Steel Spans	m. 12.00		
Cionfrini		Abutments & Pier			
Cionfrini	Km.128+267	Tunnel	m. 35.40		

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

ISA - LA' SPECIA

State of work as at

Location	Description	Size	Pro- gress	Est. date of completion	Rem
Km.100+133-Migliarino Pisano Km.105+915	Track	Km.5+782			
ni ni Km.102+020	2 Culverts & passes Removal Steel	Average m.5.05		∞	
	Steel span	m.12		∞	
	Abutments			1	
Km.105+326	Removal Steel				
ni	3 Steel Spans	m.30.50			
	Abutments & Piers				
Migliarino	Torre del Lago Km. 114+014				
ni	Track	Km.3+099			
	1 Culvert	m. 4.50			
Torre del Lago - Viareggio Km.120+90	Track	Km.6+75			
Km.119+249	Remove Steel				
ni	2 Steel Spans	m. 15.00			
	Abutments & Piers				
Viareggio - Pietrasanta Km.129 +546	Track	Km.9+556			
ni	3 Culverts & passes	Average m.3.17			
Km.122+455	Remove Steel				
ni	2 Steel Spans	m. 12.00			
ni	Abutments & Pier				
Km.128+267	Tunnel	m. 35.40			

Line N° 50 PISA - LA SPEZIA

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

State of work as at

Agency	Location	Description	Size	Pro- gress	Est. date of Comple-
I.S.R. Cionfrini	Pietrasanta - Serravezza Km. 133+099	Track	Km. 3+453		
Cionfrini	Km. 131+644	3 Culverts & Passes Remove Steel Steel Span Abutments	Average m. 4.20 m. 11.60		
I.S.R. Cionfrini	Serravezza - Apuania Montignoso Km. 137+116	Track	Km. 4+017		
		2 Culverts & Passes	Average m. 4.23		
I.S.R.	Apuania Montignoso - Apuania Massa Km. 140+271	Track	Km. 3+155		
I.S.R. Vannucci Vannucci Vannucci	Apuania Massa - Apuania Carrara Km. 148+997	Track	Km. 3+726		
	Km. 141+625	1 Culvert	m. 5.00		
	Km. 146+770	1 Arch Bridge	m. 17.70		
		2 Arch Bridge (Avenza)	m. 15.00		
I.S.R. Vannucci Vannucci	Apuania Carrara - Luni Km. 151+594	Track	Km. 2+597		
	Km. 147+280	3 Arch Bridge	m. 24.00		
	Km. 148+556	Underpass	m. 7.00		
	Km. 149+573	Remove Steel Steel Span Abutments	m. 8.60		
I.S.R. Vannucci	Luni - La Spezia Km. 172+462	Track	Km. 20+868		
		6 Underpasses	Average m. 4.15		

2702.

RAILWAY CONSTRUCTION WORK UNDER CONTROL OF ALLIED COMMISSION

(2)

- LA SPEZIA

State of work as at

Location	Description	Size	Pro- gress	Est. date of Completion	Re
Pietrasanta - Serravezza Km. 133+099					
Km. 131-644	Track	Km. 3+453		2707.	
	3 Culverts & Passes	Average m. 4.10			
	Remove Steel				
	Steel Span	m. 11.60			
	Abutments				
Serravezza - Apuania Montignoso Km. 137+116					
	Track	Km. 4+017			
	2 Culverts & Passes	Average m. 4.22			
Apuania Montignoso - Apuania Massa Km. 140+271					
	Track	Km. 3+155			
Apuania Massa - Apuania Carrara Km. 148+997					
	Track	Km. 3+726			
Km. 141+625	1 Culvert	m. 5.00			
	1 Arch Bridge	m. 17.70			
Km. 146+770	2 Arch Bridge (Avenza)	m. 15.00			
Apuania Carrara - Luni Km. 151+594					
	Track	Km. 2+597			
Km. 147+280	3 Arch Bridge	m. 24.00			
Km. 148+556	Underpass	m. 7.00			
Km. 149+573	Remove Steel				
	Steel Span	m. 8.60			
	Abutments				
Luni - La Spezia Km. 172+462					
	Track	Km. 20+868			
	6 Underpasses	Average m. 4.15			

ROME OF ICE FILM NUMBERS

- | | |
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HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

Phone 489081

430/70/Tn 1

9 August 1945

SUBJECT: Rail Construction Priorities

TO : Addressees shown below

1. Below is given for information of addressees the Priority Groups for the reconstruction of sections of lines and works of the Italian railways, authorized for completion under Allied Commission auspices; construction under M.R.S. control takes precedence over AC commitments. The list is revised monthly and issued about the 7th of each month; each list cancels all previous issues. Applications for the revision of a priority should reach this Sub-Commission by the 1st of each month.

2. M.R.S. commitments are as follows:

No. of Line	Section of Line	Target Date
50	Turin - Modane	Uncertain
71	Gemona - Villach	Open
88/188	Trieste - Udine	Open
71	Venice - Udine - Gemona	Open
53	Vicenza - Mestre	Open
65/59	Bologna - Alessandria	Uncertain
69	Verona - Innsbruck	Open
66	Portezza - Villach	Open
65/59	Bologna - Verona	Open

3. Allied Commission commitments are as follows:

Priority	No. of Line	Section of Line	Target Date
1	219	Pisa - Empoli - Florence	15-10-45
		Permanent repair	30-10-45
1	65	Orte - Chiusi	30-8-45
1	65	Rio Torto Viaduct	15-8-45
1	246	Giulianova - Teramo	30-8-45
1	242	Albaicina - Civitanova	30-8-45
1	245	Porto d'Ascoli - Ascoli Piceno	30-8-45
1	277	Terni - Rieti	30-10-45
1	277	Antrodoto - L'Aquila	15-11-45
1	277	Iauria Viaduct	30-10-45
1	Priv. Rly.	Terni - Todi - Perugia	30-9-45
1	Priv. Rly.	Bastia - Ellera	30-8-45
1	244	Ellera - Pietrafitta	Open
1	Priv. Rly.	Cancello - Benevento	30-2-46
1	Priv. Rly.	Florence - Arezzo	30-2-45
1	* 65	Genoa - San Remo	Uncertain
1	61	Prato - Vernio permanent	Uncertain
1	65	Prato - Vernio permanent	Uncertain

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66	Fortezza - Villach	Open
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1	242	Albacina - Civitanova	30-8-45
1	245	Porto d'Ascoli - Ascoli Piceno	30-10-45
1	277	Terni - Rieti	15-11-45
1	277	Antrodoco - L'Aquila	30-10-45
1	Priv. Rly.	Lauria Viaduct	30-10-45
1	Priv. Rly.	Terni - Todi - Perugia	30-9-45
1	244	Bastia - Ellera	30-8-45
1	Priv. Rly.	Ellera - Pietrafitta	Open
1	Priv. Rly.	Cancello - Benevento	30-2-46
1	65	Florence - Arezzo	30-9-45
1	61	Genoa - San Remo	Uncertain
1	65	Prato - Vernio permanent repairs	Uncertain
1	69	Permanent bridge River Ostiglia	Uncertain
2	281	Avellino - Benevento	30-10-45
2	294	Avellino - Robbetta	30-9-45
2	291	Torre Annunziata - Cancello	30-9-45
2	88	Ofanto viaduct	30-8-45
2		Pescara - Chieti	Open
2		Biferno bridge	30-9-45
2		Bridge Naples Central	30-9-45
2		Naples Scall	30-9-45
2	88	Rome - Avezzano	30-9-45

-2-

Priority	No. of Line	Section of Line	Target Date
2	50	Spezia - Genoa	28-2-46
2	50	Viareggio - La Spezia	Uncertain
2	50	Dispensa River Bridge	Uncertain
2	279	Ferrazzano tunnel (Campob)	Uncertain
3	260	Rome - Ciampino - Albano	30-10-45
3		Loco Depot, Leghorn Centr.	30-8-45
3		Loco Depot, Rome Smistamento	30-8-45
3	* 220	Chiusi - Sinalunga - Empoli	30-2-46
3		Central station Civitavecchia	15-10-45
3		Loco Round House Rome - San Lorenzo	30-8-45
3		Warehouse Rome Tiburtina	30-8-45
3		Yard, Rome Smistamento	30-8-45
3		Priv. Rly. P. San Giorgio - Amendola	--
3	* 279	Campobasso - Benevento	30-9-45
3		Various Bldgs. Naples	30-8-45
3		Bridge, Torre Annunziata - Castellammare	Uncertain
3		Priv. Rly. Antrdoco - L'Aquila	15-11-45
3	258	Cecchina - Velletri	Uncertain
3	221	Montepescali - Roccastrada	--
3		I.S.R. Offices, Naples	--

* Line 65 (Florence - Arezzo); Line 220 (Chiusi - Sinalunga - Empoli); and Line 279 (Campobasso - Benevento) will be reconstructed on a two-phase basis:

Phase 1 - Clearance of permanent way, destroyed buildings and bridges and construction of bridge piers to springing level.

Phase 2 - Completion of line when materials become available.

Only Phase 1 work is now in progress..

For the Chief Commissioner:

M. B. THOMAS, Colonel
Deputy Director

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3		Idco Depot, Leghorn Centr.	30-6-45
3		Loco Depot, Rome Smistamento	30-8-45
3	* 220	Chiusi - Sinalunga - Empoli	30-2-46
3		Central station Civitavecchia	15-10-45
3		Loco Round House Rome - San Lorenzo	
3		Warehouse Rome Tiburtina	30-8-45
3		Yard, Rome Smistamento	30-8-45
3		Priv. Rly. P. San Giorgio - Amendola	
3	* 279	Campobasso - Benevento	--
3		Various Bldgs. Naples	30-9-45
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3		I.S.R. Offices, Naples	--

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M. B. THOMAS, Colonel
Deputy Director

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<u>Warehouse Branch</u>						
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Col. F.D.G. Buchanan	(B)	2	18	376	
<u>ADMINISTRATIVE DIVISION (Tn 1)</u>					
Chief, Lt.Col. W.P. Scoggins	(A)	2	15	482	
Mr. Nicholas Gallo	(A)	2	11	220	
Clerks		2	19	390	
<u>ACCOUNTS & STATISTICS BRANCH</u>					
Major C.S. Wyatt	(B)	3A	54		478305
Lt. M. Steinberg	(A)	3A	54	529	478406
W.O. A.A. DiChello	(A)	3A	33		478406
Clerks (Accounts)		3A	33		
Clerks (Movements Statistics)		3A	35	224	
<u>PLANNING STAFF (Tn 2)</u>					
Mr. Charlie Ryan	(A)	2	14	513	
<u>MOVEMENTS DIVISION (Tn 3)</u>					
Chief, Lt.Col. J.W. Baker	(B)	2	5	318	
W.O. II F. Lark	(B)	2	16	541	
<u>Rail-Road Branch</u>					
Major C.R. Worthington	(B)	2	1	342	478704
Major C.F. Constable	(B)	2	1	342	478704
Major B.T.L. Sanderson	(B)	2	1	342	478704
Capt. I.F. Clinging	(B)	2	3	336	478701
				547	478303
Capt. A.A. Gower	(B)	2	3	336	478701
				547	478303
Clerks		2	4	336	478903
<u>Shipping Branch</u>					
Major M.P. Laramen	(B)	3A	52	534	
Capt. G. Sweet	(B)	3A	52	534	
Capt. A. Tosi	(I)	3A	48	208	
Lt. J.H. Hazelton	(B)	3A	50	534	
Clerks (Schooner Inquiries)		3A	31	362	
Clerks (General)		3A	46		478092
<u>RAIL DIVISION (Tn 4)</u>					
Chief, Mr. Roy P. Moss	(A)	Ministry of Comm. Bldg.	"		843209
Clerks		"	"	"	843402
<u>Operations Branch</u>					
Major A.C. Ping	(B)	"	"	"	843238
Major P.G. Watson	(A)	"	"	"	843238
Lt. E.A. Jeffreys	(B)	"	"	"	843238

RAIL DIVISION (Cont'd.)Civil Engineering Branch

	FLOOR	ROOM	TELEPHONE NUMBER	
			INTERNAL	EXTERNAL
Major A.H. Street	(B)	Ministry of Communications Bldg.	"	843239
Major E.J. Mole	(B)	"	"	843023
Major G.P. Buckley	(B)	"	"	843023
Capt. M.P.M. Greany	(B)	"	"	843023
Capt. L.A. Conway	(B)	"	"	843023
Mr. E. Richard	(A)	"	"	843023

Mechanical Engineering Branch

Maj. S.L. Baister	(B)	"	"	843403
Capt. F.C. Philby	(A)	"	"	843403

Supply Branch

Major C.M. Long	(A)	"	"	843191
				Ex. 11

ROAD DIVISION (Tn 5)

Chief, Mr. G.G. Gross	(A)	3A	68	378
Clerks		3A	51	566

Operations Branch

Lt.Col. G. Fernyhough	(B)	3A	64	566
Capt. J.S. Billinghamurst	(B)	3A	64	566
Capt. D.R. Richardson	(A)	3A	64	566
Mr. R. Santa Maria	(I)	3A	53	306
Capt. R. Froy	(B)	(On detachment)		

Maintenance Branch

Maj. H.K. Downer	(A)	3A	66	308
Maj. D.C. Boyle	(B)	3A	66	308
Capt. C.E. Squire	(B)	3A	66	308

Supply Branch

Capt. W.G. Peterson	(A)	3A	60	407
Clerks		3A	62	250

PORT & WAREHOUSE DIVISION (Tn 6)

Chief, Mr. R.M. Bazzenella	(A)	3A	41	290
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Operations Branch

Mr. J.B. Hurley	(A)	3A	45	347
Mr. B. McDonnell	(NZ)	3A	45	259
Mr. C.C. Crooks	(A)	(On detachment)		

Port Branch

Capt. G.W.E. Warley	(B)	3A	39	394
Mr. A.C. Allman	(B)	3A	39	394
Lt. A. Marena	(I)	3A	39	394
Mr. S.P. France	(A)	(On detachment)		

Capt. L.A. Conway	(B)	"	"	"	843023
Mr. E. Richard	(A)	"	"	"	843023
<u>Mechanical Engineering Branch</u>					
Maj. S.L. Baister	(B)	"	"	"	843403
Capt. F.C. Philby	(A)	"	"	"	843403
<u>Supply Branch</u>					
Major C.M. Long	(A)	"	"	"	843191
<u>ROAD DIVISION (Tn 5)</u>					
Chief, Mr. G.G. Gross	(A)	3A	68	378	
Clerks		3A	51	566	
<u>Operations Branch</u>					
Lt.Col. G. Fernyhough	(B)	3A	64	566	
Capt. J.S. Billinghamurst	(B)	3A	64	566	
Capt. D.R. Richardson	(A)	3A	54	566	
Mr. R. Santa Maria	(I)	3A	53	306	
Capt. R. Froy	(B)	(On detachment)			
<u>Maintenance Branch</u>					
Maj. H.M. Downer	(A)	3A	66	308	
Maj. D.C. Moyle	(B)	3A	66	308	
Capt. C.E. Squire	(B)	3A	66	308	
<u>Supply Branch</u>					
Capt. W.G. Peterson	(A)	3A	60	407	
Clerks		3A	62	250	
<u>PORT & WAREHOUSE DIVISION (Tn 6)</u>					
Chief, Mr. R.M. Bazzanella	(A)	3A	41	290	
<u>Operations Branch</u>					
Mr. J.B. Hurley	(A)	3A	45	347	
Mr. B. McDonnell	(NZ)	3A	45	259	731
Mr. C.C. Crooks	(A)	(On detachment)			
<u>Port Branch</u>					
Capt. G.W.E. Warley	(B)	3A	39	394	
Mr. A.C. Allman	(B)	3A	39	394	
Lt. A. Marena	(I)	3A	39	394	
Mr. S.P. France	(A)	(On detachment)			
<u>Warehouse Branch</u>					
Major R.H. Klein	(A)	3A	47	408	478700
Mr. U.J. Ghilardi	(B)	3A	47	408	478700
Clerks		3A	49	408	478700
<u>ADVANCED ECHELON</u>					
Lt.Col. M. Harris	(A)	(On detachment)			
Maj. H.C. Talbot	(B)	("			
Maj. H.A. Symons	(B)	("			

HEADQUARTERS ALLIED COMMISSION

Telephone Number 489081

TRANSPORTATION SUB-COMMISSION DIRECTORY

Issued 14 July 1945

	FLOOR	ROOM	TELEPHONE NUMBER	
			INTERNAL	EXTERNAL
DIRECTOR				
Mr. Merritt H. Taylor	(A)	11	220	
DEPUTY DIRECTOR				
Col. M.B. Thomas	(B)	18	376	
ADMINISTRATION DIVISION (Tn 1)				
Chief, Lt.Col. W.P. Scoggins	(A)	15	482	
Clerks	2	19	390	
Accounts & Statistics Branch				
Capt. C.S. Wyatt	(B)	3A		478305
Lt. M. Steinberg	(A)	3A	529	
W.O. A.A. Dichelio	(A)	3A		478406
Clerks (Accounts)	3A	33		478406
Clerks (Movements Statistics)	3A	35	224	
PLANNING STAFF (Tn 2)				
Mr. Charlie Ryan	(A)	2	513	
Maj. F.P. Richardson	(B)	2	513	
MOVEMENTS DIVISION (Tn 3)				
Chief, Col. M.J. Sieff	(B)	5	318	
W.O. II F. Lark	(B)	16	541	
Rail Branch				
Lt.Col. J.W. Baker	(B)	1	342	478704
Major C.R. Worthington	(B)	1	342	478704
Major J.F.M. Duthie	(B)	1	342	478704
Capt. I.F. Clinging	(B)	3	336	478701
Clerks	2	4	336	478903
Road Branch				
Major C. Stait-Gardner	(B)	7	547	478303
Major C.F. Constable	(B)	7	547	478303
Capt. A.A. Gower	(B)	9	547	478303
Clerks	2	16	541	
Shipping Branch				
Maj. M.P. Laraman	(B)	52	454	
Maj. A.M. McClure	(B)	52	454	
Capt. A. Tosi	(I)	48	208	
Capt. R. Hoyle	(B)	50	534	
Lt. J.H. Hazelton	(B)	50	534	
Clerks (Schooner Inquiries)	3A	31	362	
Clerks (General)	3A	46		478092

RAIL DIVISION (Tn 4)

ADMINISTRATION DIVISION (Tn 1)

Chief, Lt.Col. W.P. Soogins
Clerks

(A) 2 15 482
2 19 390

Accounts & Statistics Branch

Capt. C.S. Wyatt
Lt. M. Steinberg
W.O. A.A. DiChello
Clerks (Accounts)
Clerks (Movements Statistics)

(B) 3A 54 478305
(A) 3A 54 529
(A) 3A 33 478406
3A 33 478406
3A 35 224

PLANNING STAFF (Tn 2)

Mr. Charlie Ryan
Maj. F.P. Richardson

(A) 2 14 513
(B) 2 14 513

MOVEMENTS DIVISION (Tn 3)

Chief, Col. M.J. Sieff
W.O. II F. Lark

(B) 2 5 318
(B) 2 16 541

Rail Branch

Lt.Col. J.W. Baker
Major C.R. Worthington
Major J.F.M. Duthie
Capt. I.F. Clinging
Clerks

(B) 2 1 342 478704
(B) 2 1 342 478704
(B) 2 1 342 478704
(B) 2 3 336 478701
2 4 336 478903

Road Branch

Major C. Stait-Gardner
Major C.F. Constable
Capt. A.A. Gower
Clerks

(B) 2 7 547 478303
(B) 2 7 547 478303
(B) 2 9 547 478303
2 16 541

Shipping Branch

Maj. M.P. Laraman
Maj. A.M. McClure
Capt. A. Tosi
Capt. R. Hoyle
Lt. J.H. Hazelton
Clerks (Schooner Inquiries)
Clerks (General)

(B) 3A 52 454
(B) 3A 52 454
(I) 3A 48 208
(B) 3A 50 534
(B) 3A 50 534
3A 31 362
3A 46 478092

RAIL DIVISION (Tn 4)

Chief, Lt.Col. O.H. Lindberg
Clerks

(B) Ministry of Communications Bldg.
" " " "

843209
843402

Operations Branch

Maj. A.C. Ping
Maj. P.G. Matson

(B) " " 843238
(A) " " 843238

(Over)



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Capt Chown 1349

Porto Prato Workshops

Mr Richards

If you are interested
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 3. FISA-EMPOLI-FLORENCE
 4. SAGITTARIO PLANT
 5. ELECTRIC POWER
 6. CHIUSI STATION
 7. MONTHLY GOSSIP
 8. VARIOUS LETTERS
 9. VADA-ROSSIGNANO
 10. FLORENCE-AREZZO
 11. MEETINGS
 12. METAFONTO-REGGIO.C.
 13. ROME-ORTE
 14. STORES AND MATERIALS
 15. MONTHLY REPORT
 16. PETRACE BRIDGE
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 18. ORTONA-PESCARA
 19. ROME-VITERBO
 20. ORTE-AREZZO
 21. MEMOS AND INSTRUCTIONS
 22. TRANSPORTATION MEETINGS
 23. BASTIA-ELLERA-PIETRAPITTA
 24. VARIOUS WORKS
 25. AVELLINO-BENEVENTO
 26. AVELLINO-MOCCHENTA
 27. MINES
 28. TERNI-RIMI
 29. UNAUTHORIZED WORKS
 30. RUNNING SHEDS
 31. WORKS AT NAPLES
 32. TERNOLI-CAMPOTASSO
 33. OFANTO BRIDGE & BIFERNO BRIDGE
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 35. PRIVATE RAILWAYS
 36. FINANCIAL APPROVALS
 37. TERNI-TODI-PERUGIA-UMBERTIDE
 38. WORKS IN ROME
 39. GIULIANOVA-TERAMO
 40. ORTE-CHIUSI
 41. BENEVENTO-CANCELLO
 42. ALBACINA-PORTO CIVITANOVA
 43. PORTO D'ASCOLI-ASCOLI
 44. NORTHERN ITALY
 45. BENEVENTO-CAMPOTASSO
 46. MILANO

11. WEATINGS
12. METAPONTO-RAGGIO.C.
13. MONTE-ORTE
14. STORES AND MATERIALS
15. MONTHLY REPORT
16. PETRACE BRIDGE
17. CIVITAVECCHIA
18. ORTONA-PESCARA
19. ROME-VITERBO
20. ORTE-AREZZO
21. MEMOS AND INSTRUCTIONS
22. TRANSPORTATION MEMOS
23. BASTIA-ELLERA-PINTRAPITTA
24. VARIOUS WORKS
25. AVELLINO-BENEVENTO
26. AVELLINO-ROCCETTA
27. MINES
28. TERNI-TIETI
29. UNAUTHORIZED WORKS
30. RUNNING SHEDS
31. WORKS AT NAPLES
32. TERNOLI-CAMPOTASSO
33. OFANTO BRIDGE & RIFERNO BRIDGE
34. ROME-AVERZANO
35. PRIVATE RAILWAYS
36. FINANCIAL APPROVALS
37. TERNI-TODI-FERRUCCIA-UMBERTIDE
38. WORKS IN ROME
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40. ORTE-CHIUSI
41. BENEVENTO-CANCELLIO
42. ALBACINA-PORTO CIVITANOVA
43. PORTO D'ASCOLI-ASCOLI
44. NORTHERN ITALY
45. BENEVENTO-CAMPOMASO
46. MILANO
47. TORINO
48. GENOVA

49. Pisa- La Spezia
 50. Porto- Bologna

7039

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