

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

ACC AC217/HE/TN4 10000/149/1829 REPORT
MAP-AU

48/1829 REPORTS SHOP INSPECTION - I.S.B.
MAY - AUG. 1945

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TRANSPORTATION VIE-COMMISSION, AG
(LINE REVIEW)
c/o Transportation (Dr) Main
C.I.F.

Tel: 9,205
Ref: 107

28 August 65

SUBJECT : Report on Bari Shops.
TO : Head of Mechanical Section.

1. SOURCE : The undersigned during the period of August 23 through 25 inspected the Mechanical Establishments at Bari. Some of these were private organizations performing work under contract with ISR and others were shops operated by the ISR for their own use.

1. 1.3.2. SHOP -

The shops of the ISR in the Bari area consist of a car shop and a locomotive turn around shop designed for not higher than medium repairs. There is a slow down in production in the car shop as a result of a wage dispute between the workmen and the ISR. This has resulted in decreased production through slow down methods. This according to ISR officials has not progressed to the locomotive shops to any extent.

The matter of 30 lire per hour overtime requested by the men has been transmitted to Rome Headquarters. As of the date of this inspection no reply had been received from ISR Headquarters, Rome.

It is felt that the labour slow down is only one cause of the poor production showing in cars turned out in these shops. The supply of material is critically low and in some important items non-existent. The only supply source for these items is through cannibalization of parts from other equipment usually that which is not repairable. This, for any economic production schedule is uncertain and inadequate. Cars are being sent to Foggia and points north for repair because of material shortages at Bari.

2. PRIVATE CONCERNS WORKING UNDER CONTRACT TO ISR -

At the present time there are two private concerns in Bari parties in repair work under contract for ISR: S. G. S. Railway and S. G. S. (A Petrol Company). These firms are doing at the present time contract work for ISR but not in any perceptible volume. Equipment and supplies are limited and for maximum utility in the shop, material arrangements and supply will have to be improved. It is understood that an agreement exists for ISR

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to furnish material to private railways which they cannot themselves obtain through other sources. This is at present limited by a shortage in IRB stocks.

II - GENERAL EQUIPMENT SET UP OF IRB SHOPS, BARI -

1. Locomotive Shop:

This is a shed which has a capacity of 5-12 locomotives for light or medium repair. The equipment in the machine shop is old and the floor space is very crowded. In fact maximum utility of the machine equipment at hand is curtailed by overcrowding of floor space.

The equipment in the shop is as follows :

(a) 2 Stumps

5 Lathes - varying sizes

1 Boring Mill (small)

1 Steel lathe (Air condenser)

2 Forges (medium size)

1 Air hammer

Existing equipment consists of 4 power hoists of 20000 kg capacity manually operated. Two derrick lifts are available for dropping driving wheels, one in the shed and the other on an outside track adjacent to the shed. Capacity of shop approximately 1 DR or DPF repairs per month. 20 locomotives are the average turn out.

100 is the approximate number now employed in this shop.

All heavy repairs to locomotives are sent to Picturama shop, Hagley as well as tires and tubes for repair.

Wheels other than necessary turning are sent to Granville shop, Hagley.

Source of supply and raw material is stored at Picturama shop, Hagley with a few coming from shop at Foggia.

2. CAR SHOP :

The car shop at Bari has a capacity of about 50 passenger cars.

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No passenger coaches are repaired at this point. There are eight trucks set aside for repair purposes with approximately 1500 feet under roof. I was informed that during rainy season production on outside trucks is reduced for this reason. Estimated output under ideal conditions of labor and material supply about 150 cars per month. Light, medium and heavy repairs. At present cars are being sent to shops in Foggia and North for repair at the rate of 15-20 per week.

Equipment in shop as follows :

- 4 drill press (varying sizes)
- 1 Lathe (fair condition)
- 1 Draper
- 1 small compressor (set up in testing car air brakes)
- 1 Saw (rotary drive)
- 1 Saw, Band
- 1 Planer (small, wood)
- 1 Air brake tester
- 2 Pumps (medium)
- 1 Pump, Pneumatic (small)

Equipment in shops in fairly good condition though not of a size for capacity output. All wheels to be turned or repaired are sent to transit shop Naples.

The material situation particularly in stocks etc. is bad. The stores supply consists for the most part of cannibalized parts from damaged cars.

Hand men employed is 195 at present.

III - PRIVATE WORKSHOPS -

(a) Subest Railway :

The Shops of the Subest Railway at Bari are doing contract repair work for the IR on a 14-15 car basis. 12 cars and 1 locomotive are being repaired per month for the IR on contract. The facilities of this shop are not large or modern in most respects. The workmen however are of a higher grade

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than those in IIR shops and because of receiving a higher wage are more contented.

Equipment :

- 1 lathe
- 1 sander
- 1 planer (small)
- 1 slotter
- 1 wheel lathe (small about 52")
(All machines individual motor drive)
- 1. Barrow hoists for lifting locomotives

(b) MEC -

This is a petroleum cracking plant at the present time about 90% unproductive. They have a nice machine shop for repair of their equipment, which is relatively modern. In addition they have a small sheet metal shop with shears, bending rolls, punches, etc. Prior to the war they maintained their own tank cars. Since the war the organization has looked for a side line to keep operation going pending the resumption of operations in their petroleum refining.

As a result they have recently contracted with IIR to repair tank cars. They estimate at present 15-20 per month. This may be increased later as production gets under way.

They stated that they might be willing to equip themselves to work on regular freight cars. It would necessitate the purchase and installation of certain woodworking equipment which in view of the original function of the plant would appear to be uneconomical for a short time programme. They are not now equipped to repair or turn wheels and this item will have to be handled by the IIR shops.

Recommendations :

1. That the Allied Commission Liaison Officer in the District be given inspection authority for all shops and have periodic conversations with the Gaps in charge. He should also supervise the periodic shop reports required. These should be channelled through his office to the Headquarters Department concerned.

Periodic reports of shops in the Compartiments should be

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forwarded to Headquarters summarizing inspections and conversations with IIR officials.

2. Supplies and materials should not be accumulated and stored at larger shops. Allocations on the basis of output should be made to all repair points so that production may not be curtailed for that reason. It is the understanding that employment as well as production be maintained to a maximum degree at all points which precludes retaining all supplies in a centralized stores setup with consequent delay in filling current requisitions from outlying shops. A check up on distribution of existing materials seems indicated.

It is also suggested that periodic checks by IIR stores personnel be made of the shops to prevent hoarding in one shop when a need exists in another.

3. It is suggested that the AG might well use its influence to bring the two parties, workers and IIR, together for a conference with a view to settling the grievance of the men in the Bari car shops.

The Bari Car is costing many more per month in output with a corresponding curtailment of the rehabilitation program.

It seems that the attitude of the Rome IIR Headquarters is not too efficient in reaching a decision concerning the situation.

Suggestion through the proper channel might help the situation at Bari and prevent possible spread to other shops and areas.

J. W. GILL, Major

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INTER-OFFICE MINUTES

SUBJECT : Report on Tour of Northern Italy by Major E.N.B. Jeffrey
whilst on attachment to M.R.S. - 7 May 45 to 14 May 45.

TO : The Chief
Rail Division
Transportation Sub-Commission A.C.

1. GENERAL.

The tour was made accompanying Colonel W.L. Topham A.D.Tn (Mech) M.R.S. and Ing. Corbellini I.S.R. with the object of ascertaining the locomotive and Rolling Stock position and the available railway workshop facilities in Genoa, Turin and Milan.

Bologna and Ancona were also visited on the return journey and the loco running sheds and workshops inspected to ascertain progress of rehabilitation.

The general impression obtained from observation and discussion with I.S.R. Officials in Northern Italy was that apart from routes 50, 53 and 61 which are badly damaged and will take some months to repairs, the damages to the Northern lines was not heavy and the loco and Rolling Stock facilities were also very little damaged and no time is being lost by I.S.R. under Ing. Bionchi to carry out the rehabilitation repair in an organised and efficient manner.

The main need at the present time is coal of which commodity 15 to 20,000 tons per month are normally required for the North and only about 3-4000 tons are now available and as a result a more restricted timetable of trains is having to be run than the existing Rolling Stock and open lines could provide for.

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Coal is mined at Aosta but the line 121 is not yet open.

There is also a shortage of timber due to lack of access to I.S.R. owned forests at Klagenfurt and a shortage of copper, and nails, and bolts.

Road transport situation is also acute and this is ^{causing} retarding rehabilitation.

2. TRANSPORT AND ROAD CONDITIONS.

Transport was by M.R.S. Number Staff Car and the route travelled was as follows:

7 May 45	<u>Rome</u>	<u>Route</u>	<u>Road Condition</u>
	Leghorn La Spezia	Route 1	v. fair except Ponts Rosarno to Sarsana

1180

ROAD CONDITION

Auto Strada

Genoa }
Genova }
Torre }
Voghera }
Torre }
Alessandria }
Asti }
Turin }
Milan }

9 May 46

Route 25
" 10
" 10

v. fair

several divisions
for broken bridges
one through river
1 foot deep.
otherwise v. fair

Auto Strada

10 May 46

Piacenza

Route 9

high traffic
fair only many long
divisions for broken
bridges
pontoon bridges
over N. Po

12 May 46

Polonia
Milan
Genova
Loreto
Voligno
Genova
Rome

" " 16
" " 77
" " 3
" " 3

fair
v. fair but dusty
v. fair

13 May 46

14 May 46

ACCOMMODATION

Officers Transit Hotel Albergo Antoria Piazza
Brignole near Stations Brignole

Genoa

British requisitioned hotel Albergo Palazzo di
Torino adjacent to Stazione Porta Nova (Rational
required)

Turin

A.M.S. Regional Officers Mess. Albergo Principe
a Cavolo, Piazza Piazza near Public Gardens.

Milan

- In Unit -

Polonia

- In Officers Mess -

Angora

4. CONDITIONS OF 1000 ROLLING STOCK DEPOTS AND WORKSHOPS

REMARKS

13 May 68
 14 May 68

Amore
 Loreto
 Bologna
 Terni
 Rome

"
 "
 "
 "
 "

77
 8
 8

fair
 v. fair but dusty
 v. fair

5. ACCOMMODATION

Genoa Officers Transit Hotel Albergo Interior Piazza Brignole near Stadio Brignole

Turin British requisitioned hotel Albergo Palazzo di Torino adjacent to Stazione Porta Nova (bathrooms required)

Milan A.M.O. Regional Officers Mess. Albergo Principe a Sesto, Piazza Piazza near Publico Gardens.

Bologna - In Unit -

Ancona - In Officers Mess -

6. COMPLETION OF LOCO ROLLING STOCK REPAIRS AND WORKSHOPS

Location	Item	Remarks
<u>Genoa</u> (a) Brignole	I.S.R.	Electric steam loco depot and Repair Shop. Good machines shop. Erecting shop, stores only damaged. 3 heavy electric repairs per month.
(b) Livorno	I.S.R.	Electric steam loco. Boiler and stripping shop damaged. 3 heavy repairs per month.
<u>Milan</u>	(a) I.S.R. Loco Depot and Repair Shop	No serious damage
	(b) Electric Loco Repair Shop	do - do -

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4 Contd.	Location	Firm	Remarks
	<u>Bologna</u>	I.S.R. Loco Depot Repair Shop	Completely out of action by bombing and German demolition. Rehabilitation by 163 R.W. Coy R.E. detachment and I.S.R. in hand.
	<u>Ancona</u>	I.S.R. Loco Depot and repair shop	Badly damaged by bombing. Rehabilitation in progress and loco repairs being carried out.
	<u>Genoa</u>	(c) Ansaldo Locomotive shops	43 Electric Locomotives 35 Steam Locomotives under repair. 4 Steam completed in March 45 Undamaged.
		(d) I.S.R. Officina Risler	Carriage Repair Shop (new) holding 8 Bogie coaches. Large wood working shop and saw mill small wheel shop. Undamaged. Short of timber.
	<u>Yodlers</u>	I.S.R. Carriage and wagon works	Bombed in April 1945 and repair and erecting shops roof destroyed. machine shop, forge, saw mill, wheel shop. Undamaged. 140 coaches and 40 vans under repairs at time of bombing. Short of timber and bolts and nails.
	<u>Turin</u>	(a) I.S.R. Loco Depot	Two sheds Round house type one damaged by bombing. Repair shops damage and work stopped.
		(b) I.S.R. Loco - Carriage works	Large works very little damaged. All machines and equipment intact carriage shops and forge damaged by bombing also part of machine shops.

Voherm

I.S.R.
Carriage and wagon
works

saw mill small wheel shop.
Undamaged.
Short of timber.

Bombed in April 1945 and
repair and erecting shops
roof destroyed. machine shop,
forge, saw mill, wheel shop.
Undamaged.
140 coaches and 40 vans
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Turin

(a) I.S.R. Loco
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Two sheds Round house type
one damaged by bombing.
Repair shops damage and
work stopped.

(b) I.S.R. Loco -
Carriage works

Large works very little
damaged. All machines and
equipment intact carriage
shops and forge damaged by
bombing also part of machine
shop.

5.

A.C. (Tn) and I.S.R. Staff Contact.

The following contacts were made.

A.C.

Genoa

Captain Conway (Civil Engr. Branch)
Office opened in I.S.R. Compartimento Building
Via Andrea Doria (adjacent to Stazione Principe).

Milan

- (a) Major Talbot Hq. A.C. Tn. Sub-Comm. Adv. Echelon
(Office Montecastelli Building)
- (b) Major Buckley (Civil Engr. Branch)
Office opened at Central Station with sections
Lavori I.S.R.
- (c) Capt. Heymann Movimento R. 100 Italy
Office with Sezione Movimento I.S.R. in
Central Station

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L.S.R.GenoaIng. Ferrero
Ing. CavalliCapo Compartimento
" Sezione Int. e Tram.TurinCapo Compartimento
Capo Sezione Materiale e TrazioneMilan

Ing. Bianchi

Deputy General Director of Railway
(appointment by Committee of Liberation and
approved by Ing. Di Raimondo and M.R.S.)ISA. Porfano

Capo Sezione Trazione e Materiale

6. LIST OF APPENDICES.

Appendix	I	Locomotive Situation N.W. Italy 15 May 45
"	II	Rolling Stock Situation N.W. Italy 15 May 45
"	III	Time table of passenger Trains operated from Milan 5 May 45
"	IV	List of Lines open to traffic by steam or electric traction.

Ernst Giffney

E.R.S. JEFFREY, Major R.E.

Transp. Sub-Commission (Rail Div.)
20 May 1945
Tel: 843403

6. LIST OF APPENDICES.

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| Appendix | I | Locomotive situation H. I. Italy 15 May 45 |
| " | II | Rolling stock situation H. I. Italy 15 May 45 |
| " | III | Time table of passenger trains operated from Milan 5 May 45 |
| " | IV | List of lines open to traffic by steam or electric traction. |

Enclosure.
H. H. B. JEFFREY, Major H. B.

Transp. Sub-Commission (Rail Div.)
20 May 1945
Tel: 842403

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APPENDIX I.LOCOMOTIVE SITUATION - NORTH WEST ITALY 15 MAY 1945

	Available	In shops	Waiting	Scrap	TOTAL
			shops.		

GENOVA DIVISION.1. On Lines Working.

Main line	22	29	3	-	53
Shunting	33	12	2	-	47
Electric	61	24	12	-	97
Diesel Railcars	-	5	-	-	5

2. On Lines Blocked.

Main line	16	-	3	1	20
Shunting	6	-	9	2	17
Electric	16	-	6	5	27
Diesel Railcars	-	-	-	-	-

Total of 1 & 2.

Main line	38	39	6	1	73
Shunting	39	12	11	2	64
Electric	77	24	18	5	124
Diesel Railcars	-	5	-	-	5

TURIN DIVISION.

Main line	129	32	42	14	217
Shunting	70	16	24	2	112
Electric	66	42	37	-	145
Diesel Railcars	8	-	-	-	8

MILAN DIVISION.

Main line	241	60	32	22	345
Shunting	98	5	3	-	106

Shunting 6 17
Electric 16 37
Diesel Railcars - -

Total of 1 & 2.

Main Line 58 73
Shunting 39 64
Electric 77 124
Diesel Railcars - 5

TURIN DIVISION.

Main Line 129 217
Shunting 70 112
Electric 66 145
Diesel Railcars 8 -

MILAN DIVISION.

Main Line 241 345
Shunting 98 155
Electric 101 191
Diesel Railcars 16 111
Electric Railcars 22 70

TOTAL NORTH WEST ITALY.

Main Line 405 636
Shunting 207 331
Electric 244 460
Diesel Railcars 34 124
Electric Railcars 22 70

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ROLLING STOCK SITUATION-NORTHWEST ITALY 5 MAY 1945

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

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Type.	Available.	Under Repairs or Construction.	Waiting Repairs.	Scrap.
<u>GENOVA Division.</u>				
Box	342	83 +	?	?
High Siders	639	)		
Low Siders	179	) 84 +	?	?
Plats	)	)		
P.O.Z.	-	108	?	?
Tanks	-	3+	?	?
Coaches	111	15+	?	?
Baggage & Postal	26	7+	?	?
Miscellaneous	11	-	?	?
<u>TURIN Division.</u>				
Box	300	370	?	?
High Siders	)			
Low Siders	990	335	?	?
Plats	)			
P.O.Z.	-	-	?	?
Tanks	-	50	?	?
Coaches	165	303	?	?
Baggage & Postal	60	89	?	?
Miscellaneous	-	-	?	?
<u>MILAN Division.</u>				
Box	1287	202	242	)
High Siders	4998	)		)
Low Siders	559	) 105	427	)
Plats	)	)		)
P.O.Z.	101	-	-	)
Tanks	383 (150 for Wine only)	10	46	409
Coaches	185	88	59	)
Baggage & Postal	176	81	43	)
Miscellaneous	723	-	-	)

TOTAL NORTHWEST ITALY

High siders						
Low siders	)990	335				
Plats	)	-				
P.O.Z.	-	-				
Tanks	-	50				
Coches	165	303				
Baggage & Postal	60	89				
Miscellaneous	-	-				
<u>MILAN Division.</u>						
Box	1287	202				
High siders	4998	)				
Low siders	)559	)105				
Plats	)	)				
POR.	101	-				
Tanks	383(150)or Wine only)	10				
Coches	186	88				
Baggage & Postal	176	81				
Miscellaneous	723	-				

ATTENTION! ATTENTION! ATTENTION!

Cars	10472	1371 +	715 +	409
Coaches	462	410 +	32 +	?
Bags & Etc.	262	177 +	43 +	?

ALSO 700 Open High Siders Lente to Switzerland.

7253

Ministero delle Comunicazioni
Ferrovie dello Stato

PACENZA ED ARREVI PER LIMEA
Nella STAZIONE DI MILANO C.le
e MILANO PORTA NUOVA

TRENI VIAGGIATORI

ORARIO 5 MAGGIO 1945

TRENI FACENTI CAPO A MILANO CENTRALE

MILANO-VARESE-PORTO CERESIO

Ora	Primo	Classe	Cat. 3 ^a	Partenze			Stazione	Formata	Ora	Treno	Arrivi			Provenienza
				Binari	Marcap.	Partenza					Cat. 3 ^a	"Binari"	Marcap.	
20.22	ET306	1-3	A	19	X	Porto Ceresio	Tutto	6,32	ET303	D	19	X	Porto Ceresio	

MILANO-DONDOSSOLA

16.55	1424	2-3	A	15	VIII	S. Calende	Milano Cer- tozza da Gal- leate a S. Calende	8.15	1421	A	13	VII	Sesto Cal.
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(1) A. Sesto Calende trova coincidenza per Dondossola nei soli giorni di:
Lunedì, giovedì e sabato.

MILANO-LUGNO

13.45	1426R	2-3	A	19	X	Lugno	Milano Cer- tozza da Gal- leate a Lug- no.	1.29	4031	O	16	VIII	Lugno
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MILANO-COMO S.G.

5.55	4122	2-3	O	16	VII	Como S.G.	Tutto	7.05	1475	A	11	VI	Como S.G.
------	------	-----	---	----	-----	-----------	-------	------	------	---	----	----	-----------

20.22	ET306	1-3	A	19	X	Porto Ceresio	Tutte	6,32	ET303	D	19	X	Porto Ceresio
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MILANO-DONDOSSOLA

16.55	1424	2-3	A	15	VIII	Calende	Milano Ger. B, 15	1421	A	13	VII	Sesto Cal.
						(1)	test-da Le					
							guerno a S.					
							Calende					

(1) A Sesto Calende trova coincidenza per Dondossola nei soli giorni di:
Lunedì, giovedì e sabato.

MILANO-LUINO

18.45	1425R	2-3	A	19	X	Luino	Milano Cor-1, 29	4031	O	16	VIII	Luino
							test-da Cal.					
							lavorato a Lui					
							no.					

MILANO-COMO S.G.

6.55	4122	2-3	O	16	VII	Como S.G.	Tutto	7.05	1475	A	11	VI	Como S.G.
12.05	ET682	2-3	A	17	IX	Como S.G.	Tutto	8.04	ET637	A	17	IX	Como S.G.
16.30	ET684	2-3	A	16	VIII	Como S.G.	Tutto	8.33	1477	A	18	IX	Como S.G.
17.53	1482	2-3	A	14	VII	Como S.G.	Tutto	15.10	ET677	A	14	VII	Como S.G.
19.10	4124	2-3	O	15	VIII	Como S.G.	Tutto	19.35	ET679	A	17	IX	Como S.G.

MILANO-LECCO-SONDRIO

7.30	1502	2-3	A	15	VIII	Lecco(1)	Tutto	6.45	4083	O	20	X	Lecco
12.38	1504	2-3	A	20	X	Lecco(1)	Tutto	7.43	1503	A	18	X	Lecco
18.05	4086	2-3	O	17	IX	Lecco	Tutto	14.07	1509	A	19	X	Lecco(1)
19.48	4088	2-3	O	16	VIII	Lecco	Tutto	19.47	4085	O	20	X	Lecco(1)

(1) In coincidenza a Lecco con treni da e per Sondrio e Chiavenna.

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MILANO-BERGAMO via Usmato

Partenza				Arrivi			
Ora	Trono	Cat.	Destinazione	Formato	Ora	Trono	Provenienza
18.22	4137	2-3	0	20 X Bergamo	7.56	1544	20 X Bergamo

MILANO-TREVIGLIO-CREMONA

18.14	4177	2-3	0	12 VI Cremona	Tutte	18.00	2070	4	20 VI Cremona
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MILANO-PIACENZA

5.58	1491	2-3	4	11 VI Codogno	Tutto	7.17	3364	0	9 V Codogno
9.10	33	2-3	D	10 V Codogno	Tutto	8.00	1352	A	8 IV Codogno
13.14	1367	2-3	4	9 V Codogno	Tutto	17.32	3366	0	10 V Codogno
19.17	1409	2-3	4	11 VI Codogno	Tutto	19.41	520	A	11 VI Codogno

MILANO-PAVIA (Stradella)-GENOVA

7.05	163	D	13 VII Pavia (1)	Milano Rov. da	6.30	1576	4	8 IV Pavia (1)
9.30	ET651	A	11 VI Pavia (1)	Tutto (Innata)	7.25	4054	0	4 VII Pavia (1)
17.40	1397	A	11 VI Pavia (1)	Tutto (Pavia)	13.50	ET650	A	16 VIII Pavia (1)
18.50	1399	A	13 VII Pavia (1)	Milano Imbr.	19.50	ET652	A	9 V Pavia (1)
				Milano Rov. da Locato T				
				L. Pavia				

(1) L. Pavia-trovano ovincionena con il trono da o per Cavanara (Ponte Po)

TRENTO FACENTI CAPO A MILANO P. NUOVA

Partenza				Arrivi			
Trono	Cat.	Ora	Destinazione	Formato	Trono	Cat.	Provenienza
ET102	A	6.04	P. Ceresio	Tutto	ET175	0	6.54 Varese
ET104	A	7.27	Varese	Tutto	ET177	0	7.08 Varese
1814LR	A	8.35	Varese	Tutto	ET101	0	7.39 Varese
ET108	A	11.19	P. Ceresio	Tutta	ET103	A	7.51 Varese
ET112	D	15.55	Varese	Legnano-Busto A.-			
				Gallerate-Varese	ET105	D	7.57 P. Ceresio
ET114	0	16.05	P. Ceresio	Tutto	ET107	D	8.25 Varese
ET116	A	16.20	Varese	Da Milano Certosa	ET109	A	8.41 Varese

7.05	163	D 13	VII Pavia (1)	Milano Bovisio	7.25	4054	0 4	VII Pavia (1)
9.30	ET651	A 11	VI Pavia (1)	Tutto (lo stato)	7.50	ET650	A 6	VIII Pavia (1)
17.40	1397	A 14	VI Pavia (1)	Tutto	19.50	ET652	A 9	V Pavia (1)
18.50	1399	A 13	VII Pavia (1)	Milano Imbbr.				
				Milano Rov				
				da Locato F				

a Pavia
a Pavia (Ponte Po)

(4) di Pavia trovano coincidenza con il treno da e per Cavamanara (Ponte Po)

TRENI FACENTI CAPO A MILANO F. NUOVA

Partenze				Arrivi				
Treno	Cat.	Ora	Destinazione	Formato	Treno	Cat.	Ora	Provenienza
ET102	A	6.04	P. Ceresio	Tutto	ET175	O	6.54	Varese
ET104	A	7.27	Varese	Tutto	ET177	O	7.08	Varese
1314LR	A	8.35	Varese	Tutto	ET101	O	7.39	Varese
ET108	A	11.19	P. Ceresio	Tutto	ET103	A	7.51	Varese
ET112	D	15.55	Varese	Legnano-Busto A.- Gallarate-Varese	ET105	D	7.57	P. Ceresio
ET114	O	16.05	P. Ceresio	Tutto	ET107	D	8.25	Varese
ET116	A	16.20	Varese	Da Milano Certosa a Varese	ET109	A	8.41	Varese
ET118	D	16.55	P. Ceresio	Da Gallarate a P. Ceresio	ET113	D	9.15	P. Ceresio
ET120	D	17.40	Varese	Legnano-Busto A. Gallarate-Varese	ET117	A	13.48	P. Ceresio
ET122	D	17.50	P. Ceresio	Milano Bovisio-Rho o da Parabiago a P. Ceresio.	ET123	A	17.45	Varese
ET176	O	17.58	Varese	Tutto	ET125	A	18.30	Varese
ET180	O	18.18	Varese	Tutto	ET127	A	18.52	P. Ceresio
ET126	A	19.15	Varese	Da Rho a Parabiago o da Legnano a Varese.	ET129	A	21.19	P. Ceresio

I treni citati nel presente orario si effettuano tutti i giorni compresi quelli festivi e le domeniche.

List of Lines open to Traffic by steam and electric traction.

Route.

WU 213

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Route.

VOGHERA	BERGELLA
CANTALUPO	CASTAGNOLE
TURIN	SANTHA
VERCELLI	ALESSANDRIA
NOVARA	ALESSANDRIA
MILAN	VERCELLI
VERCELLI	MORTARA
MORTARA	CAVA CARB.
TORRE BERRETTE	CAVA CARB.
MILAN	MORTARA
MILAN	REVIGLIO
TRAVIGLIO	CRONOMA
TRAVIGLIO	BERGAMO
CRONOMA	FIADENA
BERGAMO	LECCO
BERGAMO	POZZO S. PIETRO

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2502

COLICO SONDRIO
SAVIGLIANO CURNO

Steam Operated.

Route.

VOGHERA STRADILLA
CANTALUPO CANTALUPO
TURIN SANT'ELIA
VARESE ALESSANDRIA
NOVARA ALESSANDRIA
MILAN VERCELLI
VERCELLI MORTARA
MORTARA CAVA CARB.
TORRE BERGATTE CAVA CARB.
MILAN MORTARA
MILAN RAVIGLIO
TRAVIGLIO CROMONA
TRAVIGLIO BERGAMO
CREMONA PIACENZA
BERGAMO LECCE
SEREGNO PONTE S. PIETRO
ALBATE LECCE
GALLARATE PINO
GALLARATE PINO CALTANISSETTA
NOVARA VIGNALE
ARONA DOMODOSSOLA
VINALE ORTE

OLEGGIO

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