

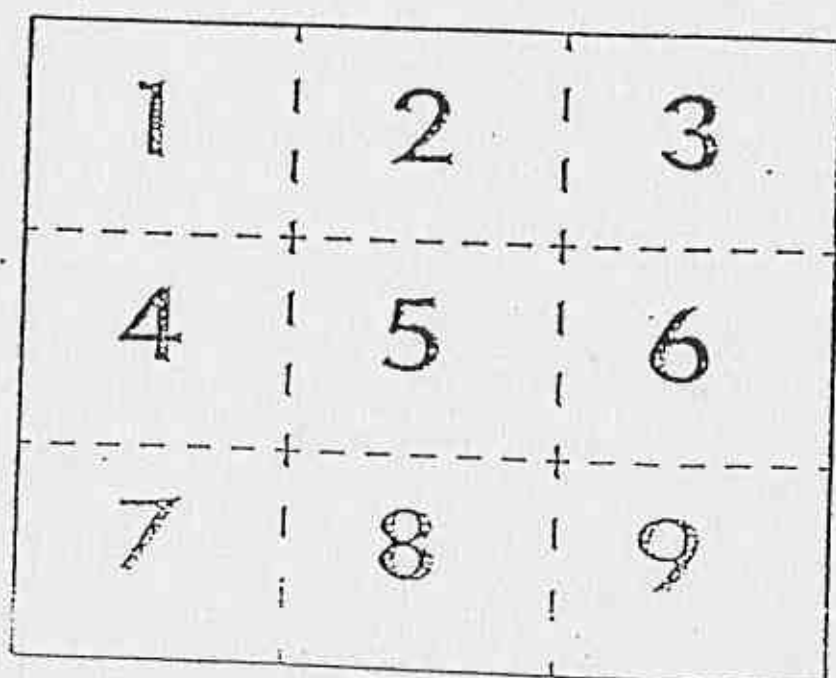
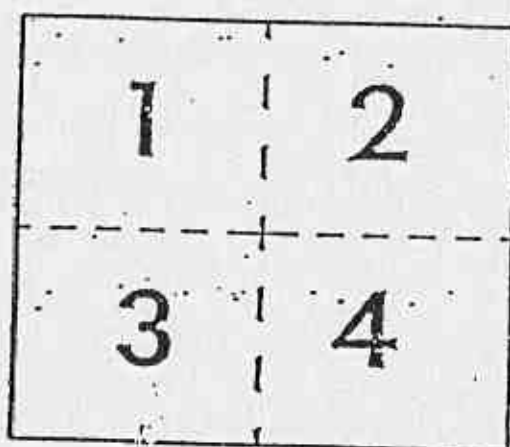
Declassified E.O. 12356 Section 3.3/NND No. 785021

ACC AC 213/HE/TN4 10000/148/1825 PRIVATE
AUG-SEPT

1825 PRIVATE INDUSTRY NON RAILWAY
AUG - SEPT 1945

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

SEE DIAGRAMS BELOW.



TRENO 920			TRENO 750		
→ 600 ^{PM} <i>Feb 1</i>	da 50 ⁶ F.S.		230 S.P.	Tondo &	120
" 500 "	" " 46 ³ "		220 <i>IP</i>	" "	110
" 475 "	" " 36' RA		200 "	" "	100
" 450 "	" " 36 P		190 S.P.	" "	90
" 425 "	Bidoni 250		180 <i>IP</i>	" "	82
" 400 "	" 200		160 "	" "	80
" 380 "			150 S.P.	" "	75
" 360 "			140 <i>IP</i>	" "	70
" 340 "			120 "	Bidoni	250
" 320 "			220 "	"	200
" 300 "			200 "	"	170
" 280 "			180 "		
" 260 "			160 "	250 ×	
" 250 "			140 "	" 230 ×	
" 240 "	can steel		36' RA	" 200 ×	
" 220 "			30	" 180 ×	
" 200 "			27 ⁶	" 180 ×	
381 SP			27 ³		
" 300 <i>IP</i>			25 ⁴	300	
" 280 "			25	" 260	
" 260 "	can steel		Tondo &	180	
" 250 "			" "	170	
" 240 "			" "	160	
" 160 × 160 × 10			" "	150	
" 160 × 160 × 14			" "	140	
			" "	130	

only source
is study

TRENO 750

T. 750 BIS

T R E N

H 230 S.P.	Tonda & 120	Billette 120	H 160 IP	L 120-60-9-10
" 220 IP	" " 110	" 110	" 140 "	" 100-70-6-8
" 200 "	" " 100	" 100	" 120 "	" 100-65-9-11
" 190 S.P.	" " 90	" 90	" 100 "	" 100-50-9-10
" 180 IP	" " 82	" 85	" 80 "	" 90-70-7-8
" 160 "	" " 80	" 80	L 120 "	" 80-60-6-7
" 150 S.P.	" " 75	" 75	" 105-66-8	" 80-40-6-7
" 140 IP	" " 70	" 70	" 100 IP	" 75-50-2-6
" 120 "	Bidoni 250	" 65	" 80-56-10	" 70-50-5-6
L 220 "	" 200	" 60	" 80-45 IP	" 60-40-5-6
" 200 "	" 170		" 75-45-8	L 100-100-10
" 180 "			" 65 IP	" 100-60-9-9
" 160 "	L 250-90		" 50-38 IP	I da Kg 10
" 140 "	" 230-90		" 40-35 "	" " " 9
I 36' RA	" 200-90		L 120-120- ¹¹⁻¹³ ₁₄₋₁₆	" " " 7
" 30	" 180-90		" 100-100-9-10-11-12	" " " 6
" 27 ⁶	" 180-75		" 90-90-9-11-12-13	" " " 5
" 27 ³			" 80-80-8-9-10-11-12	Traversine da 10
" 25 ⁴	— 300		" 75-75-7-8-9-10-11-12	" " 12
" 25	" 260		" 70-70-7-8-9-10-12	Piastrine F 39
Tonda & 180			" 65-65-6-7-8-9-10	" " 40
" " 170			" 60-60-5-6-7-8-9-10	Piastrine 115
" " 160			" 55-55-5-6-7-8-10	" 110 } +6
" " 150			" 50-50-5-6-7-8-9	" 105 }
" " 140			L 130-90-10-12-14-16	" 100 } +6
" " 130			" 120-80-9-10-11-13	" 95 }

TRENO 450				TRENO 300	
P	L 120-60-9-11-13-15	Piatti 90	Tondo ϕ 63	Tondo ϕ 8	Tondo ϕ 21
"	" 100-70-6-8-10-12	" 85 } +6-30	" " 65	" " 8 ^s	" " 21 ^s
"	" 100-65-9-11-13-15	" 80	" " 68	" " 9	" " 22
"	" 100-50-9-10-11	" 75	" " 70	" " 9 ^s	" " 22 ^s
"	" 90-70-7-8-10	" 70 } +8-30	" " 72	" " 10	" " 23
"	" 80-60-6-7-8-9-10-11	" 65	" " 73	" " 10 ^s	" " 23 ^s
6-8	" 80-40-6-7-8-9	" 60	" " 75	" " 11	" " 24
"	" 75-50-5-6-8	" 55 } +10-30	" " 78	" " 11 ^s	" " 24 ^s
10	" 70-50-5-6-8	" 50	" " 80	" " 12	" " 25
1P	" 60-40-5-6-7-8	" 45 } +12-30	Quadro 35	" " 12 ^s	" " 25 ^s
8	L 100-100-10-10	" 40	" 40	" " 13	" " 26
"	" 100-60 9-9	Tondo ϕ 33	" 45	" " 13 ^s	" " 26 ^s
1P	I da Kg 10	" " 34	" 50	" " 14	" " 27
"	" " " 9	" " 35	" 55	" " 14 ^s	" " 27 ^s
2- [11-13 14-16	" " " 7	" " 36	" 60	" " 15	" " 28
0-9-10-11-12	" " " 6	" " 38	" 65	" " 15 ^s	" " 28 ^s
9-11-12-13	" " " 5	" " 40	" 70	" " 16	" " 29
8-9-10-11-12	Traversine da 105	" " 42	Billette 55	" " 16 ^s	" " 29 ^s
8-9-10-11-12	" " 128	" " 45	" 60	" " 17	" " 30
7-8-9-10-12	Piasirine P 39	" " 48	" 65	" " 17 ^s	" " 30 ^s
5-7-8-9-10	" " 40	" " 50	" 70	" " 18	" " 31
5-6-7-8-9-10	Piatti 115	" " 52	" 75	" " 18 ^s	" " 31 ^s
5-6-7-8-10	" 110 } +6-15	" " 55	" 80	" " 19	" " 32
5-6-7-8-9	" 105	" " 58	Bidoni 115	" " 19 ^s	
10-12-14-16	" 100 } +6-30	" " 60		" " 20	
9-10-11-13	" 95	" " 62		" " 20 ^s	

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212

Figure 1

DATA: 25 April 1944

№ 12476

*Bagnoli
Steel mill*

213

JWG/sc

INTER-OFFICE MINUTE

Tel: 843403

TO : Chief of Rail Division.

Supplementing the report made by Major Barnes on the steel rail situation at Pombino the following information was furnished by phone this date regarding the steel mill at Bagnoli (Naples).

- (a) Steel Manufacture to start last week in October.
- (b) Rolling mill to be in shape to turn out rail at 2500 tons per month starting approximately 15 November 1945.

It is suggested the above information be verified by personal inspection by a member of this division if positive data on this mill is desired.

JOHN W. GILL
Major T.C.

Transportation Sub-Commission, AC
Tel: 843403
1 September 45

6445

(2)

GAB/ic

29 August 45

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

Tel. 843403
Ref. AG/100/20/En 4

TO : Chief,
Rail Division.

SUBJECT : ILVA Steel Mills at Piombino.

Report of visit to ILVA Steel Mills at Piombino on 28th August 45 by
Maj. G.S. Barnes RE, Mechanical Branch, Rail Division.

Object, to investigate the ability of this plant to produce Steel Rails
in the immediate future.

Conclusion : no steel rails can be produced by this firm at Piombino
until November.

Alternative: Ing. Mazzu who accompanied Major Barnes is investigating the
possibility of the ILVA plant at Naples producing rails.

Condition of Piombino Plant :

This was bombed several times over a period of 6 months over a year ago
and much rebuilding work has been completed.

Steel Production :

Three Open Hearth Furnaces are in course of construction for the production
of steel. The first will be completed by 15th September and it is estimated by
Ing. Salvi, in charge of the Mill, that 3,000 tons of steel in ingots will be
produced in September.

A second Furnace will be ready in October which will allow a total estimated
output of 6,000 tons of steel in ingots for that month. The third furnace should be
completed by end of November.

Steel Rail Production :

The Rolling Mill for steel rail was sabotaged by the Germans and new Gear
Wheels are necessary. These are being fabricated at Milan and estimated date of
completion is 15th Oct. 1945. These wheels will then have to be fitted to the
Rollers which means that steel rail cannot be produced until early November.
Coal, Pig iron from Bagnoli or Trieste and Dolomite from Carrara are necessary for production.

Alternative: Ing. Salvi and Ing. Salvi
possibility of the INA plant at Naples producing rails.

Condition of Piombino Plant:

This was bombed several times over a period of 6 months over a year ago and much rebuilding work has been completed.

Steel Production:

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Steel Rail Production:

The Rolling Mill for steel rail was sublet by the Germans and new Gear Wheels are necessary. These are being fabricated at Milan and estimated date of completion is 15th Oct. 1945. These wheels will then have to be fitted to the Rollers which means that steel rail cannot be produced until early November.

Coal, Pig iron from Bagnoli or Trieste and Dolomite from Carrara are necessary before production can begin.

Pig Iron, Bagnoli will not be ready to produce until Christmas.

Trieste - Pig iron is at Trieste but special permission is necessary to obtain this. Brig. Anderson is able to give permission for this to be brought down.

Dolomites can be brought either by rail or sea from Carrara. A lorry is needed to carry this a distance of 7 kilometres either to the port for sea transport or to Inver for rail transport. 1st month (Sept.) 300 tons Raw Dolomite are needed and 180 tons per month thereafter.

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- 2 -

INA are able to haul wagons from Campiglia Junction to Works by their own locomotive power.

They have their own cars for haulage from the Port to the Works.

INA at Pistoia will be able to produce all rail track materials (including steel sleepers) with the exception of turn-outs which are fabricated at SAVENA.



S. S. RAIMON, Major RE.

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

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