

ACC ACB

10000/148/1925

GENERAL

Subject:- Movement of bridging materials.

To:- Allied Commission. C.E. Branch
N.W. Italy.

H.Q. MOVEMENT
GENOVA

Ref:- Gen/1/103.
19 May 45.

Recd 5/16/45

Reference Your letter G. C/M 2 of 17 May 45.

1. Your application for landing craft has been put before the Port Control Committee, and the decision made ~~by~~ this body is that unless specific instructions to the contrary are issued from A.F.H.Q. all available landing craft will be utilized for ~~the~~ discharge while this operation continues.
2. It is suggested that as rail repair progresses beams be transported by rail car.

J.A. Balfour
 (J.A. BALFOUR)
 Lt. Col.
 A.Q.M.G. (H)

JAB/DI.

708

1938

it is necessary to move approx. 100 tons of steel beams from Savona and approx. 1,000 tons from Cornigliano (Genova), each beam abt. 80 cu by 20 m. These beams are required for bridges on the State Railway at Rapallo, Cogli, Chiavari.

- 3. Owing to the weight and length of this material coupled with the state of the coast used the only means of transportation is by sea.
- 4. Any arrangements please be made for landing craft to be allocated for this project when available and may this office be notified of approximate date to enable staff, landing and unloading arrangements to be made.

Handwritten signature

11/5/65

Capt.

In S.O. (Rails) D.M. Branch
Genova
Telephone: 68596

Copies sent Composite Div. of
S.A.S.C.

" M.S.C. Adv. Division. Liguria

" In S.O. (Rails) G.M. Branch-Roma.

707

B 133

17th December 1945

To Regional Finance Officer
A.M.G. Piemonte

Subject: Wages - I.S.R.

The attached correspondence is passed to you as per instructions of Lt. Col. Fiori.

The Capo Compartimento has been approached and he is unable to authorise any additional increase to the Porters Association pending authority from Rome.

He states that a memo on this subject was sent to Rome over two months ago but no reply to date.



Capt.
R. Signals

Encl.

Final

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Capt.
R. Signals

Encl.

726

1941
K0 / B 132

14 Dicembre 1945

Al
Tenente N a r d a c c i

Il lavoro della presente, Beccio Antonio è stato assegnato per un breve periodo di tempo al mio reparto e si è dimostrato volenteroso ed attivo.

Egli è stato ora richiamato a Roma per servizio ma preferirebbe rimanere nella Sicilia settentrionale.

Data l'attuale scarsità di personale egli potrebbe trovare qui utile impiego qualora Ella potesse fare a meno di lui.

b.
Capt.
R. Signals

Al

Tenente N a r á e c c i

Il latore della presente, Beccio Antonio è stato assegnato per un breve periodo di tempo al mio reparto e si è dimostrato volenteroso ed attivo.

Egli è stato ora richiamato a Roma per servizio ma preferirebbe rimanere nell'Italia settentrionale.

Data l'attuale scarsità di personale egli potrebbe trovare qui utile impiego qualora Ella potesse fare a meno di lui.

b/.
Capt.
R. Signals

703

B131

The bearer Lt. CRESPI Gino attached to Allied Commission is authorized to draw from Enemy Material dump at Savona cars and parts to be used by Allied Commission supervising the reconstruction of Italian State Railways in N.W. Italy.

Attached is copy of A.F.H.Q. authorization.

[Signature]

Capt. S.O.III (G.A.
R. Signals

Traduzione:

Il lettore della presente, Caporale CRESPI Gino addetto alla Commissione Alleata è autorizzato a ritirare dal Centro di raccolta di materiale nemico a Savona, macchine e parti di macchina che saranno usate dalla Commissione Alleata per il controllo delle ricostruzioni alle Ferrovie di Stato Italiane nell'Italia settentrionale.

Qui accluso copia della relativa Autorizzazione del Quartier Generale delle Forze Armate Alleate (A.F.H.Q.)

1944

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Qui accluso copia della relativa Autorizzazione del Quartier Generale delle Forze Armate Alleate (A.T.H.Q.)

7/24

1945

B19

Subject : Disposal of W.D. Materials
Incorporated in Railway
Reconstruction Works.

Military Railway Service,
C.M.F.,
Tel: firebox 3341.
outside line 843236.
R f: Tn.A.4/236.

12th October 1945.

TO : Tn. Sub-Commission, A.C.
(Rail Division).

Copy to : Gov. & Tn., G.M.S., C.M.F.
Tn. P.
Tn. F.

To Capt Conway
GEMOVA
JPB

1. Further to Tn.A.2/127/12 dated 25 September 1945.
2. Please note that bridging erected by military units since the date of the above-quoted letter is not available for your use.
3. Such bridging will be considered to be on loan to the I.S.R. and will be recovered during the next months, under arrangements of this H.Q., for return to Tn.S.D. The lines on which military bridging has been erected since 26 September 1945, and thus is not available for your use, are:

- Line 72 - Gorizia to Udine
- Line 65 - Bologna to Piacenza
- Line 53 - Piacenza to Alessandria ←
- Line 69 - Verona to Brennero
- Line 66 - Fortezza to Villach.

733

Sgd : (A.W. McMURDO) Lt.Col., R.E.,
for Brigadier,
Director, Railway Service.

1946

file B118

14th October 1945

Handling Over Notes.

Address: I.S.R. Via Andrea Doria, 5
(Principe Stn) Tele: 62596

Genova Comp.

Full details of state of works contained in current weekly reports- these are at Genova office.

Line 61. All temp. repairs complete to Ventimiglia- MRS. I/C beyond this to French Border, except that we are keeping eye on contractor at

DEMARK TUNNEL.

Line 50. All temp. repairs under way to LA SPEZIA, no snags at present. Fire cement will be required but has been demanded.

Remaining jobs in this comp. are all under way. Two girls in office- Noemi Schomone and Elsa Rossi, they are quite competent to handle everything and deal direct with Rome.

Torino Comp.

Address: I.S.R. Porta Nuova Str.
-Seziona Lavori (2nd floor) Tele: 49739.

All details may be seen in current weekly reports at Torino

Office.

All important projects are completed or underway. This Comp. works rather slow but the line position is good.

3 girls in office at present, but 2 are being dismissed as from 1st Nov. leaving Vittoria Zuccherini in charge. She has her instructions and will keep close contact with Genova office who will control.

General. In view of the withdrawal of supervision from Int. Nov. and no further submission of reports by us - the female staff can handle matters with an occasional "look in" by you. Re Milan, in the last week there were

Genova Comp.

Full details of state of work contained in current weekly reports these are at Genova office.

Line 61. All temp. repairs complete to Ventimiglia. MMS. I/C beyond this to French border, except that we are keeping eye on contractor at DEMARE TURNELL.

Line 50. All temp. repairs under way to LA SPERZIA, no snags at present. Extra cement will be required but has been demanded. Remaining jobs in this comp. are all under way. Two girls in office: Hoani Schenone and Elee Rossi, they are quite competent to handle everything and deal direct with Rome.

Torino Comp.

Address: I.S.P. Porta Nuova Str.
-Cesario Laveri (2nd floor) Tele: 43789.

All details may be seen in current weekly reports at Torino Office.

All important projects are completed or under way. This comp. works rather slow but the line position is good.

3 girls in office at present, but 2 are being dismissed on 1st Nov. leaving Vittoria Zucchini in charge. She has her instructions and will keep closed contact with Genova office who will control.

General. In view of the withdrawal of supervision as from 1st Nov. and no further submission of reports by us - the female staff can handle matters with an occasional "look in" by you. He Miller, in the last week there was an opportunity to "take over" from Major Buckley and it is surmised that you have contacted direct.

Pay for staff is an important matter roll is prepared by Torino office and drawn from P.F.C. Banca d'Italia Torino for both offices. This month the final reports are in preparation, at both offices and will be ready for perusal and signature by 25th of month.

Capt.
R. Signala

subject:- Repairs Line Ventimiglia to Mentone.

Headquarters
160 Railway Construction Coy R.E.
U.M. Force.
Tel San Remo 2177.

To:- Capt L.A. Conway. R.S.M.
In Sub Commission S.C.
Genoa.

Ref 160/61/Gen/1113.

Ref your letter B 112 dated 3th October 1945 and copy of Lt Col Patterson's letter to you.

The present efforts of this Company are directed towards providing a rail link between Ventimiglia and Mentone. The repairs in hand will provide a single line except at such stations where passing loops are already in being.

This project covers the following structures.

- | | | |
|--------|-------|--------------------------------|
| Job No | 61/5 | Riune Roya Bridge. |
| | 61/6 | Ventimiglia Tunnel. |
| | 61/7 | New retaining wall. |
| | 61/7 | Demari tunnel (Under contract) |
| | 61/8 | Mertola tunnel. |
| | 61/11 | Balsi Rossi Bridge. |

The IOR are co-operating on necessary repairs to track-work etc.

The repair of the second line does not at the present come into the picture.

For further information I shall be glad if you will communicate with R.S.M. 1212 Railway Construction & Maintenance Group R.E.

12th October 1945

J. Langford Major R.E.
O.C. 160 Railway Construction Coy R.E.

Capt. Conway - *Barin* - *Stazione Porta Nuova*

File B 116

Allied Force

MILITARY RAILWAY SERVICE ITALY
Office of the Director(DMRSI)

SUBJECT : Disposal of W.D. Materials incorporated in Railway Reconstruction Works. File: Tn.A.2/127/12.
26th September 1945.

TO : Tn. Sub-Commission, HQ., A.C.

Copy to : G-4 (Mov & Tn), A.F.H.Q.
G-5, A.F.H.Q.
Asst. D.D.M.R.S., A.F.H.Q.
Tn.4. (Bldg).
Tn. (F) (Bldg).

1. With further reference to our letter Tn.A.2/127/12 of 21st Aug. 45. It has now been agreed that you may use all bridges etc., incorporated in Railway Construction and other Railway projects for civil purposes without reference to this branch once permanent works which will permit continued movement of military traffic over the same lines have been completed.
2. Debits covering these materials already passed to the Italian Government through A.C. will stand.

Sgd/ D.R.H. CHAPLIN, Lt.Col.,
for Brigadier,
Director Military Railway Service.

1950

8th October 1945

Ref. B.112.

To Major J.R. Hammond
O.C. 160 Railway Constri. Coy R.E.
C.M.F.

Subject: Repairs to line Ventimiglia to Mentone.

Ref your 160/61/1083. I received a letter from Lt. Col. Patterson stating that his plans had been changed and giving a resumé of the state of works (see copy attached).

From this letter it was assumed that some definite action on my part was expected.

Unfortunately I was indisposed for some time and immediate action was delayed.

Accompanied by the I.S.B. engineer in charge of this section, an inspection was carried out and only then was it learnt from your N.C.O. at Ventimiglia that the section on the Reia Bridge were expected to return to complete. With regard to the employment of contractors at this site, this was contemplated only to clear the river bed for the winter.

It is assumed from your letter that no action is required from this dept. on the completion of repairs to Mortola Tunnel, Balzi Rossi Tunnel, Balzi Rossi Bridge, would you be good enough to confirm this please.

Capt.
R. Simola

Subject: Repairs to line Ventimiglia to Mentone.

Re your 150/61/1083. I received a letter from Lt. Col. Patterson stating that his plans had been changed and giving a resumé of the state of works (see copy attached).

From this letter it was assumed that some definite action on my part was expected.

Unfortunately I was indisposed for some time and immediate action was delayed.

Accompanied by the I.S.R. engineer in charge of this section, an inspection was carried out and only then was it learnt from your N.C.O. at Ventimiglia that the section on the Roca Bridge were expected to return to complete. With regard to the employment of contractors at this site, this was contemplated only to clear the river bed for the winter.

It is assumed from your letter that no action is required from this Dept. on the completion of repairs to Mortola Tunnel, Balzi Rossi Tunnel, Balzi Rossi Bridge, would you be good enough to confirm this please.

[Signature]
Capt.
R. Signals.

699

BEST COPY POSSIBLE
FILMED AS FOUND
IN COLLECTION

1953

XXXXXXXX 50 Sub Area

13th September 1945

Ref/B/37

TO: Lt. Col. PATTERSON
HQ 1212 Rly. Constr. & Maint. Co. R.E.

Dear Col. Patterson,

My apologies for the very long delay in replying to yours of the 23th August.

Firstly I received it the night prior my leaving for Rome and unfortunately on my return journey I had an accident which put me out of "business" to date; I am pleased to say am almost well again.

I have noted the contents of your letter and as soon as possible will contact and check up all concerned from Job 51/5 to 51/11 and also the matter of the bridge at Tortona.

Capt.
R. Stanola

1954

Ref/B/37

TO: Lt. Col. PATERSON
HQ 1212 Hq. Constr. & Maint. Gr. R.E.

Dear Col. Paterson,

My apologies for the very long delay in replying to yours of the 23rd August.

Firstly I received it the night prior my leaving for Rome and unfortunately on my return journey I had an accident which put me out of "business" to date; I am pleased to say am almost well again.

I have noted the contents of your letter and as soon as possible will contact and check up all concerned from Job 61/5 to 61/11 and also the matter of the bridge at Tortona.

Capt.
R. Sigurd

605

HQ 1212 Rly. Constr. & Maint. Gp. R.E.
A/RCE/346/2452
28TH. AUGUST 1945

Capt. L.A. Conway R.E.
Tn. Sub Commission A.C.
GENOA

Dear Conway

My plans for the next few months have been altered quite a lot due to the fact that Tn. wish to have the line from PIACENZA to TORTONA and from TORTONA to ALESSANDRIA made safe for the winter. As a result I have to take 160 Coy. away from line 61 to carry out this work. A few men and some transport will be left behind to assist the contractor on the DEMARI Tunnel.

The jobs, as they will stand when 160 Coy. leave, will be as follows:-
Job 61/5 - Fiume ROIA Bridge at Ventimiglia:- Only the steel spans to be put in place, the abutments and piers being complete. All the steel is at the site ready to be assembled.

Job 61/6 - Ventimiglia Tunnel - Km.148.9:- The debris has now been cleared and only track has to be laid through. A new length of tunnel will have to be built but this can wait.

Job 61/7 - DEMARI Tunnel - Km.150.1:- Contractor will have sufficient material to start work in a few days.

Job 61/8 - Mortola Tunnel - Km.152.28:- Clearing will go on as it only requires earthwork plant. Side walls will have to be built up later.

Job 61/9 - Latte Bridge at Km.153.87:- This will be complete in a few days time before the last of the Coy. leaves.

Job 61/10 - Balzi Rossi Tunnel at Km.154.4:- debris has been cleared but some reconstruction will be required later although it is alright for traffic.

Job 61/11 - Balzi Rossi Bridge at Km.154.65:- Debris has been cleared and all is ready to start reconstruction.

15. Remant

WILL BE AS FOLLOWS:-

Job 61/5 - Piume NOIA Bridge at Ventimiglia:- Only the steel spans to be put in place, the abutments and piers being complete. All the steel is at the site ready to be assembled.

Job 61/6 - Ventimiglia Tunnel - Km.148.9:- The debris has now been cleared and only track has to be laid through. A new length of tunnel will have to be built but this can wait.

Job 61/7 - DEMARI Tunnel - Km.150.1:- Contractor will have sufficient material to start work in a few days. *End of job*

Job 61/8 - Mortola Tunnel - Km.152.28:- Clearing will go on as it only requires earthwork plant. Side walls will have to be built up later.

Not yet started
Job 61/9 - Latte Bridge at Km.153.87:- This will be complete in a few days time before the last of the Coy. leaves.

Job 61/10 - Balzi Rossi Tunnel at Km.154.4:- debris has been cleared but some reconstruction will be required later although it is alright for traffic.

Job 61/11 - Balzi Rossi Bridge at Km.154.65:- Debris has been cleared and all is ready to start reconstruction.

15 Remains
The Demari Tunnel is the tie-point on the whole work and this is estimated to take two months. I think this is possible although snags are likely to arise which can delay the work. 697

I think there is only one of the jobs on the lines to be made safe, which effects you. That is the SCRIVIA Bridge at TORTONA between TORTONA and ALESSANDRIA. The contractor cannot possibly have the work done before the wet weather is due to start. I have to put a steel bridge over for one track. This will allow the contractor to build up the permanent bridge for the other track. After that, the steel bridge can be removed and he can complete the work.

Yours sincerely
J.P. Patterson
(J.A. PATTERSON)

1957

B108

XXXXXXXX 60 Sub Area

28th September 1945

Ref/B/108

Subject: Savona - Altare Line


TO: R.P. Moss Esq.
Chief Rail Division
TN. S.C.

1. Further to your AC/TN/86/CE, copy to this office and in an endeavour to clarify my position in regard of this project.
2. Attached is a copy of memo to Lt.Col. ~~Boase~~Chief, P.W. & U. Liguria Region AMG who asked me to state the position to date.
3. It was intimated to me by Lt.Col. Street that you understood action had been taken by me on this matter without approval from higher authority, it will be clear from the memo that this is not true.
4. Whilst holding no brief or bias in the matter it is my considered opinion that the cessation of work on this project will have decided repercussions in this area, especially of a political nature, meetings have already been held on the subject and the P.C. of Savona has brought the matter before the Regional Commissioner.
5. Whilst the rail position is generally acute, it is felt that sufficient rail sections can be obtained from derelict tracks to complete.

Capt.
R. Signals

Chief Rail Division
TN. S.C.

1. Further to your AC/TN/86/CE, copy to this office and in an endeavour to clarify my position in regard of this project.
2. Attached is a copy of memo to Lt.Col. Baggichief, P.W. & U. Liguria Region ANG who asked me to state the position to date.
3. It was intimated to me by Lt.Col. Street that you understood action had been taken by me on this matter without approval from higher authority, it will be clear from the memo that this is not true.
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Capt.
R. Signals

696

1959

File B108

Ref. B/108

28th September 1945

Subject: Savona-Altare Line

Memo for Lt. Col. Lee P.W.&U.-Liguria.

Further to telephone conversation this a.m. following are the points and pros. and cons. affecting this project.

1. This dept. was approached by an Engineer of the Ufficio Costruzioni Ferroviarie, Savona regarding the completion of this line.
2. As this Office is under P.W.& U. he was referred to Lt. Col. Lee P.W.& U. Liguria.
3. I approached the I.S.R. - Genova and the matter was generally discussed.
4. Contact was made with Chief P.W.& U.-Liguria who said he would make inquiries into the project.
5. A meeting was held at Savona, attended by representatives of Genova Compartmento, Torino Compartmento, Ufficio Costruzioni Ferroviarie, Comune di Savona and the undersigned.
6. The outcome of this meeting was that the completion of this line was practical and necessary and that I would approach HQ TN S.C. (Rails) Civil Eng. Branch for approval. This information was passed to Chief, P.W.& U. Liguria.
7. Chief, P.W.& U. Liguria stated that their dept. was in favour of project subject to approval from TN.S.C. (Rails).
8. Full report with plans and project sent to HQ TN.S.C. (Rails).

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7. Chief, P.W.& U. Liguria stated that their dept. was in favour of project subject to approval from TN.S.C. (Rails).
8. Full report with plans and project sent to HQ TN.S.C. (Rails).
9. Nothing being heard a signal was sent to HQ TN.S.C. (Rails) asking for decision.
10. No reply, contact made by telephone and verbal approval given by Lt. Col. Street.
11. This confirmed by signal from HQ, Rome.
12. Situation passed by letter to Chief, P.W.& U. Liguria.

695

26th September 1945

-2-

13. Arrangements made with TORINO Compartimento for delivery of rails and cement to Altare.
14. Informed that work had not been started and contact made with Chief, P.W.& U. Liguria.
15. Met Col. (P.W.& U.) at office of Lt.Col. Lee and project further discussed and approved by P.W.& U.
16. Work commenced.
17. Visit of Ministry of Communications, Director of Italian State Railways and Chief, T.N.S.C. (Rails) who instructed Capo Comp. Tobino to cease work.
18. This information passed to me and referred to Chief, P.W.& U. Liguria.
19. Letter received from Chief, T.N.S.C. (Rails) being copy of letter sent to HQ P.W.& U. ordering work to cease.
20. Following are the pros and cons of the project:
For: Estimated repairs of old line would take at least 9 months and large amount of material at very high cost.
Completion of new line approx. 3-4 months and very little material.
rails were available on a damaged section of double line.
Employment of approx. 3000 labourers of Savona, also a strong point.
Existing train facilities on old line adequate for local passenger and facilities
Bulk supplies of petrol and coal already catered for by overhead cable line.
Completion would mean a direct line from Savona to Torino.
Work could be completed before winter, this was impossible on

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 Completion of new line approx. 3-4 months and very little material. rails were available on a damaged section of double line.
 Employment of approx. 3000 labourers of Savona, also a strong point.
 Existing train facilities on old line adequate for local passenger and facilities.
 Bulk supplies of petrol and coal already catered for by overhead cable line.
 Completion would mean a direct line from Savona to Torino.
 Work could be completed before winter, this was impossible on repair to old line.
- Against: Slight increase in grade as compared with old line; actually near 2 less wagons in every 10, approximate daily average of wagons 1942-1943 was 150! This means 120 against 150 with same power.
 Steam power would have to be used as new section pending electrification, as only approx 17 kms and 3-4 trains per day involved, coal consumption negligible.

694

108

file

PR/ENG/ 12.7
(17 September 1945)

Int. Ind.

HQ PIA ONT. DESIGN AHD, APO 394, U.S. ARMY, 18 September 1945
TO : Labor Division Piemonte Region

- 1. For information and for the action requested.

172 C. E. WORKS
25 SEP 1945
Ref. No. _____ T.O.R. 1900

C. R. Buckett
Colonel CE
Regional Engineer
Piemonte

c.c. to Regional Commissioner Piemonte Region
P.S.U. Sub Commission Alcon
Labor Sub Commission Alcon
Engineer N° 3 District *for Tin.*
Transportation Officer Sails, Porta Nuova

172 C. E. WORKS
20 15
Ref. No. *71/1* T.O.R. 1900

693

Cy.

1096

Genio Civile
 Ufficio speciale Viabilità
 Torino

Subject : Increase of workers wages
 To : Regional Engineer - ASD - Turin

17 Sept 49

The Impresa Bellanca, contractor for the reconstruction of the bridge over the Scrivia at Tortona, has informed me that the British Railroad Engineering, constructing a bridge on the Scrivia, is requisitioning workers in Tortona and surrounding villages and pays wages much higher than the published ones and offers, free of charge, two meals a day to these workers.

For this reason, all other workers employed by contractors in that area, require increases on their wages. Since such increases cannot be acknowledged by this Office, contractors would be obliged to discontinue their works.

To averting such danger, it is requested that your Headquarters instruct proper authorities in order that also the British Engineering pay for its workers in accordance with the official scale of wages.

/s/ Francesco Ancilli
 Ingegnere Capo

Translation N° 308
 made on 17 Sept 49
 by Giuseppe Pappalardo

692

700 / B107
20 settembre 1945

Oggetto: Macchina Cap. Conway - ricevuta dal
Capo Tecnico Maistrello - Uff. IES Genova -
Si accusa ricevuta del seguente materiale:

n° 1 macchina Lancia "Aprilia" f.e.

Carrozzeria scassata -
manca sedili anteriore e posteriore (schienali
esistenti)

Manca pelle interna laterale -

Manca orologio

Manca apparecchio Radio con relativo impianto

Manca para-urti anteriore

Manca tappeti gomma (esiste un pezzo nella parte
anteriore)-

Manca 4 ruote con dischi

Manca n° 1 batteria accumulatori

manca spazzola ^{motore} distributore



IL CAPO UFFICIO
(Marino Nicotelli)

Nicotelli

Marino Nicotelli

691

1966

B106

XXXXXXXX 60 Sub Area

24th September 1945

Ref/E/106

TO: Mr S.C. (Rail Div.)
c/o Mr In (Br) Main
C.M.F.

att. Lt. Col. A.H. STREET

Subject: M/T

Ref Works Section transport, contractors complain that I.S.R. terms are impossible and urgent work is being delayed in consequence.

Original tariff was 800 lire per day inclusive but I.S.R. have suddenly increased it to 2000 lire per day for 1 1/2 tonners and 6000 lire for 10 tonners in addition to which contractors have to find and purchase petrol which means going to the "black market" at 100 - 150 lire per litre.

I.S.R. confirm and quote Rome as authority (see attached copy letter). This defects the purpose for which these trucks were originally intended, that was the completion of urgent work on essential repairs.

It is my considered opinion that this is a "racket" not to make the transport available to contractors, for it is obvious that hiring at this rate could not be envisaged in the original tender or contract.

To carry this point a step further there is only one 10 tonner available in this compartment and is constantly used by the railway and new available for my work. Last week I demanded to know exactly what it was doing and was informed that it had been despatched to PISA with coal and was bringing back wood!

This beats "carrying coal to Newcastle" as Pisa is next door to Leghorn and this very moment I am arranging the despatch of 3000 cubic feet of timber from here to Bologna!

The main point is that the original trucks must be made available at an equitable tariff and used for the purpose for which they were handed over to I.S.R. Can you expedite action to make this possible, please.

C.M.F.

att. Lt. Col. A.E. STREET

Subject: M/I

Ref Works Section transport, contractors complain that I.S.R. terms are impossible and urgent work is being delayed in consequence.

Original tariff was 800 lire per day inclusive but I.S.R. have suddenly increased it to 2000 lire per day for 1 1/2 tonners and 6000 lire for 10 tonners in addition to which contractors have to find and purchase petrol which means going to the "black market" at 100 - 150 lire per litre.

I.S.R. confirm and quote Rome as authority (see attached copy letter.

This defeats the purpose for which these trucks were originally intended, that was the completion of urgent work on essential repairs.

It is my considered opinion that this is a "tricket" not to make the transport available to contractors, for it is obvious that hiring at this rate could not be envisaged in the original tender or contract.

To carry this point a step further there is only one 10 tonner available in this compartment and is constantly used by the railway and not available for my work. Last week I demanded to know exactly what it was doing and was informed that it had been despatched to PISA with coal and was bringing back wood!

This beats "carrying coal to Newcastle" as Pisa is next door to Leghorn and this very moment I am arranging the despatch of 3000 cubic feet of timber from here to Bologna!

The main point is that the original trucks must be made available at an equitable tariff and used for the purpose for which they were handed over to I.S.R. Can you expedite action to make this possible, please.

Incidentally I arranged the release of 50,000 litres of petrol for these trucks this month, it would be interesting to know how it is being used?

Capt.

R. Signals

690

C O P I A

SERVIZIO APPROVVIGIONAMENTI

Roma, 14 Agosto 1945

N° A. 27/3032/704.27

OGGETTO

Assegnazione di autocarri

AL CAPO COMPARTIMENTO

G E N O V A

.....

A seguito lettera N°A.27/2875/704.27 del 4 corrente, riguardante il quantitativo di autocarri americani assegnati a codesto Compartimento per i bisogni dell'Esercizio e per trasporto merci a collette, nonché il quantitativo di autocarri a benzina ed a nafta che ad esso fanno carico agli effetti del rifornimento del carburante, si prega tener presente che ai dati da fornirsi in merito alla ripartizione degli autocarri stessi debbono aggiungersi i seguenti :

- natura dei lavori che giustificano il noleggio di ogni autocarro alla Ditta appaltatrice dei lavori stessi, coll'indicazione della tratta relativa :

- = durata presunta dei lavori;
- = durata del noleggio.

Coll'occasione si conferma quanto già comunicato con telegramma N.T.V.310/4 del 4 corrente e cioè ~~XXXXXXXXXXXX~~ che il canone dovuto per gli autocarri noleggiati alle Ditte appaltatrici di lavori è stato variato come appresso :

autocarri da tonn.	1,5	L. 2000 (due mila)	al giorno
"	"	10 " 6000 (sei mila)	"

Il nuovo canone dovrà applicarsi alle convenzioni di noleggio ancora da stipulare ovvero in occasione del rinnovo di quelle già stipulate.

Si prega accusare ricevuta della presente dandone conferma.-

IL DIRETTORE GENERALE
di Raimondo

A seguito lettera N°A.27/2875/704.27 del 4 corrente, riguardante il quantitativo di autocarri americani assegnati a codesto Compartimento per i bisogni dell'Esercizio e per trasporto merci a collettame, nonché il quantitativo di autocarri a benzina ed a nafta che ad esso fanno carico agli effetti del rifornimento del carburante, si prega tener presente che ai dati da fornirsi in merito alla ripartizione degli autocarri stessi debbono aggiungersi i seguenti :

- natura dei lavori che giustificano il noleggio di ogni autocarro alla Ditta appaltatrice dei lavori stessi, coll'indicazione della tratta relativa :

= durata presunta dei lavori;
= durata del noleggio.

Coll'occasione si conferma quanto già comunicato con telegramma N.T.V.310/4 del 4 corrente e cioè ~~XXXXXXXXXXXX~~ che il canone dovuto per gli autocarri noleggiati alle Ditte appaltatrici di lavori è stato variato come appresso :

autocarri da tonn.	1,5	L.	2000	(duemila)	al giorno
"	"	"	10	"	6000 (seimila) "

Il nuovo canone dovrà applicarsi alle convenzioni di noleggio ancora da stipulare ovvero in occasione del rinnovo di quelle già stipulate.

Si prega accusare ricevuta della presente dandone conferma.-

IL DIRETTORE GENERALE
di Raimondo

680

Aziende Colori Nazionali Affini A.C.N.A.

Cengio, 14th August 1945

To: Cap. Conway; Genoa.

The Direction of the Factory A.C.N.A. of Cengio beg you to concern yourself with the repair of the line Savona-S. Giuseppe at the interrupted section Sella-Santuario, if the line Savona-Altare will not be repaired within short time.

Our factory has 1100 employes and makes chemical products for varnishes and fertilizers.

The most important raw materials reaches Cengio from Savona. Coal can be forwarded by the rope-railway of Savona-S. Giuseppe and continues on the Railway San Giuseppe-Cengio.

All other materials like:

pyrite, rock-salt, fosforite, lime, carbonate of calcium, Cement, benzol (from the gas factory of Savona

can arrive at Cengio only by railway.

During the months of August and September, thousands of tons of rock-salt, pyrite and phosphorite will arrive by sea at Savona and ~~xxxx~~ they will be forwarded to Cengio by the very long way: Savona-Genova-Ovada-Acqui-Cairo.

We therefore beg to ask you how long the reopening of the line Savona-S. Giuseppe or Savona-Altare will take, bearing in mind that not only our factory but the whole groupe of factories of S. Giuseppe di Cairo are concerned in the reopening of the traffic on these lines.

We furthermore beg to draw your attention on the fact that the repair of these line interruptions would give the opportunity to ~~xxxxxxx~~ engage temporarily a lot of workers which are actually not occupied and which daily ask for a job.

688

Formulazione

Aziende Colori Nazionali Affini A.C.N.A.

SOCIETÀ ANONIMA - CAPITALE SOCIALE L. 150.000.000

Indirizzo Telegrafico: ACNITAL - MILANO SEDE IN MILANO: Via Principe Umberto, 18 - C. C. Postale N. 318467
Stab. II CESANO MADERNO (Staz. Groana) CENGIO-RHO Telefono: 8333 Telefoni Interurbani: Chiedere GABBRO - MILANO

STABILIMENTO DI CENGIO

Indirizzo Telegrafico: ACNITAL - Cengio

Cengio, 14 agosto 1945.

REFERENZE	
VOSTRA	NOSTRA
	Dir. Dir. Te/cb.

Ref.: SAV/IND. 219.2

All' Egr. Signor
Cap. CONWAY
A.M.F.
Sottocommissione Trasporti

GENOVA
Via Andrea Doris, 5

La Direzione dello Stabilimento A.C.N.A. di Cengio chiede il cortese interessamento di questa Sottocommissione perchè venga riattivata con la massima sollecitudine la ferrovia Savona-S. Giuseppe nel tratto corrispondente alla interruzione Selia-Santuario, se non si porterà a termine entro breve tempo la ferrovia Savona-Altare.

Questo stabilimento da lavoro a 1.100 dipendenti e fabbrica prodotti chimici *di* base per l'industria, intermedi per colori, coloranti e fertilizzanti.

Le materie prime principali arrivano a Cengio da Savona.

Il carbone può usufruire della funivia Savona-S. Giuseppe, e prosegue poi per ferrovia da S. Giuseppe a Cengio.

Non così le altre materie prime :

Pirite
Salgemma
Fosforite
Calce
Carbonato di Calcio
Cemento
Benzolo dalle cockerie e officine gas di Savona e Genova

687

che devono necessariamente giungere a Cengio solo per ferrovia.

Nel corrente mese di agosto e in settembre arriveranno a Savona, via mare, migliaia di tonnellate di Salgemma, pirite e fosforite che per raggiungere Cengio dovranno seguire il lunghissimo percorso Savona-Genova-Ovada-Acqui-Cairo.

Preghiamo perciò codesta Onorevole Sottocommissione di volerci cortesemente informare sul tempo necessario previsto per la riattivazione delle comunicazioni ferroviarie sul tratto

Aziende Colori Nazionali Affini A.C.N.A.

SOCIETÀ ANONIMA - CAPITALE SOCIALE L. 150.000.000

Indirizzo Telegrafico: ACNITAL - MILANO SEDE IN MILANO: Via Principe Umberto, 18 - C. C. Postale N. 316467
Stab. II CESANO MADERNO (Staz. Groana) CENGIO-RHO Telefono: 6333 Telefoni Interurbani, Chiedere GABBRIO - MILANO**STABILIMENTO DI CENGIO**

Indirizzo Telegrafico: ACNITAL - Cengio

Cengio, 14 agosto 1945.

REFERENZE	
VOSTRA	NOSTRA

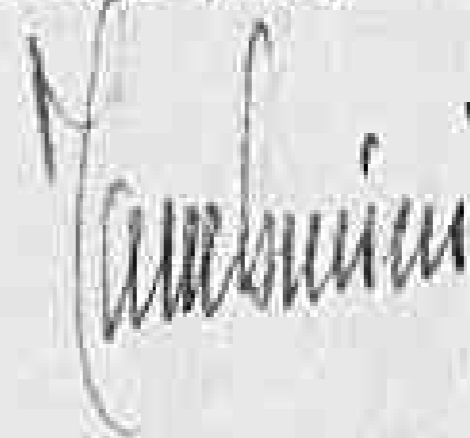
= 2° foglio =

Bavone-S. Giuseppe oppure Bavone-Altare, tenendo altresì presente che la ripresa del traffico su queste linee interessa oltre al nostro stabilimento anche il gruppo di stabilimenti di S. Giuseppe di Cairo.

Ci permettiamo infine farVi presente come il lavoro di riattivazione di queste interrazioni permetterebbe anche di occupare per un certo periodo di tempo, gran parte della mano d'opera disoccupata, che oggi preme alle porte dei nostri stabilimenti per essere assunta.

In attesa di cortese riscontro e a Vs. disposizione per quant'altro Vi possa interessare porgiamo distinti saluti.

A.C.N.A. AZIENDE COLORI NAZIONALI AFFINI
Stabilimento di CENGIO
IL DIRETTORE

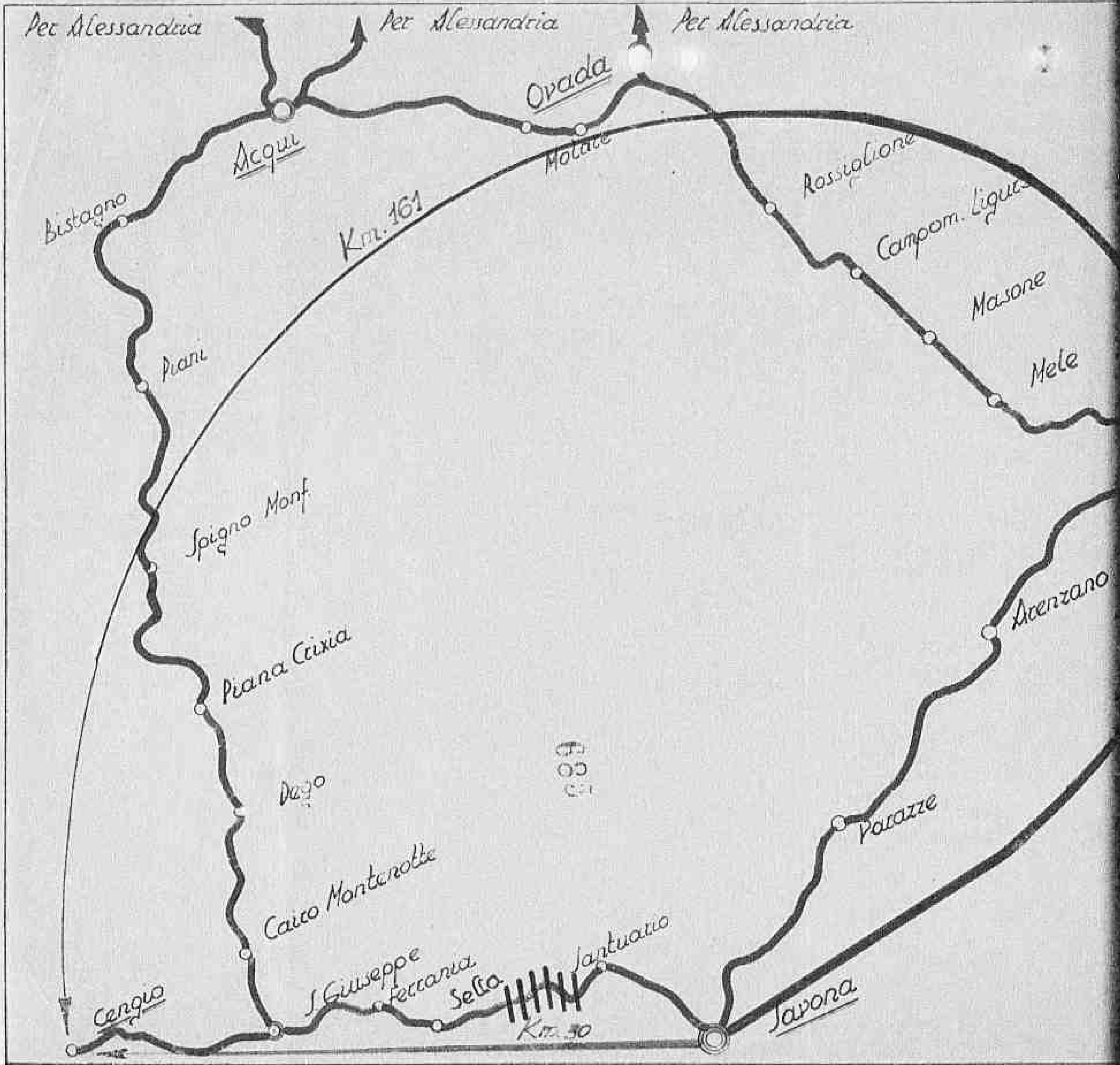


Unità : una carta dimostrativa.

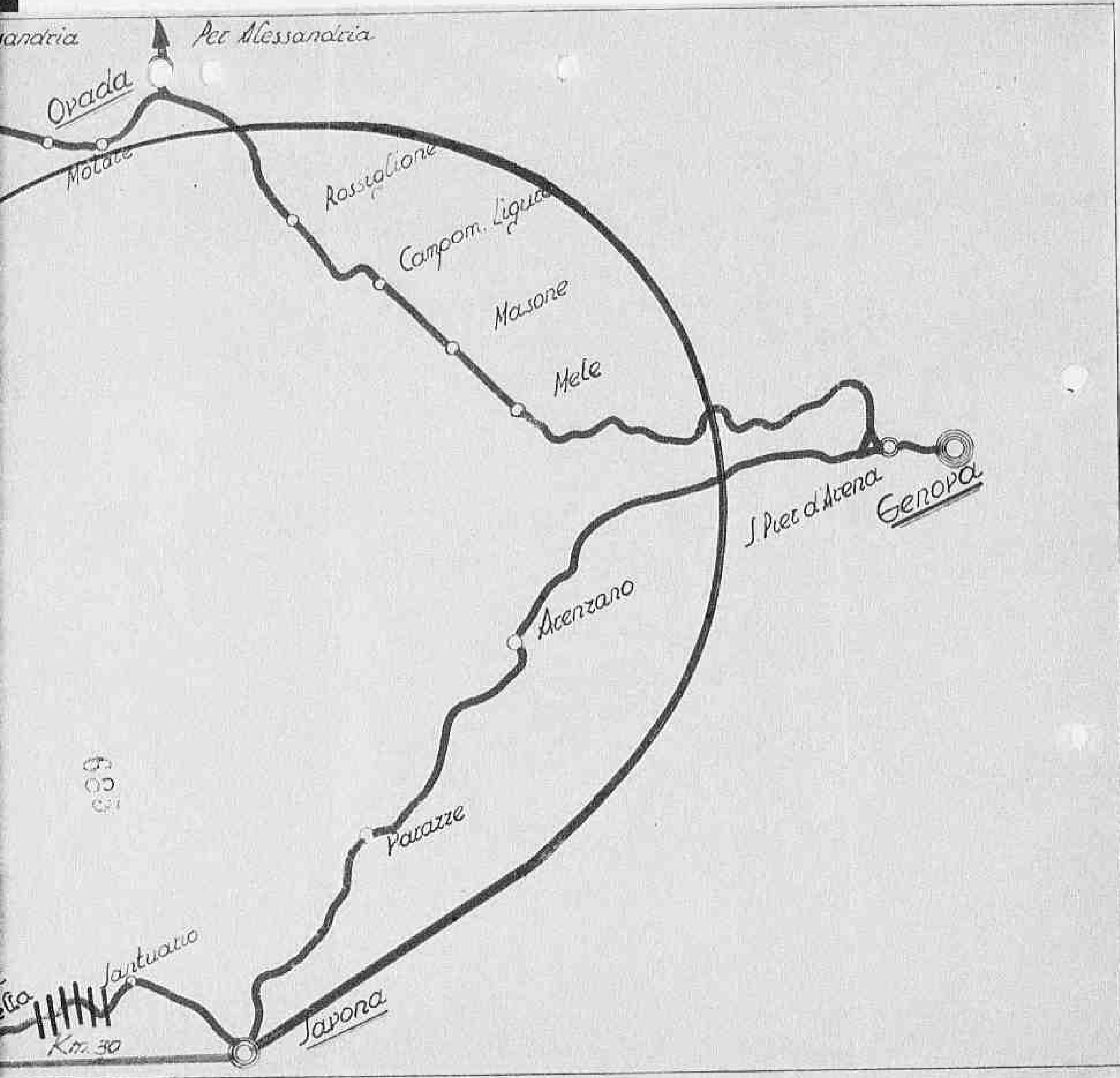
Ref. : SAV/IND/ 219.2

686

1973



1974



600

Trasporti
MINISTERO DEI TRASPORTI
E DELLE COMUNICAZIONI
FERROVIE DELLO STATO

Tipo 10

(1) COMPARTIMENTO GENOVA

(2) UFFICIO CAPO COMPARTIMENTO

Genova, 28 / 7 / 24 *1941*

SIG. CAPIT CONWAY

10647

EDMANO ALLEATO

al N°

S E D E

del

Come è noto sono stati iniziati i lavori di sgombero della galleria Sanità del Porto di Genova per allacciare con la massima urgenza il piazzale di S. Benigno con Sampierdarena.

Allo scopo di sollecitare tale lavoro sarebbe molto utile poter disporre di una macchina scavatrice e relativo conducente atta a rimuovere le macerie.

Prego voler disporre per l'invio sul posto di detto meccanismo.

IL CAPO COMPARTIMENTO

Leva

883

RD

(1) Direzione Generale oppure Compartimento di
(2) Divisione oppure Ufficio, Stazione di Sezione, Magazzino, Deposito.

8

COMPARTIMENTO OF GENOA
Capocompartimento Office.

E-103

Genova, 28/7/945

No. IO647

Capt. Conway
Allied Command

Genova

As it is known the works of removal of debris in the Sanità tunnel in the Harbour of Genoa have been begun in order to connect ~~that~~ urgently the yard of S. Benigno with Sampierdarena.

In order to hasten this work it would be very useful to dispose of a digging engine and its driver for the removal of debris.

I beg to give orders for sending this engine on the place.

signed: Perotti

King Jay
51632

68'

1977

785021



DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
COMPARTIMENTO DI GENOVA - Sezione Lavori

Tipo 5

Title

B102

N. 14175

Genoa, September 16 1945-A.

al N. (Translation)

Oggetto: Tractor for reinstatement.
subject: rails from Bogliasco to Sori.

To Captain CONWAY
Allied Commission (Tn.Sc.Rails)
Genoa

For the rebuilding of a track between Bogliasco and Sori on the Genova-La Spezia line, this "Sezione Lavori" (Works's Section) should intend to carry, from Bogliasco (Km.12+909) to the Pontetto's level-crossing (Km.13+820) the needful rails and crosspieces, by road-trolley used for the transportation of wagons on road.

But We need a tractor and, therefore, We beg You to look, if it is possible, to procure a tractor with "Westing-house" brake which may be coupled with the trailer.

for IL CAPO DELLA SEZIONE LAVORI

(The Section's Works chief)

Ing. Casella

ll:

32 *Ueda* *Scarp Section* *via Piave* *682*

MINISTERO DELLA COORDINAZIONE
FERROVIE DELLO STATO
Compartimento di Genova
Sezione Lavori Genova

112125

Genova, 16/9/45.

Sig. Cap. CONWA

Allied Commission (Tn.Sc. Rails)

GENOVA

OGGETTO: Trattore per ripristino binari
da Bogliasco a Sori.-

Per poter ricostruire un binario tra Bogliasco e Sori sulla Genova - La Spezia, questa Sezione Lavori intenderebbe trasportare per ora da Bogliasco (km. 12+909) al passaggio a livello di Pontetto (km. 13+820) le traverse e le rotaie occorrenti mediante i carrelli stradali usati per il trasporto dei vagoni su strada ordinaria.

Manca però il relativo trattore e prega pertanto codesto On. Ufficio di voler, se possibile, intervenire procurandole un trattore dotato di condotta del freno ad aria compressa accoppiabile con il rimorchio.

IL CAPO DELLA SEZIONE LAVORI

681

1979

Genoa, September 11, 1945
No ISS/I/8938

To Allied Commission T.n.S.C.

(Rails)
GENOA

SUBJECT: Approval for urgent works - Accessory buildings (workshops, garages, "A.C." and "T.R." workshops - Restoration of the railway-stations' roofs: (Taggia and Varigotti) - Protection-walls' demolition - "S.S.E." buildings' demolition at Ventimiglia, Diano Marina and Vado Ligure.--

We beg You to authorize the execution of the works here below indicated for an amount of £ 4.870.000.

- 1)- Repair of accessory buildings (garages, workshops for the workmen of central apparatus and electric installations at Varigotti Albenga, Diano Marina and Taggia.....£ 250.000
- 2)- Protection-walls' demolition at Varigotti, and Taggia.....£ 80.000
- 3)- Reinstatement of the roofs of Taggia and Varigotti's railway-station £ 50.000
- 4)- Demolition of injured walls, to disassemble and recovery electric and other various materials the below indicated r.w. stations could utilize in order to can start the reestablishment of these stations and in order to prevent further deteriorations of the cores and of the various apparatus: Ventimiglia railway-station..£1.200.000
Diano-Marina " " £ 700.000
Albenga " " £1.000.000
(The first one has been injured by the bombardments, the others by the dinamitard works of the German soldiers)
- 5)- Substitution of meters 2.000 of pipes; "starting at work" of three couples of bars for P.L. and general revision of the "A.C.I.'s electric parts and installations at the San Remo's r.w. station for materials.....£ 150.000
" workmanship.....£ 100.000
- 6)- Reinstatement and complete revision of "A.C.I.'s installations and electric parts at the Diano Marina's r.w. station. for workmanship....£200.000 for materials.....£ 400.000
- 7)- Reinstatement and complete revision of "A.C.I.'s installations and electric parts at the Vado Ligure's r.w. station

- Albenga, Diano Marina and Taggia.....£ 80.000
- 2)- Protection-walls's demolition at Varigotti,
and Taggia.....£ 50.000
- 3)- Reinstatement of the roofs of Taggia and Varigotti's railway-stations
£ 50.000
- 4)- Demolition of injured walls, to disassemble and recovery electric
and other various materials the below indicated r.w. stations could
utilize in order to can start the reestablishment of these stations
and in order to prevent further deteriorations of the cores and of
the various apparatus: Ventimiglia railway-station...£1.200.000
Diano-Marina " " £ 700.000
Albenga " " £1.000.000
- (The first one has been injured by the bombardments, the others
by the dinemitarb works of the German soldiers)
- 5)- Substitution of meters 2.000 of pipes; "starting at work" of three
couples of bars for P.L. and general revision of the "A.C.I.'s
electric parts and installations at the San Remo's r.w. station
for materials.....£ 150.000
" workmanship£ 100.000
- 6)- Reinstatement and complete revision of "A.C.I.'s installations and
electric parts at the Diano Marina's r.w. station.
for workmanship.....£200.000 for materials.....£ 400.000
for workmanship of "A.C.I.'s installations and
electric parts at the Vade Ligure's r.w. station
for materials.....£400.000 for workmanship.....£ 300.000

TOTAL

4.330.000

All the works are urgents. The buildings indicated at the Nr. 1) are
indispensable to shelter the trucks and the technical materials to ease
the works for the installations. The covering of the roof indicated at the
Nr. 3) is indispensable to prevent (like at the Nr. 4)-) the water-
infiltrations in the above indicated stations being pretty soon starting
a partial railway-service. The works indicated at the Nrs. 5, 6, 7, are indispens-
for the reinstatement of the installations "A.C.I." before eventual deteriorations
of the reperable mechanisms. We beg You, therefore, to appropriate and to
authorize the executions of these works with orders of payment until £300000
with business-letters until £ 90.000 and job-work's convention until £3000000

IL CAPO COMPARTIMENTO

(Ing. Piematti)

1981

P. 21 v

(Translation)

Genoa, September 1st 1945

Nr; 188 8733/I

Subject: Approval for urgent works: °
Electric installations at Diano Marina's
and Albenga's r.w. stations.

To Allied Commission
Tn S.C. (Rails)

Becoming works for electric installations
at the varigotti's and Taggia's r.w. stations
for the working of the electric line between
Savona and Ventimiglia.-

Genoa

We beg You to authorize the execution of the urgent works for
the building of two electrical cabins for accessory switches at the Albenga's
and Diano Marina's r.w. stations; as well as various works to the cabins, for
accessory switches, at Varigotti and Taggia railway-stations; works for the
electric line, between Savona and Ventimiglia, after the destructions of the
German soldiers, of the buildings fit to the purpose.

The building of a "T.E" cabin at the Albenga's station	
Detached building£280.000
The building of a "T.E" cabin at the Diano Marina's station	
Detached building£280.000
Transformation to "T.E." cabin from premises of the Varigotti r.w. station	
Detached building£150.000
Transformation to "T.E." cabin from premises of the Taggia r.w. Station	
detached building£150.000
	TOTAL £860.000

We beg You, therefore, to appropriate and to authorize the
executions of the works with Job-work's convention until 860.000 liras
(eight hundred, sixty thousands)

IL CAPO COMPARTIMENTO

679

(Translation)

Genoa, 1st September 1945

Nr. I. E. S. / I / 8234

To Allied Commission T. N. S. C.

(Rails)

Subject: Approval for urgent works.-
Rebuilding roof- Demolition and
rebuilding of injured interior and
external walls- Restoration and reinstatement
of pavements with hammered concrete-
Fastening-supplies for Warehouses "I. E. S."-

Genoa

We beg You to authorize the execution of the urgent works for the rebuilding of the roofs, of the interior and perimetrical walls, for the reinstatement of the pavements, for the fastening-supplies and various arrangement of the "Warehouses"-building needs, at Vado Ligure, greatly damaged by the bombardments.

This "Warehouses"-building is 165 meters long and 25 meters wide.

The I. E. S. warehouses of Alessandria having been destroyed, the Vado Ligure's warehouses are now the only, of Genoa's Compartimento building able to shelter the ensemble of railway materials of the various departements depending upon our office.

	cubic-meters	(£ for each one)	£
Excavations	30	300	9.000, 00
Concrete foundations	30	1400	42.000, 00
Demolition (injured walls)	70	1100	77.000, 00
" (concrete)	70	1100	77.000, 000
Rebuilding (walls)	70	1400	98.700, 00
	squaremeters		
Plaster	700	80	56.000, 00
Demolition (injured roof)	1000	50	50.000, 00
Reinstatement (roof) (warping)	4000	180	720.000, 00
New roof's covering	1600	680	1.088.000, 00
Concrete pavement	300	280	84.000, 00
Windows-fastenings	10	2400	24.000, 00
Door-fastenings	(Detached building)		100.000, 00
Glasses	square meters = 20		200.000, 00
Arrangement's different works (detached building)			200.000, 00

To make the sum round 4.300, 00

and various arrangement-works the "Warehouses"-building needs, at Vado Ligure, greatly damaged by the bombardments.

This "Warehouses"-building is 165 meters long and 25 meters wide.

The I.V.S. warehouses of Alessandria having been destroyed, the Vado Ligure's warehouses are now the only, of Genoa's Compartimento building able to shelter the ensemble of railway materials of the various departements depending upon our office.

	=====	=====	=====
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Excavations	30	300	9.000, 00
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Demolition (injured walls)	70	1100	77.000, 00
" (concrete)	70	1100	77.000,000
Rebuilding (walls)	70	1400	98.700, 00
	squaremeters		
Plaster	700	80	56.000, 00
Demolition (injured roof)	1000	50	50.000, 00
Reinstatement(roof) (warping)	4000	180	720.000, 00
New roof's covering	1600	680	1.088.000, 00
Concrete pavement	300	280	84.000, 00
Windows-fastenings	10	2400	24.000, 00
Door-fastenings	(Detached building)		100.000, 00
Glasses	square meters = 20		200.000, 00
Arrangement's different works (detached building)			200.000, 00

To make the sum round 4.300, 00

TOTAL . .£.2.650.000, 00

Therefore we beg You to appropriate and to authorize the execution of the enterprise with Job-work's convention until liras (Two millions six hundred and fifty thousands) £ 2.650.000, 00

II. CAPO COMPARTIMENTO
(Ing. Piumatti)

1984

B/99

19th September 1945

Ref B. 99

To MA S.C. (Reils) R.O.M.E.
(Att. Lt.Col. Street.

Subject: Approval of projects.

1. Attached are three applications for approval of works from the Capo Compartimento's office in Genoa (translation as received from that office).
2. As it is considered that these matters are outside the immediate rehabilitation of the lines they are passed to you for consideration.

Capt.
R. Signale.

1985

Ref. 99

To IN S.C. (RAILS) R.O.M.E.
(Att. Lt.Col.Street.

Subject: Approval of projects.

1. Attached are three applications for approval of works from the Capo Compartimento's office in Genoa (translation as received from that office).
2. AS it is considered that these matters are outside the immediate rehabilitation of the lines they are passed to you for consideration.



Capt.
R. Signala.

677

1988

B/98

19th September 1945

ef. B 98.

To O.C. 16 Port Workshops R.E.M.B.

Subject: Chevrolet 1 1/2 ton Truck.

The abovementioned truck is the property of the Italian State
Railway and was stolen from railway premises on the night of
1st Sept. 1945.

Will you please release name to the bearer of this letter.



Capt.
R. Signals.

676



DEI TR. PORTI
 MINISTERO DEI TR. E COMUNICAZIONI
 FERROVIE DELLO STATO

G 92

Compartimento di Genova

Genoa, September 18th 1945 - A.

Nr 5498/A.13/F.2

Al N. _____ del _____

OGGETTO: - Burglary -
 Subject:

TO Allied Commission Tn.S.C.
 (Rails) Genoa

In the night between the 1st and 2nd of current month, some unknown men stole into the constructing building of "Servizi accessori" (Accessory railway services) at Genoa-Brignole, bursting through the door. They stole the Chevrolet autocar which had been allowed to "Sezione Speciale Lavori" (Works's Special Section).

The burglary was denounced, without delay, to the P.S. Authority (our Civil Police) and, at the same time, it was started an accurate investigation through our railway police-men who located the stolen autocar. It was found full and alone in front of "Lancia" building (Francia street) where now is an Allied work-shop.

Two English soldiers of this work-shop affirm to have found our autocar self abandoned, without wheels and accumulator at "Volpara" (locality near Genoa). And they, after having repaired it with the means at their disposition, drove it to the above mentioned work-shop.

We beg That Command to look to the restitution of our autocar from the above mentioned work-shop.-

IL CAPO COMPARTIMENTO

675

MINISTERO DEI TRASPORTI
 MINISTERO DELLE COMUNICAZIONI
 FERROVIE DELLO STATO

C 92

Compartimento di GENOVA

Genova, 15 / 9 / 1945 - A.

N. 5498/A. 12/F. 2

UFFICIO CAPO COMPARTIMENTO

Al N. _____ del _____

OGGETTO: _____

All'ALLIED Commission F.N.S.C.
 (Rails)

S E D E

Nella notte dal 1° al 2 corrente da parte di ignoti penetrati mediante scasso e sfondamento della porta, venne asportato l'automezzo Chevrolet, targato Roma 86513, che trovavasi in assegnazione alla Sezione Speciale Lavori ed era ricoverato nei locali del costruendo Fabbricato Servizi Accessori di Genova Brignole.

Il furto venne subito denunciato alla Autorità di P.S., e nello stesso tempo furono iniziate indagini anche a mezzo di nostri agenti ferroviari, i quali hanno rintracciato l'automezzo, fermo e incustodito, davanti al palazzo "Lancia" (via di Francia), dove ha sede un'Officina per riparazione di autoveicoli alleati. Da informazioni avute da due militari inglesi che trovavansi nell'Officina risulta che l'autocarro era stato rinvenuto dagli stessi militari in località "Volpara", abbandonato, privo di ruote e di accumulatore.

Rimesso in efficienza con mezzi a loro disposizione venne poi condotto presso l'officina predetta.

Pregasi ora codesto Comando di voler cortesemente provvedere che da parte dell'officina su menzionata sia restituito l'automezzo a questa Amministrazione.

IL CAPO COMPARTIMENTO

Pumari

674

1989

P. 21 v

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



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO

CapA. Bonway



Cap. Conway says: no dispositions on his part
 relating to the despatch of the recovered tracks. Ing. Savoia
 parts. may therefore follow the orders he received from other

Ing. Savoia wishes to know where he must send the tracks
 demolished at the Line Mondovì-Fossano which firstly
~~xxxx~~ were destined to Fossano and afterwards it was
 given order to send them to Genoa. *phoned Curcio
 13/9/45. Jace.*

Now it seems that these tracks are needed in Arquata. The
 Engineer deems therefore useless to send them first at Genoa.

Please tell exactly: where they must be sent, and the exact
 address.

The line ~~xxxx~~ on which works must be stopped is the
 (new - line San Giuseppe - Carcare. Is it right?
 (Ing. Savoia confirmed it). *Yes 1398*

*file
Bgs*

L'Ingegnere Savoia vuol sapere dove deve mandare di preciso le rotaie demolite sulla linea Mondovì - Fossano che prima si mandava ad Alatere e poi inseguito a telefonata ricevuta da Elsa che diceva di mandare invece a Genova. Ora invece pare che abbiano bisogno di queste rotaie ad Arquata così lui dice che sarebbe molto scomodo di inviare queste rotaie prima a Genova e poi ad Arquata. Hai capito ??

Prego dammi una risposta a proposito , cioè per che cosa servono dove inviarli, e se inviare a Genova a quale stazione di preciso.
Chiaro ? Aspetto risposta!

La linea dei lavori da sospendere (nuova) s'intende la SanGiuseppe - Carcare. Va bene? Così me l'ha affermata l'Ing. Savoia , Capo Sezione Lavori.

Salutissimi alle care lavoratrici

Pittoria

672

B 93

~~XXXXXXXX~~ 60 Sub Area

17th September 1945

TO: 2 Stores Section R.E.

The bearer Ing. D'AMATO is working for I.S.R., Work Section under A.C. Authority is granted to him to withdraw a crane for urgent works in the Port of Genova.

p. Capt. L.A. Conway
R. Signals


671

B92

15 Settembre 1945

Dichiarazione.

La macchina Lancia Aprilia targata To No. 67710, condotta dall'Autista delle FF.SS. A u t i n o Mario recatasi a Genova in data 12 corr.m. inizia in data odierna il suo viaggio di ritorno al servizio di questa Commissione Alleata, Sottocommissione Trasporti.


Capt.
R. Signals.

The Car Lancia-Aprilia To 67710
with driver Autino Mario went to Genoa
on 12 inst. and is now travelling back to Turin
on duty for Allied Commission Tn.S.C. Rails.

670

Replied with
message
AHS/cm

B91

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

5th September 1945

Tel : 643239
Ref : AC/Tr/47/52 O.S.

SUBJECT : Port of Genoa
TO : Capt; Conway.

1. Reference attached correspondence Monthly report of Genoa and letter AC/356/ Tr 4 which please return.
2. Please contact Mr C. Crooks Port Liaison Officer and arrange for a meeting of those concerned.
3. A plan should be submitted showing.
 - a) Original layout of port lines
 - b) Lines at present in operation
 - c) Lines it is desired repaired
4. Also state whose is the responsibility for repair of lines in Port area. I.E. Port authorities or I.S.R.

A.H. Street, Lt. Col.
A.H. STREET, Lt. Colonel.

Copy to : Major Ping.

669

ACE/Lml

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

Tel. 845258
Ref. AC/266/Tn4

4 September 1945

SUBJECT : Attached Report on Port of Genoa.

TO : Lt. Col Street

1. Attached hereto is a copy of a report from the AMG Port Officer at Genoa, and it will be seen that there is some difference of opinion in respect of the prospects of unloading and handling the tonnages in the Genoa Port.

2. The difficulty appears to arise from the unsatisfactory layout of tracks between the port and the warehouse connections to the main line, and it is requested that a careful inspection be made at the earliest possible date of the track layout of the port, in conjunction with MRS operating personnel at Genoa, in order to step-up the opportunity for speedy clearance.

Arthur May
for Director
Chief,
Rail Div

Copy to: Movements Division, Rail Section

Attachment:

As stated in
Paragraph 1.

668

A.M.G. PORT OFFICER
 HQ Port of Genoa
 Ponte dei Mille
 GENOA

TO: ALCOM, Rome
 Trans. S/C
 Ports & Whse Div.

29 Aug 45.

Monthly Report, Port of Genoa

The port of Genoa, a class "B" port was officially turned back to the Italian Government 15 August. The military continued supervision on three vessels which they had started prior to 15 August and were completed 21 August. At that date Italian officials became responsible for all cargo ships except those with Allied military cargo.

The grain silo is in process of repairs expected to be completed 31 October.

Berths No 1 - mined, not yet usable

" 2 - 1 Liberty, 4-5 Ton shore cranes, Rail served

" 3 - 1 Liberty, 3-5 Ton shore cranes, Rail served

" 4 - Being cleared of wrecks

" 5 - 1 Large Coaster, 3-5 Ton cranes, Rail served

" 6 - 1 Liberty, no cranes, 100 meters to railhead

" 7 - 8 - 9 - mined and wreck obstructed

" 10 - 1 Liberty, no cranes, $\frac{1}{2}$ mile to railhead.

" 11 - 1 Liberty, rail served part time, cranes available

" 12 - 1 Collier berth 5-10 Ton cranes, rail served

" 13 - 1 Liberty, 4-10 Ton cranes, rail served coal,

667

to the Italian Government 15 August. The military continued supervision on three vessels which they had started prior to 15 August and were completed 21 August. At that date Italian officials became responsible for all cargo ships except those with Allied military cargo.

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- " 4 - Being cleared of wrecks
- " 5 - 1 Large Coaster, 3-5 Ton cranes, Rail served.
- " 6 - 1 Liberty, no cranes, 100 meters to railhead
- " 7 - 8 - 9 - mined and wreck obstructed
- " 10 - 1 Liberty, no cranes, $\frac{1}{2}$ mile to railhead.
- " 11 - 1 Liberty, rail served part time, cranes available
- " 12 - 1 Collier berth 5-10 Ton cranes, rail served
- " 13 - 1 Liberty, 4-10 Ton cranes, rail served coal, pyrites, salt or general cargo
- " 14 - 1 Liberty now used for conversion s/s P. Giovannini
- " 14A - Tanker berth and stern end to holding berth for 4 ships.

667

Eight to ten schooners can be loaded or discharged at any time simultaneously.

There seems to be an abundance of labor. 11,000 tons were discharged during 1-24 hrs period and this rate could be handled by rail.

Sufficient road transport has been available and is working smoothly.

An additional warehouse was made available for 5000 tons general cargo of UMRKA which relieved the congestion at A.C. warehouse.

The limiting factor at this port at present is rail clearance. At a meeting held between rail and port authorities, the rail authorities declared that they could clear only 350 wagons (approx. 500 tons) per day from port railheads. After a great deal of discussion they offered to clear an additional 100 cars per day if the cargo were road hauled to inland rail heads. Rail authorities have promised an additional clearance from port of 100 cars per day by 30 September and 250 by 31 October. The opinion of the port authorities, in which I concur, is that with aggressive use of present facilities they could clear 6000 tons from port area now. I would suggest that operations expert be sent to survey conditions and recommend improvements.

Security provisions have been worked out in detail by all concerned. While pilferage has not been excessive in the port area, improvements may be expected. 24 hours guard is to be strengthened to day. Wire enclosures of port will be repaired and strengthened at once. Workers pass system is being revamped.

In summary, Italian officials are calling forward vessels for stores and space, arranging for berths and berthing. Port working committee meets daily to arrange for ships and shore labor gear road and rail transport. On the whole the port is working smoothly.

Charles C. Crooks
P.L.O., Genoa

CC - Major Larriman
Shipping A.C. HQ Rome
Rail Section
A.C. HQ Rome.

606

MINUTES OF MEETING HELD IN A.C. OFFICE - GENOVA. 14/9/68
PRESENT 590

Lt. Col. Street
Capt. L.A. Conway
Mr. Crooks
Ing. Iornielli
Ing. Casella
Ing. Marsagnoli
Ing. Ferotti

Chief C.E. Branch, Rails, A.C.
C.E. Branch, Rails: A.C.
P.L.O.
Chief Eng. Port Constructions
I.S.A. Chief Eng.
I.S.R. Works Sec.
I.S.R. Chief Works Eng.

Marchese d'Oria

Chief Inspector of the Consorzio
Labour Office

Mr. Sariani

Consorzio del Porto

Ing. Pignatti
Ing. D'Amato

Capo Compartimento
I.S.R. Port Eng.

- I. Col. S. stated line to enquire abt. reason for low port discharge and asked for reason and necessary action required to increase.
2. Capo Compartimento states only 2 exits from Port at present a D/T via Galleria Romairone and a S/T via Galleria S. Limbania.
3. Under present condition 400-450 per 24 hrs.
4. Campasso sidings most urgent for repair. 13 lines to be restored. 7000 metres, 2000 sleepers, 12 switches. Rubattino and Bettolo 13 kms. and 12 switches.
5. Even when the new yard is complete congestion still on main line owing to single track on many stretches.
6. Repairing of Campasso will give 650 per day.
7. Doubling of main line north will solve whole problem.
8. Urgently required 27 kms. track (heavy model 46) 38,000 sleepers.
9. No method of 24 hrs? working.
10. Track repair to Ponte Rubattino to come after Campasso.
11. Priorities: a) Submarine line.
b) Campasso (electrification) *adesso in San Ferdinando.*
c) Main line.
d) Sidings on Rubattino.
12. We must have an excavator and mobile crane.
13. Can track be loaded in S/T at Civitavecchia for unloading at Genova
14. First class yard operator needed.
15. Agreed that *24 hrs* working at port is inoperable.
16. Completion of tracks on Calata Bettolo.

2000

Consorzio del Porto

Capo Compartimento
I.S.R. Port Eng.

Mr. Suriani
Ing. Piamatti
Ing. D'Amato

- I. Col. B. stated here to enquire abt. reason for low port discharge and asked for reason and necessary action required to increase.
2. Capo Compartimento states only 2 exits from Port at present a D/T via Galleria Romairone and a S/T via Galleria S. Limbania.
3. Under present condition 400-450 per 24 hrs.
4. Campasso sidings most urgent for repair. 12 lines to be restored. 7000 metres, 3000 sleepers, 12 switches. Rubattino and Bettolo 13 kms. and 12 switches.
5. Even when the new yard is complete congestion still on main line owing to single track on many stretches.
6. Repairing of Campasso will give 650 per day.
7. Doubling of main line north will solve whole problem.
8. Urgently required 27 kms. track (heavy model. 46) 38,000 sleepers. No method of 24 hrs?working.
9. Track repair to Ponte Rubattino to come after Campasso.
10. Submarine line.
11. Priorities: 1) Campasso (electrification) *ordine SanA. EBBANA.*
2) Main line.
3) Sidings on Rubattino.
12. We must have an excavator and mobile crane.
13. Can track be loaded in S/T at Civitevecchia for unloading at Genova
14. First class yard operator needed.
15. Agreed that ~~the~~ working at port is inoperable. 805
16. Completion of tracks on Galata Bettolo.

Genova, 14th September 1945



MUNICIPIO DI GENOVA

Div. Polizia

N. 2200

Addi 6 Settembre 1945

Risposta a nota

Allegati uno

OGGETTO: Rapporto a carico di un autista.

ITALIAN STATE RAILWAYS
Compartimento di GENOVA

Per conoscenza e per gli eventuali provvedimenti di competenza, si trasmette l'accluso rapporto compilato a carico del caporale Crespi Gino.

p. IL SINDACO
(Publio Scarparo)

664

L.B.

2002

n. 6868

MUNICIPIO DI GENOVA



Comando Vigili Urbani

RAPPORTO dei Vigili della Sezione di CICLISTI -24*-

OGGETTO

Al Comandante,

L'anno 1945 addi 29 del mese di Agosto alle ore 20.15

Contegno dell'autista delle Forze Armate Alleate:
Caporale CRESPI GINO
(Ufficio Cap.Conway)
Compartimento di Genova
Italian State Railways

Il conducente di un autocarro delle Forze Armate Alleate, nella via A. Doria, dovendo eseguire lo scarico di due fusti di carburante in un locale delle FF. SS. disponeva attraverso la strada l'autoveicolo in modo che, oltre ad impedire completamente il transito dei pedoni sul marciapiedi impediva il transito dei veicoli e delle vetture tramviarie provenienti da Piazza Acquaverde e dirette a Piazza Principe. Ciò in contrasto all'art. 20 del R.D. 8-12-1933 n° 1740.

Giungevamo sul posto quando due vetture tramviarie ed alcuni veicoli erano già fermi. Per eliminare l'inconveniente invitavamo l'autista a disporsi sulla destra com'è prescritto e rendere in tal modo la strada libera. Egli non aderiva e continuava l'operazione di scarico. Quindi sempre dietro invito si riportava sulla destra, cosicché la circolazione tramviaria e quella in genere, in detta direzione, subiva un intralcio di circa 5 minuti.

Poiché l'autocarro era sprovvisto di targa d'immatricolazione, il 1° scrivente invitava l'autista a fornire i dati della macchina, al che rispondeva: "prendetevi questo cazzo".

Intervenuto il 2° scrivente, l'autista sempre con un contegno altezzoso e provocante e dopo varie insi-
o/o

C. C. all'originale
IL COMANDANTE
(Onofio Rossi)

2003

stENZE declinava il nome e cognome.

Asseriva che essendo un militare alle dirette dipendenze delle Forze Armate Alleate e dovendo eseguire un trasporto per conto delle stesse aveva una precedenza assoluta sulla circolazione degli altri e di conseguenza poteva disporsi nel modo migliore per agevolarsi nello scarico senza alcun riguardo alla circolazione in genere.

Data la configurazione della strada e la posizione del locale in cui doveva depositare i due fusti, non era minimamente necessario disporre attraverso la strada l'autocarro e causare incaglio alla libera circolazione.

Tanto si riferisce per i provvedimenti che si riterranno opportuni.

I vigili

ft° Massobrio Domenico

ft° Olivari 1° Giovanni - brig.

2004

1386

XXXXXXXXXX 60 Sup Area

11th September 1945

Ref/B/86

TO: Tn S.C. (Rails)
C.E. Branch (att. Lt Col. Street)
H.Q. Allied Commission
ROME

Subject: Requisitioned Cars.

1. Reference your AC/TM/8/251/CA dated 5 Sept. Herewith details requested.
2. No cars have been requisitioned by this office. In the initial stages verbal permission was given by the Reg. Commissioner Piemonte for Tn. S.C. (Rails) Torino to requisition up to six cars for use of I.S.E. engineers and myself; this was later qualified by Lt. Davies as subject to an increase by that number to the regional ceiling figures from A.C. Rome.
Six cars were taken possession of and a temporary receipt given by me pending decisions, my copies of receipts were handed to Lt. Davies
3. Application was made by me through your office for authority to requisition these cars, after some delay this was refused but immediately afterwards a signal was received saying the matter was still under consideration. Eventually it was intimated to me that permission had been finally turned down.
4. This information was passed to the Capo Compartimento, O.C. M. Torino and Lt. Davies and steps were immediately taken to legalise the matter by requisitioning through the Prefect of Torino.
5. This was carried out by M.R.S. Torino in conjunction with the

2003
Declassified E.O. 12356 Section 3.3/NND No. 785021

Subject: Requisitioned Cars.

1. Reference your AC/TH/C/251/CB dated 5 Sept. Herewith details requested.
2. No cars have been requisitioned by this office. In the initial stages verbal permission was given by the Reg. Commissioner Piemonte for M. S.C. (Rails) Torino to requisition up to six cars for use of I.S.R. engineers and myself; this was later qualified by Lt. Davies as subject to an increase by that number to the regions ceiling figures from A.C. Rome.
Six cars were taken possession of and a temporary receipt given by me pending decisions, my copies of receipts were handed to Lt. Davies.
3. Application was made by me through your office for authority to requisition these cars, after some delay this was refused but immediately afterwards a signal was received saying the matter was still under consideration. Eventually it was intimated to me that permission had been finally turned down.
4. This information was passed to the Capo Compartimento, C.C. M. Torino and Lt. Davies and steps were immediately taken to legalise the matter by requisitioning through the Prefect of Torino.
5. This was carried out by M.R.S. Torino in conjunction with the Capo Compartimento and on being informed that the matter was completed, I drew my temporary receipts from Lt. Davies as they were no longer valid.
6. Of these cars only one came under my direct control. 502
Replies to your itemised queries are:
a) Six (M.R.S. requisition)
b) One
c) Remaining cars under control of Capo Compartimento, Torino
d) Prefecture, Torino.

Capt.
R. Signals

2006

8-27 v

File B 80

In the park Praggio of
Agnata Livia were temporarily
stored:

6 coils cables of 24 brass

3 " " " 12 "

1 " " " 7 "

During the planishing of the
square with the intention to be
used as auto park, the soldiers
occupied with the work, broke open
the coils and damaged the cable.

It is asked to dispose after previous
agreement with war staff detached
at Agnata, for the recovery of the
coils and their transport to the
loading place to be unfolded,
to inspect the cable and repair
it on coils, which will be for-
warded by this office

601

The Superintendent

2007

785021

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

L' Ufficio I.E.S. provvede
immediatamente per ip
vitro -

Savona 17 agosto 1945

Ministero dei Lavori Pubblici
UFFICIO COSTRUZIONI

FERROVIARIE
SAVONA

Ufficio
Prot. N. 516/II.T.26
Allegato A

(ref. B/74 11 th
August 1945)

To: Lt. Col. LEE
P.W. & U. Division H.Q.
A.M.G. Liguria Region
GENOVA

e per conoscenza

→ To: Allied Commission
T.R.S.C. (Rails) C.E. Branch
N.W Italy
Via L. Doris, 5 GENOVA

OGGETTO- Linea Savona Fornaci-S. Giuseppe di Cairo
Lavori di completamento per l'apertura
all'esercizio

In relazione al programma di lavoro concordato
col sig. Cap. CONWAY e indicato nella lettera N. 474
del 4 agosto 1945 si trascrive, qui di seguito, il
testo della comunicazione N. 13727/II in data 13 c.m.
ricevuta dalla Sezione Lavori F.S. di Torino :

- " In risposta alla nota suddistinta e per quanto
- " di competenza di questa Sezione circa la fornitura
- " dei materiali di armamento in stazione di Altare,
- " significasi che si è dato inizio alla demolizione
- " dei binari occorrenti da prelevarsi dalla linea
- " Fossano-Mondovì-Ceva, previa numerazione delle testa
- " te delle rotaie che dovranno possibilmente, per ovvi
- " motivi di esercizio, essere ricollocate in opera
- " con la medesima successione.
- " Le spedizioni dei materiali in parola, da iniziar
- " si verso la metà del corrente mese, seguiranno l'it
- " nerario Mondovì-Cuneo Gesso-Trofarello-Alessandria
- " -S. Giuseppe di Cairo-Altare .
- " Si presume di ultimare la fornitura in questione
- " nel termine di due mesi purché l'assegnazione dei
- " carri occorrenti per i trasporti sia regolare. Per
- " quanto riguarda i lavori di competenza dell'Ufficio
- " I.R.S. (per il quale si allega copia della nota e
- " riferimento) si prega l'Ufficio medesimo di rispon

/./

"dere direttamente a questo".

p. Il Capo della Sezione Lavori
Fto Pellegrini

Per opportuna norma si rende noto, del pari, che l'Amministrazione ferroviaria ha già provveduto a fornire nella stazione di Altare tutto il quantitativo di cemento richiesto (di 5.000).

Pertanto, allo scopo di sollecitare l'inizio dei lavori di armamento, onde evitare aggravio di spese e perdita di tempo per false manovre di carico e scarico dei materiali nella stazione di Altare, si prega di voler provvedere al finanziamento dell'opera conformemente alle assicurazioni date.

L'INGEGNERE DIRIGENTE
L'UFFICIO COSTRUZIONI FERROVIARIE DI SAVONA

A. Martini

2010

Railway Construction Office
Savona

C. L. Col. Lee
P.V. & U. Division H.Q.
A.M.G. Liguria Region, Genoa

for information to:
Allied Commission E.M.S.C. (Rails)
C.E. Branch N.W. Italy Genoa

Subject: Line Savona Fornaci-S. Giuseppe di Cairo
Completion works for the opening of the line

According to the work programme agreed with Capt. Conway and quoted in the letter No. 474 dated 4th August 1945 we beg to forward transmit to you the text of the communication No. 13727/II dated 13th inst. which we received from the Work Section of ISR, Turin:

- " Answering to your above mentioned letter we inform you that
- " relating to the supply of the equipment materials needed in the
- " Altare Station, we began the demolition of the needed tracks
- " taking them away from the line Fossano-Mondovi-Ceva, The headings of
- " the tracks got a number, because it is obvious that the must than
- " be laid down again in the same succession as they were before.
- " The despatch of the said materials will begin abt. on 15th of this
- " month and will follow the line Mondovi-Cuneo-Gesso-Trofarello-
- " Alessandria- S. Giuseppe di Cairo-Albare.
- " The supply is estimated to be completed within two months providing
- " that the allocation of the needed trucks for the transport is regular.
- " Relating to the works belonging to the I.E.S. (of which we enclose ~~xxx~~
- " copy of the communication) we beg the I.E.S. Office to answer directly
- " Signed: The Chief of the Section
Pellegriani "
- " We further inform you that the Railway Administration has already
- " supplied the whole quantity of cement needed (2000 qls) at the Altare
- " Station.
- " Therefore, in order to hasten the beginning of equipment works,
- " and avoid additional expenses and waste of time due to wrong
- " loading and unloading of materials in the Altare Station, we beg
- " you to provide the financing of the installation as promised.

The Chief Engineer

the text of the communication No. 571-1711 received from the Work Section of ISR, Turin:

" Answering to your above mentioned letter we inform you that
" relating to the supply of the equipment materials needed in the
" Altare Station, we began the demolition of the needed tracks
" taking them away from the line Fossano-Mondovi-Ceva, The headings of
" the tracks got a number, because it is obvious that the must than
" be laid down again in the same succession as they were before.
" The despatch of the said materials will begin abt. on 15th of this
" month and will follow the line Mondovi-Cuneo-Gesso-Trofarello-
" Alessandria- S. Giuseppe di Cairo-Altare.
" The supply is estimated to be completed within two months providing
" that the allocation of the needed trucks for the transport is regular.
" Relating to the works belonging to the I.S.S. (of which we enclose ~~xxxx~~
" copy of the communication) we beg the I.S.S. Office to answer directly
" to this office. Signed: The Chief of the Section
" Pellegrini "

We further inform you that the Railway Administration has already
supplied the whole quantity of cement needed(5000 Qls) at the Altare
Station.

Therefore, in order to hasten the beginning of equipment works,
and avoid additional expenses and waste of time due to wrong
loading and unloading of materials in the Altare Station, we beg
you to provide the financing of the installation as promised.

The Chief Engineer

009

11th August 1945

Ref. B.77

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

To: Lt. S.C. (Rails) Att. Lt. Col. S t r e e t
H.Q. Allied Commission - Rome

1. A meeting was held at Savona on Friday last which was attended by engineers representing the Ministry of Public Works ; the Italian State Railways (Genoa Compartimento) and the undersigned.
The general policy of work to be done, materials needed and transport was discussed and settled and only one outstanding point remains unsettled, this is the old question of whether the line Savona-S. Giuseppe is under Control of Genoa or Torino Compartimento. It was strongly suggested that since application was made by me to A.C. for and on behalf of both Compartiments for the transfer of this section from Genoa to Torino, it was understood that this was in effect and that it was now under Torino. As this matter is of some importance and not perfectly clear will you signal me the exact position and ask the U.S.R. to conform the I.S.R. in Genoa and Torino.
2. Immediately after the meeting I made a complete survey of the line accompanied by the P.W. engineers and an I.S.R. engineer. The whole section is in first class condition with a ^{firm} ~~negligible~~ solid, permanent way built for double track - damage is negligible ~~and~~ can be repaired during track laying. It has been used ~~by the military~~ as a military viaduct and the tunnels as store houses. One ~~store~~ ^{small} tunnel is damaged but as it serves no useful purpose it has been decided to open it and leave the side walls only. A certain amount of new construction work has to be done to link up at Savona but is chiefly " Lick and shovel" and there is no shortage

H.Q. Allied Commission - Rome

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One ^{small} tunnel is damaged but as it serves no useful purpose it has been decided to open it and leave the side walls only.

A certain amount of new construction work has to be done to link up at Savona but is chiefly "pick and shovel" and there is no shortage of labour.

3. The ^{linking} of track and movement to ^{side} has already started but owing to ^{various} on the part of P.W. they hav'nt got off yet, they ^{apparently} ^{prejudges} by the political parties and pulled by me so should be ^{in a few days.} cracking

608

4. As this is not a railway project it will not be included on normal report but will make a separate "chit" about ^{it} every 14 days or so.

[Signature]
R. Signals.

2014

MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO

SEZIONE SPECIALE DI GENOVA

ELENCO DELLE TRAVATE METALLICHE SINISTRATE NEL
COMPARTIMENTO DI GENOVA

827

ELENCO delle travate metalliche sinistrate nel Comparti

Numero Linea	Km.	Nome Fiume	Numero Luci	Lunghezza Luci
591 <i>2</i>	36+478,50	ENTELLA	4	22,6I-26,69-26,69-22,6I
588	4+543,40	BORMIDA	5	18,90-38,30- 48,70-38,40- 35.

Travate metalliche sinistrate nel Compartimento di GENOVA.

Fiume	Numero Luci	Lunghezza Luci	Tipo Trave	Semplice o Doppio Binario
LA	4	22,6I-26,69-26,69-22,6I	Traliccio di I° Ordine	Doppio Binario
	5	18,90-38,30-48,70-38,40-35.	Traliccio del 3° Ordine.	Semplice Binario

2017

785021

Compartimento di GENOVA.

Tipo Trave	Semplice o Doppio Binario	O S S E R V A Z I O N I
3,6I Traliccio di I° Ordine	Doppio Binario	Pile demolite e travate danneggiate. Potranno essere utilizzate in parte molto limitatamente ed in linea provvisoria.
3,40- Traliccio del 3° Ordine.	Semplice Binario	Pile demolite e travate danneggiate. Verranno riparate sul posto.

2018

PT-2 v

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

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ELenco DEI PONTI IN MURATURA IN CUI LA ...

No linee	№.	NOME PUNTO	N° LUCI	LUCE DI LUCI	TIP
XI	XXXXXX	XXXXXXXXXX	X	XXXXXX	X
I	44+250	Quilino	1	24,60	t
I	52+403	Spotorno	1	19,20	
I	81+285	Centa	4	29,15	
X	107+171	Impero	5	16,75	
10	4+543	Borsida	5	18,90=38,30=48,70=38,40=35	

ELenco DEI PONTI IN MURATURA IN CUI LA ... TTIVA

NEGATIVO

2020

785021

ELenco DEI PONTI IN MURATURA NEI COMPARTIMENTI CIVILI

NEL COMPARTIMENTO DI GENOVA

N° LUCI	LUNGHEZZA LUCI	TIPO TRAVE	SEMPLICE DOFFIO BINARIO	OSSERVAZIONI
2	XXXXXX	XXXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	
1	24,60	traliccio	"	Travi principio
1	19,20	"	"	danni agli ap
4	29,15	"	"	erollo 3 arca
5	16,75	piattabanda	"	erollo coppia
5	18,90=38,30=48,70=38,40=35	traliccio	"	erollo comple

ELenco DEI PONTI IN MURATURA IN CUI LA ATTIVAZIONE METALLICA SAREBBE PIU' RAPIDA

 NEGATIVO

2022

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2023

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

785021

Smithsonian Institution

Washington

ELENCO DELLE TRAVATE METALLICHE SINIS

Numero Linea	Km.	NOME FIUME	N° LUCI	LUNGHEZZA LUCI
4	65+309	Dora Riparia	1	30,83
4	70+585	"	1	48
8	32+888	Dora Baltea	1	54
8	47+129	"	1	70
8	88+785	"	1	50
8	41+820	"	3	28 + 34 + 28
8	46+086	"	1	30
8	65+593	Torrente Loriaz	1	7
8	57+461	"	1	8
7	6+398	Torrente Elvo	5	19,65 + 3 x 25,20 + 19,45
7	43+580	Strada la Carrata	1	4
10	6+468	Torrente Agogna	3	14,20 + 17,40 + 14,20
10	27+857	"	1	4
11	44+592	Burrone Pendola	3	3 x 5,50
11	56+530	Torrente Gabbio	1	18
11	66+217	Fiume Toce	7	2,56,25 + 5,68
2	23+793	Torrente Mallone	4	20
2	25+078	" Orco	6	21,20
2	91+531	Roggia Biraga	1	7,07
37	74+359	Fiume Tanaro	2	44,35

2025

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Pondi
 ELENCO DELLE TRAVATE METALLICHE SINISTRATE NEL COMPARTIMENTO di *Tozino*

N° LUCI	LUNGHEZZA LUCI	TIPO TRAVE	SEMPLICE O DOPPIO BINARIO	
1	30,83	traliccio	semplice	tagliat
1	48	"	doppio	crollo
1	54	"	semplice	tagliat
1	70	"	"	
1	50	"	"	dannegg
3	28 + 34 + 28	"	"	
1	30	"	"	
1	7	pareti piene	"	crolla
1	8	"	"	fortem
5	19,65 + 3 x 25,20 + 19,45	traliccio	"	crolla
1	4	pareti piene	"	crolla
3	14,20 + 17,40 + 14,20	traliccio	"	crolla
1	4	pareti piene	"	danneg
3	3 x 5,50	pareti piene	"	crolla
1	18	traliccio	"	crollo
7	2,56,25 + 5,68	"	"	crolla
4	20	"	"	crollo
6	21,20	"	doppio	distru
1	7,07	pareti piene	"	crolla
2	44,35	traliccio	"	"

ALLICHE SINISTRATE NEL COMPARTIMENTO di *Tozino*

TIPO TRAVE	SEMPLICE O DOPPIO BINARIO	OSSERVAZIONI
traliccio	semplice	tagliato a metà
"	doppio	crollo completo
"	semplice	tagliato in due
"	"	"
"	"	danneggiato per scoppio esplosivo
"	"	" " "
"	"	" " "
pareti piene	"	crollato
"	"	fortemente lesionato ✓
traliccio	"	crollato ✓
pareti piene	"	crollato una campata ✓
traliccio	"	crollato ✓
pareti piene	"	danneggiato una campata ✓
pareti piene	"	crollato ✓
traliccio	"	crollo arcata centrale ✓
"	"	crollato ✓
"	"	crollo V^ pila e rottura della travata
"	doppio	distrutta una campata ✓
pareti piene	"	crollato ✓
traliccio	"	" ✓

		Torrente Doriaz	1	
8	57+461	"	1	8
7	6+398	Torrente Elvo	5	19,65 + 3 x 25,20 + 19,45
7	43+580	Strada la Carrata	1	4
10	6+468	Torrente Agogna	3	14,20 + 17,40 + 14,20
10	27+857	"	1	4
11	44+592	Burrone Pendola	3	3 x 5,50
11	56+530	Torrente Gabbio	1	18
11	66+217	Fiume Tocè	7	2,56,25 + 5,68
2	23+793	Torrente Mallone	4	20
2	25+078	" Orco	6	21,20
2	91+531	Roggia Biraga	1	7,07
37	74+359	Fiume Tanaro	2	44,35
37	109+261	Rio Ricciardo	2	14,65
22	9+935	Torrente Gesso	1	74
18	7+437	" Grana	1	10
18	30+269	Rio Torto	1	8
34	18+171	Fiume Tanaro	6	24,80
34	26+898	Rio Maggioreino	1	9,90
34	39+576	" Valsesia	1	5
29	18+534	Fiume Po	4	2,61,44 + 2,56,80
33	76+962	" Belbo	1	33,94
33	79+765	" "	3	2,22,01 + 23,18
33	101+710	" Tanaro	3	47,10 + 58 + 47,10
20	21+027	Sottovia	1	4

pdz

1		pareti piene	"	crolla
1	8	"	"	forteme
5	19,65 + 3 x 25,20 + 19,45	traliccio	"	crolla
1	4	pareti piene	"	crolla
3	14,20 + 17,40 + 14,20	traliccio	"	crolla
1	4	pareti piene	"	danneg
3	3 x 5,50	pareti piene	"	crolla
1	18	traliccio	"	crollo
7	2,56,25 + 5,68	"	"	crolla
4	20	"	"	crollo
6	21,20	"	doppio	distru
1	7,07	pareti piene	"	crolla
2	44,35	traliccio	"	"
2	14,65	"	semplice	danneg
1	74	"	"	"
1	10	pareti piene	"	danneg
1	8	"	"	danneg
6	24,80	traliccio	"	danneg
1	9,90	pareti piene	"	crolla
1	5	"	"	danneg
4	2x61,44 + 2.56,80	traliccio	"	"
1	33,94	"	"	"
3	2x22,01 + 23,18	"	"	"
3	47,10 + 58 + 47,10	"	"	"
1	4	pareti piene	"	crolla

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pareti piene	"	crollato
"	"	fortemente lesionato ✓
traliccio	"	crollato ✓
pareti piene	"	crollato una campata ✓
traliccio	"	crollato ✓
pareti piene	"	danneggiato una campata ✓
pareti piene	"	crollato ✓
traliccio	"	crollato arcata centrale ✓
"	"	crollato ✓
"	"	crollato V^ pila e rottura della travata
"	Doppio	distrutta una campata ✓
pareti piene	"	crollato ✓
traliccio	"	" ✓
"	semplice	danneggiata una travata ✓
"	"	" " " ✓
pareti piene	"	danneggiato un longarone ✓
"	"	danneggiato travata ✓
traliccio	"	danneggiate 6 travate ✓
pareti piene	"	crollato ✓
"	"	danneggiato ✓
traliccio	"	"
"	"	"
"	"	"
"	"	"
pareti piene	"	crollato

pdz

2030

7-21

654

v/n

LIST OF THE DAMAGED METAL BEAMS

Number of the line	Km.	R i v e r	N ^o spans	Length of spans	
4	65+309	Dora Riparia	1	30,83	Trell
4	70+585	"	1	48	"
8	32+888	Dora Baltea	1	54	"
8	47+129	"	1	70	"
8	88+785	"	1	50	"
8	41+820	"	3	28 + 34 + 28	"
8	46+086	"	1	30	"
8	65+593	Torrente Loriaz	1	7	Full
8	57+461	"	1	8	"
7	6+398	Torrente Elvo	5	19,65 + 3 x 25,20 + 19,45	Trell
7	43+580	Strada la Carrata	1	4	Full
10	6+468	Torrente Agogna	3	14,20 + 17,40 + 14,20	Trell
10	27+857	"	1	4	Full
11	44+592	Burrone Pendola	3	3 x 5,50	Full
11	56+530	Torrente Gabbio	1	18	Trell
11	66+217	Fiume Toce	7	2 x 56,25 + 5,68	"
2	23+793	Torrente Mallone	4	20	"
2	25+078	" Orco	6	21,20	"
2	91+531	Roggia Biraga	1	7,07	Full
37	74+359	Fiume Tanaro	2	44,35	Trel
37	109+261	Rio Ricciardo	2	14,65	"
22	9+935	Torrente Gesso	1	74	"

LIST OF THE DAMAGED METAL BEAMS IN TORINO COMPARTIMENTO

N° spans	Length of spans	Type of beam	Single or double track	
1	30,83	Trellis	single	Cu
1	48	"	double	Co
1	54	"	single	6a
1	70	"	"	
1	50	"	"	Da
3	28 + 34 + 28	"	"	
1	30	"	"	
1	7	Full	"	Co
1	8	"	"	Se
5	19,65 + 3 x 25,20 + 19,45	Trellis	"	Co
1	4	Full	"	A
3	14,20 + 17,40 + 14,20	Trellis	"	Co
1	4	Full	"	A
3	3 x 5,50	Full	"	Co
1	18	Trellis	"	Co
7	2 x 56,25 + 5,68	"	"	Co
4	20	"	"	5
6	21,20	"	double	A
1	7,07	Full	"	Co
2	44,35	Trellis	"	
2	14,65	"	single	A
1	74	"	"	"

2033

*one
with*

BEAMS IN TORINO COMPARTIMENTO

Type of beam	Single or double track	R e m a r k s
Trellis	single	Cut in the middle
"	double	Completely collapsed
"	single	Cut into two parts
"	"	" " " "
"	"	Damaged by explosion
"	"	" " "
"	"	" " "
Full	"	Collapsed
"	"	Serious damages
Trellis	"	Collapsed
Full	"	A span collapsed
Trellis	"	Collapsed
Full	"	A span collapsed
Full	"	Collapsed
Trellis	"	Central arcade collapsed
"	"	Collapsed
"	"	5th pillar collapsed and beam broken
"	double	A span destroyed
Full	"	Collapsed
Trellis	"	"
"	single	A beam damaged
"	"	" " "

8	57+461	"	1	8	
7	6+398	Torrente Elvo	5	19,65 + 3 x 25,20 + 19,45	Tre
7	43+580	Strada la Carrata	1	4	Ful
10	6+468	Torrente Agogna	3	14,20 + 17,40 + 14,20	Tre
10	27+857	"	1	4	Ful
11	44+592	Burrone Pendola	3	3 x 5,50	Ful
11	56+530	Torrente Gabbio	1	18	Tre
11	66+217	Fiume Toce	7	2 x 56,25 + 5,68	
2	23+793	Torrente Mallone	4	20	
2	25+078	" Orco	6	21,20	
2	91+531	Roggia Biraga	1	7,07	Ful
37	74+359	Fiume Tanaro	2	44,35	Tre
37	109+261	Rio Ricciardo	2	14,65	
22	9+935	Torrente Gesso	1	74	
18	7+437	" Grana	1	10	Ful
18	30+269	Rio Torto	1	8	Ful
34	18+171	Fiume Tanaro	6	24,80	Tre
34	26+898	Rio Maggiorino	1	9,90	Ful
34	39+576	" Valsesia	1	5	Ful
29	18+534	Fiume Po	4	2 x 61,44 + 2.56,80	Tre
33	76+962	" Belbo	1	33,94	
33	79+765	" "	3	2 x 22,01 + 23,18	
33	101+710	" Tanaro	3	47,10 + 58 + 47,10	
20	21+027	Sottovia	1	4	Ful

8	"	"	Serious
19,65 + 3 x 25,20 + 19,45	Trellis	"	Collapse
4	Full	"	A span of
14,20 + 17,40 + 14,20	Trellis	"	Collapse
4	Full	"	A span of
3 x 5,50	Full	"	Collapse
18	Trellis	"	Central
2 x 56,25 + 5,68	"	"	Collapse
20	"	"	5th pillar
21,20	"	double	A span of
7,07	Full	"	Collapse
44,35	Trellis	"	"
14,65	"	single	A beam da
74	"	"	" "
10	Full	"	A sill da
8	Full	"	Beam dama
24,80	Trellis	"	6 beam da
9,90	Full	"	Collapse
5	Full	"	Damaged
2 x 61,44 + 2.56,80	Trellis	"	"
33,94	"	"	"
2 x 22,01 + 23,18	"	"	"
47,10 + 58 + 47,10	"	"	"
4	Full	"	Collapse

2036

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"	"	Serious damages
Trellis	"	Collapsed
Full	"	A span collapsed
Trellis	"	Collapsed
Full	"	A span collapsed
Full	"	Collapsed
Trellis	"	Central arcade collapsed
"	"	Collapsed
"	"	5th pillar collapsed and beam broken
"	double	A span destroyed
Full	"	Collapsed
Trellis	"	"
"	single	A beam damaged
"	"	" " "
Full	"	A sill damaged
Full	"	Beam damaged
Trellis	"	6 beam damaged
Full	"	Collapsed
Full	"	Damaged
Trellis	"	"
"	"	"
"	"	"
"	"	"
Full	"	Collapse

2034

8-1-79

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

8-1-79

LIST OF DAMAGED METAL BEAMS IN TORINO

Number of the lines	Km.	R i v e r	No. Spans	Length of spans	Type
65+309		Dora Riparia	1	30,83	Trellis
70+585		"	1	48	"
32+838		Dora Baltea	1	54	"
47+129		"	1	70	"
88+785		"	1	50	"
41+820		"	3	28+34+28	"
46+086		"	1	30	"
65+593		Torrente Loriaz	1	7	Full
57+461		"	1	8	"
6+398		Torrente Elvo	5	19,65+3 x 25,20+19,45	Trellis
43+580		Strada la Carrata	1	4	Full
6+468		Torrente Agogna	3	14,20+17,40+14,20	Trellis
27+857		"	1	4	Full
44+592		Burrone Pendola	3	3 x 5,50	Full
56+530		Torrente Gabbio	1	18	Trellis
66+217		Fiume Toce	7	2 x 56,25 + 5,68	"
23+793		Torrente Mallone	4	20	"
25+078		" Orco	6	21,20	"
91+531		Roggia Biraga	1	7,07	Full
74+359		Fiume Tanaro	2	44,35	Trellis
109+261		Rio Ricciardo	2	14,65	"
9+935		Torrente Gesso	1	74	"

13rd August

LIST OF DAMAGED METAL BEAMS IN TORINO COMPARTIMENTO

No. Spans	Length of spans	Type of beam	Single or double track	Re
1	30,83	Trellis	single	Cut in th
1	48	"	double	Completel
1	54	"	single	Cut into
1	70	"	"	" "
1	50	"	"	Damaged
3	28+34+28	"	"	"
1	30	"	"	"
1	7	Full	"	Collapse
1	8	"	"	Serious
5	19,65+3 x 25,20+19,45	Trellis	"	Collapse
1	4	Full	"	A span c
3	14,20+17,40+14,20	Trellis	"	Collapse
1	4	Full	"	A span c
3	3 x 5,50	Full	"	Collapse
1	18	Trellis	"	Central
7	2 x 56,25 + 5,63	"	"	Collapse
4	20	"	"	5th pill
6	21,20	"	double	broken A span c
1	7,07	Full	"	Collaps
2	44,35	Trellis	"	"
2	14,65	"	single	A beam
1	74	"	"	" "

13rd August 1945

BEAMS IN TORINO COMPARTIMENTO

Type of beam	Single or double track	Remarks
Trellis	single	Cut in the middle
"	double	Completely collapsed
"	single	Cut into two parts
"	"	" " " "
"	"	Damaged by explosion
"	"	" " "
"	"	" " "
Full	"	Collapsed
"	"	Serious damages
Trellis	"	Collapsed
Full	"	A span collapsed
Trellis	"	Collapsed
Full	"	A span collapsed
Full	"	Collapsed
Trellis	"	Central arcade collapsed
"	"	Collapsed
"	"	5th pillar collapsed and beam broken
"	double	A span destroyed
Full	"	Collapsed
Trellis	"	"
"	single	A beam damaged
"	"	" " "

6+398	Torrente Elvo	5	19,65+3 x 25,20+19,45	Trel
43+580	Strada la Carrata	1	4	Full
6+468	Torrente Agogna	3	14,20+17,40+14,20	Trel
27+857	"	1	4	Full
44+592	Burrone Pendola	3	3 x 5,50	Full
56+530	Torrente Gabbio	1	18	Trel
66+217	Fiume Toce	7	2 x 56,25 + 5,68	"
23+793	Torrente Mallone	4	20	"
25+078	" Orco	6	21,20	"
91+531	Roggia Biraga	1	7,07	Full
74+359	Fiume Tanaro	2	44,35	Trel
109+261	Rio Ricciardo	2	14,65	"
9+935	Torrente Gesso	1	74	"
7+437	" Grana	1	10	Full
30+269	Rio Torto	1	8	"
18+171	Fiume Tanaro	6	24,80	Trel
26+898	Rio Maggiorino	1	9,90	Full
39+576	" Valesia	1	5	Full
18+534	Fiume Pò	4	2 x 61,44 + 2.56,80	Trel
76+962	" Belbo	1	33,94	"
79+765	" "	3	2 x 22,01 + 23,18	"
101+710	" Tanaro	3	47,10 + 58 + 47,10	"
21+027	Sottovia	1	4	Full

5	I9,65+3 x 25,20+I9,45	Trellis	"	Col
1	4	Full	"	A s
3	I4,20+I7,40+I4,20	Trellis	"	Col
1	4	Full	"	A s
3	3 x 5,50	Full	"	Col
1	I8	Trellis	"	Cent
7	2 x 56,25 + 5,68	"	"	Col
4	20	"	"	5th
6	2I,20	"	double	bro
1	7,07	Full	"	A s
2	44,35	Trellis	"	Col
2	I4,65	"	single	A b
1	74	"	"	"
1	IO	Full	"	A s
1	8	"	"	Bea
6	24,80	Trellis	"	6 b
1	9,90	Full	"	Col
1	5	Full	"	Dan
4	2 x 6I,44 + 2.56,80	Trellis	"	
1	33,94	"	"	
3	2 x 22,0I + 23,I8	"	"	
3	47,IO + 58 + 47,IO	"	"	
1	4	Full	"	Col

[Handwritten Signature]
R. S

2043

785021

Trellis	"	Collapsed
Full	"	A span collapsed
Trellis	"	Collapsed
Full	"	A span collapsed
Full	"	Collapsed
Trellis	"	Central arcade collapsed
"	"	Collapsed
"	"	5th pillar collapsed and beam broken
"	double	A span destroyed
Full	"	Collapsed
Trellis	"	"
"	single	A beam damaged
"	"	" " "
Full	"	A sill damaged
"	"	Beam damaged
Trellis	"	6 beams damaged
Full	"	Collapsed
Full	"	Damaged
Trellis	"	"
"	"	"
"	"	"
"	"	"
Full	"	Collapsed

R. S. Lewis
 Capt.
 R. Signals



622

WORK SECTION AND SPECIAL WORK SECTION OF GENOVALIST OF THE DAMAGED METAL BEAMS IN GENOVA COMP

No. lines	Km.	R i v e r	No. Spans	Length of spans.	Typ
6I	44+250	Quiliano	I	24,60	T
6I	52+403	Spotorno	I	19,20	
6I	8I+285	Centa	4	29,15	
6I	107+171	Impero	5	16,75	
I30	4+543	Bormida	5	18,90-38,30-48,70-38,40-35	T
50	36+478	Entella	4	22,6I-26,69-26,69-22,6I	

2046

785021

13rd August 1945

N OF GENOA

LIST OF THE DAMAGED METAL BEAMS IN GENOVA COMPARTIMENTO.

ns	Length of spans.	Type of beam.	Single or double track	Re
	24,60	Trellis	single	The main
	19,20	"	"	are cut.
	29,15	"	"	Damages
	16,75	"	"	girders.
	18,90-38,30-48,70-38,40-35	Trellis	"	3 arches
	22,6I-26,69-26,69-22,6I	"	"	Complete
			double	Piles de
				damaged.
				Piles de
				damaged.

Handwritten signature and initials

R.

2047

F-1

13rd August 1945

File

IS IN GENOVA COMPARTIMENTO.

Type of beam.	Single or double track	Remarks
Trellis	single	The main beams of the girders are cut.
"	"	Damages at the supports of the
"	"	girders.
"	"	3 arches have fallen in.
"	"	Completely fallen in.
40-35 Trellis	"	Piles demolished and girders damaged.
61 "	double	Piles demolished and girders damaged.



Capt.
R. Signals

2048

Final v

B7d

~~XXXXXXXXXX~~ 60 Sub Area


602

13rd August 1945

Ref/B/76 1

TO: Lt Col. Street
Transportation Sub-Commission, A.C.
(Rail Division)
c/o Transportation (Br.) Main
C.M.F.

1. Herewith a complete list of steel spans required for N.W. Italy.
2. In some instances there are to be used as an alternative to the original brick structure which is damaged beyond repair.


 Capt.
 R. Signals

~~Al Capo Compartimento
Genova
R. Segnali~~

Jeli

===== 60 SUB AREA

26 luglio 1945

AL CAPO COMPARTIMENTO

GENOVA

Vi preghiamo di voler compilare con la maggior precisione possibile e con la massima sollecitudine l'allegato modulo.

Vc

Capt.

R. Segnali

670

2050

F. 21

Tipo 5.

Ministero delle Comunicazioni
FERROVIE DELLO STATO

Compartimento di TORINO

N. 75/33/3

Torino 30 luglio 1945₁₀

al N. ----- del 26/7/45

OGGETTO: Travate metalliche sinistrate.

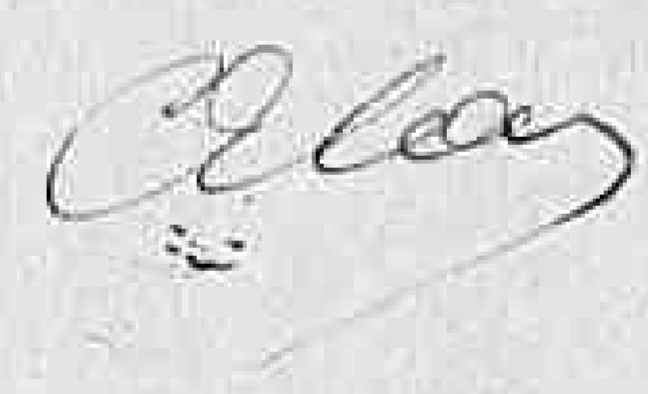
Al Sig. Capitano A. CONWAY
Allied Commission

alleg. 1

TORINO
(presse Sezione Lavori)

In relazione alla richiesta fatta con la lettera su distinta, si ha il pregio di trasmettere l'unito prospetto riflettente le travate metalliche sinistrate nell'ambito del Compartimento di Torino.

IL CAPO COMPARTIMENTO



2051

785021

Tipo 5.

Ministero delle Comunicazioni
FERROVIE DELLO STATO

Compartimento di GENOVA

N. 04739 /L.S.T.

SEZIONE LAVORI - GENOVA

Genova li, 3 - AGO 1945 . 1945

al N. del 4 AGO 1945

OGGETTO Travate metalliche 11200
sinistrate. *Relazione N.*

ALLA SEZIONE LAVORI GENOVA

Allegato N° I

Come d'intesa, allegato alla presente si trasmette
l'elenco delle travate metalliche sinistrate da comprendere
nell'elenco generale ^{*che viene presentato*} ~~allegato~~ da Codesta Sezione.

IL CAPO DELLA SEZIONE SPECIALE LAVORI

[Handwritten signature]

[Handwritten mark]

679

MINISTERO DELLE COMUNICAZIONI
TORINO

N° 75/33/3

del 26/7/45

SUBJECT: Damaged metal beams

Turin 30 July 1945

To Capt. A. CONWAY

T o r i n o

Ref. your a.m. request, we have the honour of sending you the attd. list showing the damaged metal beams in Turin Compartmento.

The CAPO COMPARTIMENTO

648

2053

785021

ITALIAN STATES RAILWAY

COMPARTIMENTO

di

G E N O V A

*Ponti de rifacelle. con
Cilicchio*

Number Line	Kilometre	Name of river	N ^o of spans	Length of spans	Type of girder	Single or Double Track
Numero Linea	Chilometri	Nome del Fiume	N ^o luci	Misure delle luci	Tipo di trave	Binario semplice o doppio

Ponti de rifazione. in fase di
allaccio

No of spans No luci	Length of spans Misura delle luci	Type of girder Tipo di trave	Single or Double Track Binario sem- plice o doppio	Remarks Osservazioni

2055

B76

~~XXXXXXXXXX~~ 60 Sub Area

14th August 1945

Ref/B/76

TO: Transportation Sub Commission, A.C.
(Rail Division)
c/c Transportation (Br.) Main
att. Lt Col. Street
C.M.F. ROME

Subject: Begnasco-Lignite Mines
Ceva-Bra Line.

This was omitted from letter B/75, dated 13th August 1945.

[Signature]
Capt.

R. Signals

66

2056

7-1

B 75

13th August 1949

Ref. B 75

Subject: Baynesco-Fignite Lines
Cave-Dea Line.

To -transportation Sub-Commission, A.C.
(Rail Division)
c/o Transportation(Sr. Wala

T.M.F.Att. It.Col. Street - Roma

1. Ref your AG/24/47/43/2. This project is already in hand- see monthly report dated 2nd Aug(para 5).
2. Position is as follows. Fiat control these mines and are anxious to get supplies out especially iron stock-pile which is spoiling. They approached me on various occasions for the early repair of this section but I pointed out that other lines had priority and the necessary materials were in short supply. On the last interview I suggested that as it was so important to them- they wish their giant modification could surely produce the necessary material i. e. cement and iron.
3. They returned at an early date with a letter stating they would produce the necessary materials from their industrial allocation and also assist in transports etc.
4. With this proviso; a contract has been made with Uffa Borini by I.S.R. Torino and work has already started this week.
5. Progress will be reported in normal weekly reports from Torino.
6. The repair of this section will give an alternative route Savane-Cuneo and Genova-Torino.

20 Transportation Sub-Commission, A.C.

(Civil Division)

c/o Representative (Mr. Mann)

U.S. Atty., Lt. Col. Street - Home

Ref your AG/AR/47/43/3. This project is already in hand - see monthly report dated 2nd Aug (para 5).

2. Position is as follows. Plants control these mines and are anxious to get supplies cut especially from stock-pile which is spoiling. They approached me on various occasions for the early repair of this section but I pointed out that other lines had priority and the necessary materials were in short supply. On the last interview I suggested that as it was so important to them - they with their great qualification could surely produce the necessary material i. e. cement and iron.

3. They returned at an early date with a letter stating they would produce the necessary materials from their industrial allocation and also assist in transport etc.

With this proviso a contract has been made with Ditta Borini by I.B.R. Torino and work has already started this week.

5. Progress will be reported in normal weekly reports from Torino.

6. The repair of this section will give an alternative route Savona-Cuneo and Genova-Torino.

Capt.
R. Signala

645

BEST COPY POSSIBLE
FILMED AS FOUND
IN COLLECTION

B7D

12th August 1945

Ref. B/74

Subject: Line Avonco-Ilora - S. S. S. S.

to Ministry of Public Works

Railway Construction Office - S. S. S. S.

Copy to: Ministry of Public Works, Director General, Office of Public Works, S. S. S. S.

Copy to: Ministry of Public Works, Director General, Office of Public Works, S. S. S. S.

Copy to: Mr. Col. Lee, P.O. No. 1234

1. Ref your communications dated 6 Aug. on the above subject.
2. It is obvious that, notwithstanding any verbal negotiations, you are still unaware of the position in Sub Commission (S. S. S. S.) Alised Tomalson, of which I am the representative, occupy in this particular matter.
3. The completion of this line including project, construction, finance, materials, staff etc. is entirely under the jurisdiction of the Ministry of Public Works and the only dept. of Alised Tomalson responsible at this stage is Public Works & Utilities.
4. The only interest this dept. has in the completion of work with the agreement to supply track and sleepers from existing lines, which are maintained at this time from outside of the course. It was also agreed that we would request you in the early stages with the supply of cement, S. S. S. S. The amount asked for and this has been arranged.
5. It may be clearly understood that neither this dept. or the Italian States railway, ordinary Commission's are responsible for any matters outside the limits defined in the foregoing paragraphs and are not prepared to entertain any applications as laid down in your 106/4/5 Prot. B/474/II S. S. S. S. dated 1 Aug.
6. In agreement between it, the Italian States railway, ordinary Commission's are responsible for any matters outside the limits defined in the foregoing paragraphs and are not prepared to entertain any applications as laid down in your 106/4/5 Prot. B/474/II S. S. S. S. dated 1 Aug.

Copy to: Ministero di...
 Copy to: Direzione Generale...
 Copy to: U. Colonna, P. U. Roma

1. Ref your communication dated 4/10/54 on the above subject.
2. It is obvious that, notwithstanding any verbal explanation you are still unaware of the position in. (The Commission has decided on a of which I am the representative, occupy in this particular matter.
3. The completion of this line including project, construction, materials, staff etc. is entirely under the jurisdiction of the Ministry of Public Works and the only Dept. of Allied Institution responsible at this stage is Public Works & Utilities.
4. The only argument this Dept. has in its completion of same, with the agreement to supply track and sleepers from existing lines, which are undertaken at this time from outside or not aware. It was also agreed that we would assist you in the early stages with the supply of some 500 qts. and the amount asked for and this has been arranged.
5. It must be clearly understood that neither this Dept. or the Italian State Railway, -crisis negotiations are responsible for any matters outside the limits defined in the foregoing paragraphs and are not prepared to entertain any applications on laid down in your letter of 2/17/54.
6. In agreement between it, Col. Lee of P. U. (see above) in this regard and the underlined, in... (see above) will supervise the technical construction of the line, for this purpose an engineer of the various Com. -serviments is about to be detached to liaise with your Dept., but this does not in any way place any responsibility of construction on the I.C.R.
7. It is noted that no copy of the letter quoted was sent to it, Col. Lee who is chiefly concerned in this matter and you are advised to remedy this immediately.

[Handwritten signature]
 Copy: I. Allegato

XXXXXXXXXX 60 Sub Area

B 73

Ref. B/73

11th August 1945

TO: En S.C. (Rails) att. Lt Col. A.H. Street
H.Q. ALLIED COMMISSION

R O M E

Subject: Permanent Repairs.

1. Herewith estimates of materials required to complete permanent reconstruction of damage in Genova Compartimento.



Capt.
R. Signals

623

2062

6th August 1945

Ref. B.71

Subject: Line 61.- Bridge at km 20,4

To Regional Engineer, A.S.G. Iquitos Region

1. Ref your Lt. TWMU/2-4/8/45 and attached copy letters.

This matter was only brought to the notice of this office a few days ago and immediate orders were given for recony, report and project, this is being carried out.

2. It is regretted that no completed data can be given at the present time, but you will be advised as soon as the project is under way.

[Signature]
Capt.
U. Signals

622

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LIGURIA REGION
APO 394

4th August 1945

OFFICE OF REGIONAL ENGINEER

REF : LIG/PW&U/2
SUBJECT : Line 61 - Route I
TO ✓ : Tn. Sub-Commission A.C.
(For Capt. Conway - Genova)

The attached copy letters H.Q. 1212 RC & M Gp. R.E.,
ref. A/RCE/346/2304 dated 29 July 1945 and IO CRE (Works) letter
W/130 dated 2 August 1945, are forwarded for your comments, and
statement regarding the completion date of the work referred to
please.

641



P. J. LEE
Lieut. Colonel R.E.
Regional Engineer

I; Enclosures N° 2

Subject : LINE 6I - ROUTE I

HO IO CRE (Works)
CMF.
Tel. 60 Sub Area
EXT 43
Ref: W/130

Regional Engineer
AC Liguria Region

Date 2 nd August 1945

1. Enclosed is a copy of letter A/RCE/346/2304 date 29th July 1945 referring to Road/Rly Bridge at MR. O.7648.
2. Is it possible for you to have the work on this bridge hurried please.

Signed ⁶⁷¹ Lieut. Colonel ,R.E.
IO CRE (Works)

T.O.O. 1520
ELA/CR.

Subject : LINE 61 - ROUTE I

HQ 1212 Rly Constr & Maint
Gp RE A/RCE/346/2304
29th July 1945

TO : ACRE
IO GEE (Works)

With ref rence to your W/130 of 26th July 1945.

The repairs to this portion of the railway are in the hands of A.C.

Capt. Conway TN Sub-Commission A.C. has already instructed the Italian State Railways to let a contract for the repair of this bridge. When complete it will be possible to re-align the track and provide a 2-way roadway.

for
Signed
6 Lt. Col. RE
RCE 1212 Rly Contr. & Maint
Capt.

2066

7-5021

~~XXXXXXXXXX~~ 60 Sub Area

4th August 1945

Ref/E/70

Subject: Authorization for urgent works.

TO: Capo Compartimento of GENOVA

Ref year IES/I/7017 dated 1st August 1945.

Authority is given for completion of the stated works.



Capt.
R. Signals

638

2067

I.S.R.

Capo Compartimento's Office.

I.E.S. Section

To Allied Commission

Subject: Authorisation for urgent works. Refitment of the Cabin A.C.I. and in the Albenga Station.

In order to refit the bank of hydrodynamic shifting of the Cabin A.C.I. at Albenga, to grant a minimum of safety for working, we beg to authorise the works mentioned below, which are urgent in view of the re-opening of ~~the~~ working in the Station.

We only mentioned the very indispensable works and we state that the accomplishment of ~~these works~~ will avoid a further progressive wearing of the ~~machinery~~ inactive machinery.

The installations were damaged by air raids. The total expense for the repairs is estimated to be abt. 1'235 000 Lire to distribute as follows:

- 1.) Reconstruction of the walls, windows, glasses, roof, stairs, floor a.s.o; of the cabin.....185'000 Lire
- 2.) Substitution of abt. 4500 m hydrodynamic iron ducts and sleeves " 270'000 "
- 3.) Substitution of 1500 m signalling cable. (the work consists in taking away the worn cable and settlement of the new cable with sand and bricks) " 50'000 "
- 4.) 10 Terminal blocks " 40'000 "
- 5.) Reconstruction of the masonry drifts for the pipes of the parts which appears seriously wasted " 100'000 "
- 6.) General supervision of machineries with substitution of the parts which appears seriously wasted " 100'000 "
- 7.) Refitment of the Bank of shifting A.C. (~~Central apparatus~~) 400'000 with substitution of the most wasted parts and ~~the~~ of the 75 ~~pieces~~ small placaris.
- 8.) Repair of the motorpump group, including the substitution of the motor

urgent in view of the re-opening of ~~the~~ works and we state that
We only mentioned the very indispensable works and we state that
the accomplishment of these ~~works~~ will avoid a further progressive
wearing of the ~~machinery~~ inactive machinery .

The installations were damaged by air raids. The total expense
for the repairs is estimated to be abt. 1'235 000 Lire to distribute
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- 1.) Reconstruction of the walls, windows, glasses, roof, stairs, floor a.s.o;
of the cabin.....185'000 Lire
- 2.) Substitution of abt. 4500 m hydrodynamic iron ducts
and sleeves 270'000 "
- 3.) Substitution of 1500 m signalling cable. (the work
consists in taking away the worn cable and
settlement of the new cable with sand and bricks)
- 4.) 10 Terminal blocks 50'000 "
- 5.) Reconstruction of the masonry drifts for the pipes 40'000 "
- 6.) General supervision of machineries with substitution
of the parts which appears seriously wasted 100'000 "
- 7.) Refitment of the Bank of shifting A.C. (*central apparatus*) 400'000
with substitution of the most wasted parts and
~~parts~~ of the 75 ~~pieces~~ small placards.
- 8.) Repair of the motorpump group, including the
substitution of the motor 20'000 "

We beg therefore to authorize the above repairs till the amount of
935'000 Lire , whilst the remainder amount of 300'000 Lire must be
debited to pay the staff supplied by our Office , as the works under
para 7) will be done by our workshop.

The Ducts, the cables the Terminal blocks, the cement, the wood and
the spare parts are not reckoned as the are supplied by our stores.

p. Capo Compartimento *637*
signed Perotti.

2069

785021

Genova
N° IES/I/1. *Yelt*.....



ALLIED COMMISSION TN.S.C.
(RAILS)

GENOVA

-OGGETTO-
Approvazione lavori urgenti- Ripristino della cabina A.C.I e di blocco in stazione di Albenga.

Allo scopo di ripristinare il banco di manovra idrodinamico della cabina A.C.I. di Albenga, in modo da garantire il minimo di sicurezza per l'esercizio, si prega di autorizzare l'esecuzione dei lavori sotto indicati, che, in considerazione della riapertura all'esercizio della stazione, rivestono carattere d'urgenza.

I lavori sono stati contenuti nello stretto indispensabile ed inoltre l'esecuzione degli stessi impedirà un'ulteriore progressivo deterioramento dei meccanismi inattivi.

Gli impianti sono stati danneggiati in seguito a bombardamenti aerei. L'importo complessivo della spesa ammonta a £.1.235.000 ed è così ripartito:

- 1) - Ricostruzione delle parti in muratura, delle finestre, vetrate, tette, scale, pavimento ecc. della cabina£.185.000
- 2) - Sostituzione di ml.4500 circa di tubazione idrodinamica di ferro e relativi manicotti.£.270.000
- 3) - Sostituzione di ml.1500 di cavi segnalamento£.170.000 (il lavoro consiste nel togliimento d'opera del cavo deteriorato e la posa con sabbia e mattoni del cavo nuovo)
- 4) - Posa cassette sezionamento cavi- N° 10£. 50.000
- 5) - Ricostruzione cunicoli in muratura per contegne tubazione...£ 40.000
- 6) - Revisione generale meccanismi della campagna con eventuale sostituzione parti seriamente deteriorate. (a corpo)£.100.000
- 7) - Riordino banco di manovra A.C. da 75 leve-25 corsie compresa la sostituzione delle parti rotte o eccessivamente deteriorate e le sostituzioni delle 75 targhette indicatrici..... £.400.000
- 8) - Riparazione gruppo motopompa ivi compresa la sostituzione del motore..... £. 20.000

Si chiede pertanto la stanca e l'autorizzazione ad eseguire

Gli impianti sono stati danneggiati in seguito a bombardamenti aerei. L'importo complessivo della spesa ammonta a £.1.235.000 ed è così ripartito:

- 1)- Ricostruzione delle parti in muratura, delle finestre, vetrate, tetto, scale, pavimento ecc. della cabina£.185.000
- 2)- Sostituzione di ml. 4500 circa di tubazione idrodinamica di ferro e relativi manicotti.£.270.000
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- 7)-Ricordino banco di manovra A.C. da 75 leve-25 corsie compresa la sostituzione delle parti rotte o eccessivamente deteriorate e le sostituzioni delle 75 targhette indicatrici..... £.400.000
- 8)-Riparazione gruppo motopompa ivi compresa la sostituzione del motore..... £. 20.000

Si chiede pertanto lo stanziamento e l'autorizzazione ad eseguire i lavori mediante convenzioni di cottimo sino a £.935.000, in considerazione che la rimanente spesa di £.300.000 va addebitata per mano d'opera di personale fornito da quest'Ufficio per il lavoro di cui al punto 7, lavoro che sarà eseguito nella nostra Officina.

Le tubazioni, i cavi, le cassette di sezionamento, il cemento, il legname ed i pezzi di ricambio vari non sono conteggiati perché forniti dai nostri mezzaneri.

IL CAPO COMPARTIMENTO 636

Leone

4th August 1945


f. B 68

Subject: Electric Railway line
Voghern-Verzi.

To Capo Compartimento- G e r e g

Ref your I.B.S. 7139/IV^o dated 2/8/45.

Authority is given for completion of the stated work.


Capt.
R. Signals

I.S. Genova Compartimento
I.E.S. Section

B68

2/8/45

To Allied Commission -Genoa

The Direction of the Electric Railways of the line Voghera-Varzi asked the Administration of the Italian State Railway to link the Electric Substation of the I.S.R. in Voghera with the contact line of the Voghera Varzi line in order to grant the working on that line, in case that the interrupter (a kind of switch ~~wxxx~~ which changes the A.C. into direct Current) would be put out of order.

This would be only a temporary mean to use until the other interrupter which was damaged by war action.

We beg therefore to authorize the above mentioned linking if the Allied Commission deems useful to grant the working of the Line oghera Varzi.

If your authorisation will be given, the linking will be done at once and afterwards the corresponding contract will be stipulated with the Voghera-Varzi Railway Coy.

The Manager of I.E.S. Office

834

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785021



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO

Compartimento di GENOVA

UFFICIO I.E.S.

OGGETTO:

G 92

Genova li 2/8/1945 - A B68

N.I.E.S. 17139/ IV°

Al N. del

ALLIED COMMISSION T.n. S.C. (Rails)

S E D E

La Direzione delle Ferrovie Elettriche Voghera - Varzi ha chiesto all'Amministrazione delle Ferrovie dello Stato che venga impiantato un allacciamento tra la S.S.E. di Voghera delle F.S. e la linea di contatto della Voghera - Varzi per assicurare il servizio su tale linea in caso che l'unico mutatore in efficienza andasse fuori servizio.

Tale stato di cose ha un carattere provvisorio e durerà fino a quando sarà riparato l'altro mutatore criniosamente danneggiato durante azioni di guerra.

Si chiede pertanto autorizzazione a concedere tale allacciamento qualora venga riscontrato da cotesta ALLIED COMMISSION la necessità di assicurare il servizio sulla Ferrovia Voghera-Varzi.

L'allacciamento verrà eseguito subito e sarà provveduto in seguito a stipulare la convenzione relativa con la Società.

adriano Appennino



Il Sovrintendente all'Ufficio I.E.S.

Integ.

633

B 65

3rd August 1945

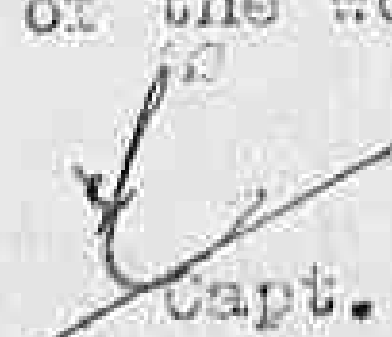
Subject: Electrification
Line Savona-Ventimiglia.

Ref. B 65

To
Uopo Compartimento - Genova.

Ref your I.E.S. 6491/I dated 22 July 1945.

Authority is given for completion of the work stated.


Capt.
R. Signals

632

Traduzione:

Per quanto riguarda la lettera allegata, non sono chiari i seguenti paragrafi:

- 6) Lavori fatti dagli agenti ferroviari per raddrizzamento pali, ecc. a corpo Lit: 350.000.=

Se questo è esatto, perchè viene portato in conto un importo di L.350.000.= ; gli agenti ferroviari avranno certamente uno stipendio mensile?

- 7) Non è ammissibile che vengono calcolate le spese di trasporto. I camions che sono disponibili a Genova dovrebbero essere utilizzati adeguatamente alla loro portata.
- 9) Trattasi di una aggiunta all'assegnazione originale di benzina ottenuta dal C.I.P. ?

Keefe's Report

By attached - the open items are not clear.

6) Work done by railway staff.

If this is so, why is the amount of 350,000 paid charged & surely railway employees are paid by the month?

7) No charges are allowed for transport. Trucks on hand at Kundwa should be utilized to capacity.

8) Is this item just a charge against your original entry of Kenya station from C.P.S.

Bailey
630
tapt

5/7/65

I.S.R.

Genova, 22/7/45

Subject: Approval of urgent works. Repair of installations for the electrification of the line Savona-Ventimiglia. (repairs at the basements, welding and lifting of poles of the contact line.)

TO: Allied Commission Tn S.C. (Rails) Genova

Description of the works: These works will be contracted in form of job-works.

- 1) Welding of poles type M.5 No.300 at L.4000 = L.1.200.000
 - 2) " " " M.8 " 50 at L.5000 = L. 250.000
 - 3) Prolongation of poles " 100 at L.2000 = L. 200.000
 - 4) Concrete for the basements Cu m.100 at L.2500=L. 250.000
 - 5) Filling of holes larger than square m/m 25 No.100 at L.2500 = L. 100.000
 - 6) Various works done by railway staff for displacement, straightening of poles etc. L. 350.000
 - 7) Transport done by the railway workmen L. 200.000
- Unforeseen expenses 10% abt. L.2.550.000
Unforeseen expenses for working - (2) 250.000
- L.2.800.000 L.2.800.000+
- Supply of materials
- 8) Supply of iron tubular poles M.5 No.50 at L.10.000 = L. 500.000
 - 9) Petrol for engines to repair the elect. lines and for transport 1.10.000=L.30=
- Unforeseen expenses
- L. 300.000
 - L. 800.000
 - L. 100.000
 - L. 900.000 L. 900.000
 - L.3.700.000

We therefore beg the authorisation to execute works by means of job-work contract till L.2.800.000, as well as the authorisation to withdraw materials for the remaining amount of L.900.000.

The Capo Compartimento
signed: Piumatti

1) We beg to authorize the execution of urgent works required to repair basements, welding and lifting of secondary poles of sup-

Unforeseen expenses 10% abt. 250.000

L.2.800.000 L.2.800.000+

Supply of materials

8) Supply of iron tubular poles M.5 No.50 at L.10.000 = L. 500.000

9) Petrol for engines to repair the elect. lines and for transport L.10.000 = L.300.000

L. 300.000
L. 800.000
L. 100.000
L. 900.000 L. 900.000

L.3.700.000

Unforeseen expenses

We therefore beg the authorisation to execute works by means of job= work contract till L.2.800.000, as well as the authorisation to with= draw materials for the remaining amount of L.900.000.

The Capo Compartimento
signed: Plumatti

1) We beg to authorize the execution of urgent works required to repair basements, welding and lifting of secondary poles of sup= port E.T. pulled down during the war on the Savona=Ventimiglia line.

The total amount for the execution of the works is of L.3.700.000 as specified under:

629

(1) Works undertaken by contractor - which is paid according to the hours employed. This price is an estimate - from experience of these works.

(2) Given if the compartments are supplied by the U.S. Government - must pay for the material they

20/10/50



Genova 2 Luglio 1945

N° ISS/...*6.491/1*

-OGGETTO-

Approvazione lavori urgenti- Ripristino impianti elettrificazione linea Savona-Ventimiglia (Riparazione basi, saldatura e rialzamento pali linea di contatto).

ALLIED COMMISSION TN.S.C. (RAILS)

S E D E

Si prega di voler autorizzare l'esecuzione di lavori urgenti occorrenti per la riparazione delle basi, per la saldatura e il rialzamento dei pali di sostegno T.E. secondari abbattuti in dipendenza della guerra sulla Savona-Ventimiglia.

L'importo complessivo per l'esecuzione dei lavori ammonta a lire 3.500.000- come qui sotto specificato:

Descrizione del lavoro:

Lavori da appaltare a cottimo

- 1)- Saldature di pali tipo M.5 N° 300 a £.4000 = £. 1.200.000
- 2)- Saldature di pali tipo M.8 N° 50 a £.5000 = £. 250.000
- 3)- Prolungamento pali N° 100 a £.2000 = £. 200.000
- 4)- Calcestruzzo di cemento per basi. mc. 100 a £.2500 = £. 250.000
- 5)- Riempimento fori oltre ai mc. N° 100 a £.1000 = £. 100.000
- 6)- Lavori vari in economia, per spostamento, raddrizzamento pali ect. a corpo = £. 350.000
- 7)- Trasporto a corpo = £. 200.000

£. 2.550.000-

Imprevisti 10 % circa

250.000-

£. 2.800.000- £.2.800.000

Fornitura materiali

- 8)- Fornitura pali tubolari in ferro M.5 N° 500 a £.10.000= £.500.000
- 9)-Benzina per gruppi elettrogeni e per trasporti 1.10.000 £ 30= £ 300.000
- Imprevisti 10% circa e arrotondamento £. 800.000
- £. 100.000

628

Descrizione del lavoro:

Lavori da appaltare a cottimo

1)- Saldature di pali tipo M.5	N° 300 a £.4000 = £.	1.200.000
2)- Saldature di pali tipo M.8	N° 50 a £.5000 = £.	250.000
3)- Prolungamento pali	N° 100 a £.2000 = £.	200.000
4)- Calcestruzzo di cemento per basi.	mc. 100 a £.2500 = £.	250.000
5)- Riempimento fori oltre ai m/mq 25	N° 100 a £.1000 = £.	100.000
6)- Lavori vari in economia per spostamento, raddrizzamento pali ect.	= £.	350.000
7)- Trasporto	= £.	200.000
		<hr/>
		£. 2.550.000-
		250.000-
		<hr/>
Imprevisti 10 % circa		£. 2.800.000-
		<hr/>
		£. 2.800.000

Fornitura materiali

1)- Fornitura pali tubolari in ferro M.5	N° 500 a £.10.000=	£.500.000
2)- Benzina per gruppi elettrogeni e per trasporti	1.10.000 £	30= £ 300.000
3)- Imprevisti 10% circa e arrotondamento		£. 800.000
		£. 100.000
		<hr/>
		£. 900.000--
		<hr/>
		£. 900.000-
		<hr/>
		£. 3.700.000-

628

Si chiede pertanto l'autorizzazione ad eseguire i lavori mediante Convenzioni di cottimo fino a £.2.800.000.-, nonché l'autorizzazione del prelievo dei materiali per il rimanente importo di £.900.000.-

IL CAPO COMPARTIMENTO

1) lavoro in base a
ferr.

Finura

XXXXXXX 50 Sub Area

2nd August 1945

Ref. D.
Subject: Monthly Report
Torino-Genova Compartimento's.

To: Mr. S.C. (Rails)
Att. Maj. Street
Allied Commission- R.O.M.E

1) The summary of progress Int May-18th July already submitted has covered most of the details of this report with the exception of the following:

2) Projects completed since 1st July

Torino Compartimento
 Line Chivasso-Casale betw. Borgo Revel and Cresceolano:
 Lamporo Culvert at the km 12+987.
 " " " betw. Borgo Revel and Cresceolano
 Bridge on the Dora at km 12+386
 " Asti-Casale betw. Asti and Casa dei Coppi: at the km 26+897
 Bridge on the Rio Maggiorino

Genova Compartimento
 Line Genoa-French Border: S. Donato Tunnel- Completed, temp. repair
 " Genoa-La Spezia : Bogliasco Viaduct- contract for clearing
 " " " : Sori Viaduct -Contract for clearing
 " " " : Zongli Viaduct -Contract for clearing
 " Genoa-Harbour S. Benigno Tunnel: Completed, semi permanent
 of debris
 of debris
 of debris

To: Mr. S.C. (Rails)
att. Maj. Street
Allied Commission- R c m e

1) The summary of progress 1st May-18th July already submitted has covered most of the details of this report with the exception of the following:

2) Projects completed since 1st July

Torino Compartimento
Line Chivasso-Casale betw. Borgo Novell and Grecochiarino.
" " " betw. Borgo Novell and Grecochiarino
" Asti-Casale betw. Aste and Cassa dei Coppi: at the km 26+897 Bridge on the Rio Maggiorino

Genova Compartimento

Line Genoa-French Border: S. Donato Tunnel- Completed, resp. repair of debris
" Genoa-La Spezia : Bogliasso Viaduct- contract for clearing of debris
" " " : Sori Viaduct -Contract for clearing of debris
" " " : Zengli Viaduct -Contract for clearing of debris
" Genoa-Harbour S. Benigno Tunnel: Completed, semi permanent
" Alessandria-Piacenza: Bridge on the Orsabbia: Deviation completed

3.) Lines or section of lines open since 1st July

Torino Compartimento
Line Iorradada -Saluggia from km 35+200 to km 45
" S. Antonino-Livorno Ferraris from km 44+930 to km 44+330
" Torino-Pessione : from km 28+800 to km 29+250
" Gaetei Vannone-Rocette, from km 66 to km 76+600
" S. Antonino-Livorno Ferraris, from km 44+330 to km 44+530

527

XXXXXXXX 60 Sub Area

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Line Lorrada-Salinas Iron km 35 to km 34+700
 " Pessione-Villanova d'Asti from km 28+500 to km 28+800
 " Sandaniano d'Asti-Balbichieri, from km 47+334 to km 47+234
 " Castel Varnone-Rocchetta, from km 65+500 to km 65+250

Genova-Compartimento

Line Sampierdarena-Veduggia betw. Vado and Verigotti
 " " " " Pinalpia and Imperia P. Maurizio
 " " " " Verigotti and Finale
 " Alessandria-Piacenza betw. San Nicolo and Piacenza

4) New Projects undertaken since 1st of July

Loringo Compartimento

Tendra Tunnel by P.W.
 Villafranca Bridge iron structure on the Dora
 Line Chivasso-Aosta: Bridge on the Dora
 " Chivasso-Casale Underground passage
 " Chivasso-Casale masonry bridge on the Po
 Asti-Chivasso, iron structure on the A10 Marghera
 Asti-Casale : Bridge on the A10
 Savona-Carnegola : Bridge on the Tanaro
 " " Bridge on the Po
 " " Bridge on the Tanaro
 " " Bridge on the Tanaro
 Genova-Ovada-Asti : Underground passage on the Lanusa-Ornavasso
 Novara-Domodossola : Road-Crossing at the km 21+656
 " Torino-Genova : Bridge on the Ticino (11 spans)
 " Torino-Milano : Bridge on the Ticino (11 spans)

Genova Compartimento: Bogliasco Viaduct, ...

Line Torrazzo-Saluggia 1700 km 33 to km 35
 " Pessionone-Villanova d' Asti from km 23+500 to km 28+800
 " Sandamiano d' Asti - Baldischieri, from km 47+334 to km 47+234
 " Castel Vannone-Rocchetta: from km 65+500 to km 65+250

Genova-Compartimento
 Line Sampierdarena-Ventimiglia betw. Veda and Verigotti
 " " " " Finalyria and Imperia P. Maurizio
 " " " " Verigotti and Finalpia
 " Alessandria-Piacenza betw. San Nicolo and Piacenza

4) New Projects undertaken since 1st of July

Torino Compartimento

Tendra tunnel by P.W.
 Villafranca Bridge
 Line Chivasso-Aosta: iron structure on the Dora
 " " " " Bridge on the Dora
 " Chivasso-Casale Undergroud passage
 " Chivasso-Casale masonry bridge on the Po
 " Asti-Chivasso, masonry bridge on the Rio Ma Giorgio
 " Asti-Casale; iron structure on the Po
 " Savone-Carnagola: Bridge on the Stura
 " " " " Bridge on the Tanaro
 " " " " Bridge on the Po
 " " " " Bridge on the Tanaro
 " Genova-Ovada-Asti: Bridge on the Lanusa-Ornavasso
 " Novara-Dombossola: Undergroud passage on the km 21+656
 " Torino-Genova: Road-Crossing at the km 21+656
 " Torino-Milano: Bridge on the Ticino (11 spans)

Genova Compartimento:

Line Genova-La Spezia: Bogliacco Viaduct,
 Sori Viaduct,
 Acce Viaduct
 " Genova-Harbour: S. Basilio tunnel,
 Sanit' tunnel
 S. Limbania tunnel
 " Alessandria-Piacenza-Voghera-Davis: Bridge on the bridge at the km 34+538
 " " " " Bridge on the Ticino, km 82
 " Ovada-Alessandria: Iron Bridge on the Dornida

XXXXXXXX 60 Sub Area

23

5) New projects about to be commenced

Line Altare-Savona (contracts let by P.W. & U.) Progress will be reported.
Line Ceva-Bra: 2 bridges (at km 46+291 and km 57+529). This will open the lignite mines at Balnaso where stocks are piling. Plans are interted and have arranged for iron and cement from their industrial allocation, not sure!
Application by P.W. & U. to deviate small bridge Arenzano: km 20+4, line 61 to enable doubling of road.

6) winterization programs:

Instructions have been given and projects planned to complete in both Compartiments by the 1st October. This will be entirely dependent on sufficient materials being available.

7) Materials:

Position fairly good and being maintained, a plan is being arranged with Commerce Liguria Region to Transport Deal up North and receive cement in exchange - afraid no details can be given until completion. This will mean a valuable extra source of supply.

8) Transport and P.O.L.

Under instructions received in your recent signals this office has informed all concerned that N.I. and P.O.L. is outside its Province, except in the details of work for the original 55 trucks allocated to the Compartiments. Afraid that complications will arise as nothing is being received in Torino and insufficient in Genova.

9) Torino-Modena line:

Little or no information is being received of progress from HKS and I understand they are having difficulties over materials. Rumour has it that they are likely to pull out and leave half finished.

caution, not sure!
Application by P.M. & U. to deviate small bridge Arzignano: km 20+4,
line 61 to enable doubling of road.

Winterisation Programme:

Instructions have been given and projects planned to complete in both
Compartments by the 31st October. This will be entirely dependant
on sufficient materials being available.

7) Materials:

Position fairly good and being maintained, a plan is being arranged with
Commerce Liguria Region to transport Deal up North and receive cement in
exchange - afraid no deals can be given until completion.
This will mean a valuable extra source of supply.

8) Transport and P.O.L.

Under instructions received in your recent signals this office has infor-
med all concerned that M.I. and P.O.L. is outside its province, except
in the details of work for the original 59 trucks allocated to the 593-
partments. Afraid that complications will arise as nothing is being
received in Torino and insufficient in Genova.

Torino-Modene lines

Little or no information is being received of progress from MRS and
I understand they are having difficulties over materials. Mougour has
it that they are likely to pull out and leave half finished the job,
if so it will be very difficult for A.C. Still I think we shall be
able to cope with it.

825

General:

Line 61 Genova-Ventimiglia is due for completion on 15th August, but
is running a little behind schedule owing to material difficulties.
These can be overcome and to ensure so I am staying down on the job
there for the next few days. It will also give me an opportunity of
watching the commencement of operation on the new line Altare-Savona.

XXXXXXXXXX GO Sub Area

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No details whatever have been received from I59 Con Coy regarding progress beyond Ventimiglia notwithstanding assurances by Col. Ratter and Col. Cantrell that I should be informed. From rumors it is understood that progress is slow. Since commencing this report I have returned to Genoa and found that complications are about to commence with the MRS on this line. The engineer in charge of this section under A.C./I.S.A. had been instructed to continue this work beyond Ventimiglia by a Major Hemmond without any reference to Capo Compartimento or me. This is entirely contrary to the directions issued by MRS and your division and when appealed to by the engineer, who has more than enough to do at the moment to get his own division completed at schedule, I instructed him to take no action pending instructions from H.Q. A.C. altering the definite boundary line already laid down.

This carries the matter forward a stage further - about a week ago I received a signal from a Major Wright in Milan stating it was understood that I had instructed the Firm of Angelini to stop work on the De Mare tunnel etc. I replied that no such tunnel existed in our division or neither the firm of Angelini (whose representative happened to be in my office at that moment) and myself knew anything about either commencing or stopping of the work. I suggested he contacted H.Q. MRS for information. This interference by MRS within the jurisdiction of A.C./I.S.A. is becoming very unbecoming to all concerned, on the Modane line for instance. I am acting on your instructions and taking no part in the matter between MRS or I.S.A.

I am however being inundated by applications from contractors and MRS for release of materials, transport, authorities for this and that. Surely MRS with all their officers here are capable of handling these details.

A meeting was held in my office to-day, which was attended by all the engineers of the Work Section, I.S.A. and Capo Compartimento. The subjects

progress beyond Ventimiglia notwithstanding assurances by Col. Cantrell that I should be informed. From reports it is understood that progress is slow. Since commencing this report I have returned to Genoa and found that complications are about to commence with the MRS on this line. The engineer in charge of this section under A.C./I.S.M. had been instructed to continue this work beyond Ventimiglia by a Major Remond without any reference to Capo Compartimento or me. This is entirely contrary to the directions issued by MRS and your division and when appealed to by the engineer, who has more than enough to do at the moment to get his own division completed at schedule, I instructed him to take no action pending instructions from M.R. A.C. altering the definite boundary line already laid down.

This carries the matter forward a stage further - about a week ago I received a signal from a Major Wright in Milan stating it was understood that I had instructed the Firm of Angelini to stop work on the De Mare tunnel etc. I replied that no such tunnel existed in our division or neither the firm of Angelini (whose representative happened to be in my office at that moment) and myself knew anything about either commencing or stopping of the work, I suggested he contacted M.R. MRS for information. This interference by MRS within the jurisdiction of A.C./I.S.M. is becoming very vexatious to all concerned, on the Modane line for instance, I am acting on your instructions and taking no part in the matter between MRS or I.S.M.

I am however inundated by applications from contractors and MRS for release of materials, transport, authorisation for this and that. Surely MRS with all their officers here are capable of handling these details.

A meeting was held in my office today, which was attended by all the engineers of the work Section, I.S.M. and Capo Compartimento. The subjects under discussion were: M.T. D.O.L., Materiale, Winter material, permanent repairs, estimates; it lasted three hours but I think that the officers are all clear now - your instructions re M.T. and P.O.L. were passed on.

A Capt. Cozma presented himself today as the new A.L. S.M.C. Ballin Officer and amongst other things said he would like a copy of my reports. I informed him that these were prepared for MRS and he should address his application to you.

I am being continually asked by the I.S.M. to app. ve the repairs to electrification, telephone and telegraph circuits in conjunction with the lines we are repairing. In the past, to facilitate opening of lines

5 =

I have acted but they are now receiving large figures. Am I to continue or is there anybody else up here responsible for this dept. It will appreciate that this work continues alongside the work of my dept. and in addition I can facilitate the supply of these materials as I have already done.

Capt.
R. Sigala

000

I have acted but they are now receiving large quantities for this
continue or is there anybody else up here responsible for this
dept. It will appreciate that this work continues alongside the
work of my dept. and in addition I can facilitate the supply of
these materials as I have already done.

Wm B.
A. Signalis

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XXXXXXXX 60 Sub Area

2nd August 1945

Ref. D.
Subject: Monthly Report
Torino-Genova Compartimento's.

To: An. S.C. (Rails)
att. Maj. Street
Allied Commission- R.O.M.O.

1) The summary of progress 1st May-1st July already submitted has covered most of the details of this report with the exception of the following:

2) Projects completed since 1st July

Torino Compartimento

- Line Chivasso-Casale betw. Borgo Navel and Crescentino.
- " " " betw. Borgo Navel and Crescentino
- " Asti-Casale betw. Asti and Casa dei Coppiat: the km 26+827 Bridge on the Rio Maggiore

Genova Compartimento

- Line Genoa-French Border: S. Donato tunnel- Completed, temp. repair
- " Genoa-Is Spedis : Dogliasco Viaduct- contract for clearing of debris
- " " " : Sori Viaduct -Contract for clearing of debris
- " " " : Zoagli Viaduct -Contract for clearing of debris
- " Genoa-Harbour S. Regino tunnel: Completed, semi permanent
- " Alessandria-Piacenza: Bridge on the Rubbie: Deviation complete

To: Mr. S.C. (Ralls)
at: Maj. Street
Allied Commission R.E.M.A.

- 1) The summary of progress for May-15th July already submitted has covered most of the details of this report with the exception of the following:
- 2) Projects completed since 1st July
 - Torino Compartimento
Line Chivasso-Cavale betw. Borgo Revel and Crescentino.
Imporo Culvert at the km 12+987.
 - " " " betw. Borgo Revel and Crescentino
Bridge on the Bora at km 12+386
 - " Asti-Cassale betw. Asti and Casa del Coppi; at the km 26+897
Bridge on the Rio Maggiore

Genova Compartimento

Line Genoa-Franc. Borletti S. Donato tunnel- Completed, resp. repair contract for clearing of debris

" " " : Gori Viaduct -Contract for clearing of debris

" " " : Longli Viaduct -Contract for clearing of debris

" Genoa-Harbour S. Benigno Summit Completed, semi permanent

" Alessandria-Piacenza: Bridge on the Arbia deviation completed

822

3.) Lines or sections of lines open since 1st July

Norino Compartimento

Line Torradice -Saligna free km 35+200 to km 35

" S. Antonino- Livorno Ferraris from km 41+930 to km 44+130

" Torino-Vesicione : from km 28+800 to km 29+250

" Castel Vannone-Loesette, from km 66 to km 76+600

" S. Antonino- Livorno Ferraris, from km 44+330 to km 44+530

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Line Corradde-Osillina from km 35 to km 34+700
 " Pessione-Villanova d'Alsti from km 28+500 to km 28+800
 " Sanforniano d'Asti-Balbioclieri, from km 47+334 to km 47+224
 " Castel Vannone-Reccetta, from km 65+500 to km 65+450

Genova-Compartimento

Line Sampierdarena-Ventimiglia betw. Vado and Varigotti
 " " " Pinalpis and Imperia P. Maurizio
 " " " Varigotti and Finisipia
 " Alessandria-Piacenza betw. San Nicolo and Piacenza

4) New projects undertaken since 1st of July

Torino Compartimento

Leandra Tunnel by P.W.
 Villafrenca Bridge
 Line Chivasso-Aosta: iron structure on the Dora
 " Chivasso-Cesale Bridge on the Dora
 " Chivasso-Cesale Underground passage
 " Asti-Chivasso, masonry bridge on the Po
 " Asti-Casale: iron structure on the Po
 " Savona-Carnasole: Bridge on the Tanaro
 " " Bridge on the Tanaro
 " " Bridge on the Tanaro
 " Genova-Ovada-Asti: Bridge on the Tanaro
 " Novara-Domocossola: Underground passage on the Lanze-Omnivasso
 " Torino-Genova: Road-Crossing at the km 21+656
 " Torino-Milano: Bridge on the Ticino (11 spans)

Genova Compartimento:

Line Genova-La Spezia: Bogliasso Viaduct,
 Sori Viaduct,
 Boga Viaduct

" Sandomiano d' Asti- Balbichieri; from km 47+334 to km 47+234
 " Castel Vannone-Rocchetta, from km 65+500 to km 65+250
Genova-Compartimento
 Line Sempredrona-Ventimiglia betw. Vado and Varigotti
 " " " Pinalia and Imperia F. Maurizio
 " " " Varigotti and Pinalia
 " Alessandria-Piacenza betw. San Nicolò and Piacenza

4) New Projects undertaken since 1st of July

Torino Compartimento

Leida tunnel by P.M.
 Villafranca Bridge
 Line Chivasso-Aosta: iron structure on the Dora
 " Chivasso-Tessale Bridge on the Dora
 " Chivasso-Tessale Underground passage
 " Asti-Chivasso, masonry bridge on the Po
 " Asti-Casale; iron structure on the Rio Maggiore
 " Savona-Carraigola; Bridge on the Stura
 " " Bridge on the Tanaro
 " " Bridge on the Pesio
 " Genova-Ovada-Asti; Bridge on the Tanaro
 " Novara-Dongossola; Underground passage on the Lanza-Gravasso
 " Torino-Genova; Road-Crossing at the Km 21+656
 " Torino-Milano; Bridge on the Poine (11 spans)

Genova Compartimento:

Line Genova-La Spezia; Bogliasco Viaduct,
 Sori Viaduct,
 Secco Viaduct
 " Genova-Harbour; S. Benigno Tunnel,
 Sait Tunnel
 S. Fabiano Tunnel
 " Alessandria-Piacenza-Voghera-Pavia; Bridge on the Curcio at the
 Km 31+538
 " " " Bridge on the Sibone, km 82
 " Ovada-Alessandria; Iron Bridge on the Cornida

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XXXXXXXX 60 Sub Area

- 3 -

5) New projects about to be commenced.

Line Altare-Savona (contracts let by P.W. & U.) Progress will be reported.
Line Ceva-Brà: 2 bridges (at km 46+201 and km 57+529). This will open the lignite mines at Bagnasco where stocks are spoiling. Piers are interested and have arranged for iron and cement from their industrial allocation, not ours!
Application by P.W. & U. to deviate small bridge Aronzano: km 20+44, line 61 to enable doubling of road.

6) winterization programme:

Instructions have been given and projects planned to complete in both Compartiments by the 31st October. This will be entirely dependent on sufficient materials being available.

7) Materials:

Position fairly good and being maintained, a plan is being arranged with Commerce Liguria Region to transport Dealup North and receive cement in exchange - afraid no details can be given until completion. This will mean a valuable extra source of supply.

8) Transport and P.O.L.

Under instructions received in your recent signals this office has informed all concerned that M.L. and P.O.L. is outside its Province, except in the details of work for the original 35 trucks allocated to the Compartimentos. Afraid that complications will arise as nothing is being received in Torino and insufficient in Genova.

9) Torino-Modano lines

Little or no information is being received of progress from MRS and I understand they are having difficulties over materials. Rumour has it that they have not yet finished the job.

Line Ceva-Era: 2 bridges (1 on the north side) where blocks are expelling. Plats are interested and have arranged for iron and cement from their industrial allocation, not sure!
 Application by P.M. & U. to deviate small bridge Aranzano: km 20+4, line 61 to enable doubling of road.

6) winterisation programme:

Instructions have been given and projects planned to complete in both compartments by the 31st October. This will be entirely dependent on sufficient materials being available.

7) Materials:

Position fairly good and being maintained, a plan is being arranged with Commerce Liguria Region to transport gravel North and receive cement in exchange - afraid no details can be given until completion. This will mean a valuable extra source of supply.

8) Transport and P.O.L.

Under instructions received in your recent signal this office has informed all concerned that M.I. and P.O.L. is outside its Province, except in the details of work for the original 55 trucks allocated to the compartments. Afraid that complications will arise as nothing is being received in Torino and insufficient in Genova.

9) Torino-Modane line:

Little or no information is being received of progress from MRS and I understand they are having difficulties over materials. Rumour has it that they are likely to pull out and leave half finished the job, if so it will be very difficult for A.C. Still I think we shall be able to cope with it.

10) General:

Line 61 Genova-Ventimiglia is due for completion on 15th August, but is running a little behind schedule owing to material difficulties. These can be overcome and to ensure so I am staying down on the job there for the next few days. It will also give me an opportunity of watching the commencement of operation on the new line Aitare-Savona.

824

XXXXXXXX 60 Sub Area

No details whatever have been received from 159 Con Coy regarding progress beyond Ventimiglia notwithstanding assurances by Col. Ratter and Col. Centrell that I should be informed. From rumours it is understood that progress is slow. Since commencing this report I have returned to Gaps and found that complications are about to commence with the line on this line. The engineer in charge of this section under A.C./I.S.B. had been instructed to continue this work beyond Ventimiglia by a Major Hemond without any reference to Capo Compartimento or me. This is entirely contrary to the directions issued by MRS and your division and when appealed to by the engineer, who has more than enough to do at the moment to get his own division completed at schedule, I instructed him to take no action pending instructions from H.Q. A.C. altering the definite boundary line already laid down.

This carries the matter forward a stage further - about a week ago I received a signal from a Major Wright in Milan stating it was understood that I had instructed the firm of Angelini to stop work on the De Mare tunnel etc. I replied that no such tunnel existed in our division or neither the firm of Angelini (whose representative happened to be in my office at that moment) and myself knew anything about either commencing or stopping of the work. I suggested he contacted H.Q. MRS for information which interference by MRS within the jurisdiction of A.C./I.S.B. is being coming very confusing to all concerned, on the Modane line for instance, I am acting on your instructions and taking no part in the matter between MRS or I.S.B.

I am however being inundated by applications from contractors and MRS for release of materials, transport, authorities for this and that. Surely MRS with their officers here are capable of handling these details.

A meeting was held in my office today, which was attended by all the engineers of the work Section, I.S.B. and Capo Compartimento. The subjects under discussion were: ...

stood that progress is slow. Since commencing this report I have returned to Genoa and found that complications are about to commence with the NRS on this line. The engineer in charge of this section under A.C./ I.S., had been instructed to continue this work beyond Ventimiglia by a Major Hammond without any reference to Dept Commandants or me. This is entirely contrary to the directions issued by NRS and your division and when appealed to by the engineer, who has more than enough to do at the moment to get his own division completed at schedule. I instructed him to take no action pending instructions from H.O. A.C. altering the definite boundary line already laid down.

This carries the matter forward a stage further - about a week ago I received a signal from a Major Wright in Milan stating it was understood that I had instructed the firm of Angelini to stop work on the De Lere tunnel etc. I replied that no such tunnel existed in our division or neither the firm of Angelini (whose representative happened to be in my office at that moment) and myself knew anything about either commencing or stopping of the work. I suggested he contacted H.O. NRS for information. This interference by NRS within the jurisdiction of A.C./I.S.R. is becoming very confusing to all concerned, on the Modena line for instance, I am acting on your instructions and taking no part in the matter between NRS or I.S.R.

I can however be inundated by applications from contractors and NRS for release of materials, transport, authorities for this and that. Surely NRS with their officers here are capable of handling these details.

A meeting was held in my office today, which was attended by all the engineers of the work Section I.S. and also Generali, etc. The subjects under discussion were: P.L., P.L., P.L., etc. Later, P.L., P.L., P.L., etc. were discussed. It lasted three hours but I think that matters were all clear now. Your instructions re P.L. and P.L. were passed on.

Capt. Cecchi presented himself today as the new A.C. NRS. He is an Officer and suggests other things said he would like a copy of my reports. I informed him that these were prepared for here and he should address his application to you.

I am being continually asked by the I.S.R. to approve the repairs to electrification, telephons and telegraph circuits in conjunction with the lines we are repairing. In the past, to facilitate opening of lines

= 5 =

I have acted but they are now reaching large figures. As I to contains or is there anybody else up here responsible for this dept. It will appreciate that this work continues alongside work of my dept. and in addition I can facilitate the supply of these materials as I have already done.

Capt.
R. Signale

I have acted but they are now reaching large figures. Am I to continue or is there anybody else up here responsible for this dept. It will appreciate that this work continues alongside the work of my dept. and in addition I can facilitate the supply of these materials as I have already done.

Cap.
R. Signala

618

Subject: Monthly Report Torino - Genova Compartimento's

1.) The summary of progress 1st May - 16th July already submitted has covered most of the details of this report with the exception of the following:

2.) Projects completed since 1st July

Torino Compartimento: Bridges: tunnels, Viaducts
line Chivasso-Casale between Borgo Revel & Orascentino duchy
 " Underground passage Lamporo at the km 12+987
 " between Borgo Revel and Orascentino
Bridge on the Dora at the km 12+386

" Asti-Casale, between Asti and Casa del Coppi - Bridge Rio Maggiore
at the km 26+897

Genoa Compartimento

Line Genoa French Border S. Donato Tunnel completing Temp. Refractive
 " Genoa-La Spezia Bogliasso Viaduct contract for building of 200m
 " " Sord Viaduct
 " " Zoagli Viaduct
 " Genova - Harbour S. Benigno tunnel completing semi Passm
 " Alessandria-Piacenza Bridge on the Trebbia, Demolition completed

3.) Lines or section of lines open since 1st July

Torino Compartimento:

Line Torrada - Saligie at km 35+200 to km 35+240
 " Santo Antonio e Litorale at km 43+930 to km 44+330
 " Torino Pessione at the km 28+800 to km 29+250
 " Castel Vaunone and Rocchetta km 66 to km 76+600
 " Sant'Antonino - Livorno Ferraris at the km 44+330 to 44+530
 " Torrada-Saligie at km 35 to km 34,700
 " Pessione - Villanova d'Asti from km 28,500 to km 28,800
 " S. Damiano d' Asti - Balbichieri from km 47,334 to 47,234
 " Castello Vaunone and Rocchetta km 65,500 to 65+250

Genoa Compartimento

Line Sampierdarena-Ventimiglia betw. Vado and Varigotti
 " " Pinelis and Inveria

at the km 26+607

Genoa Compartimento
 Line Genoa French Border
 " Genoa-La Spezia
 " "
 " "
 " Genova Harbour
 " Alessandria-Piacenza

3. Donato Tunnel
 Bogliasso Viaduct
 Sori Viaduct
 Zoagli Viaduct
 S. Benigno tunnel
 Bridge on the Urabbia. Demolition completed

completing Temp. Mezzan
 contractor has
 completed work from
 demolition completed

3.) Lines or sections of lines open since 1st July

Torino Compartimento:

Line Torrada - Saliggia ~~km 35+350~~ from km 35+200 to km 35+200
 " Santo Antonio e Litorchio ~~km 44+330~~ the km 43+930 to km 44+330
 " Torino Pessione at the km 28+200 to km 29+250
 " Castel Vannone and Rocchetta km 66 to km 76+600
 " Sant'Antonio - Livorno Ferraris at the km 44+330 to km 44+330
 " Torrada-Saliggia at km 35 to km 34,700
 " Pessione-Villanova d'Asti from km 28,500 to km 28,800
 " S. Damiano d' Asti - Balbichieri from km 47,334 to 47,234
 " Castello Vannone and Rocchetta km 65,500 to 65+250

617

Genoa Compartimento
 Line Sampierdarena-Ventimiglia betw. Vado and Varigotti
 " "
 " "
 " Alessandria-Piacenza betw. S. Nicolo and Piacenza

Finalpia and Imperia P.M.
 Varigotti-Finalpia

4.) New projects undertaken since 1st July

Torino Compartimento: Tendra tunnel by P.W. (I) perm.
 Villetfranca Bridge (II) perm.
~~bridge on the Dora River~~ iron structure on the Dora

Line Chivasso-Aloste
 " Chivasso-Casale bridge on the Dora River
 " Chivasso-Casale underground passage
 " Asti-Chivasso, masonry bridge on the Po
 " Asti-Casale iron structures on the Rio Maggiore

2777

2103

- Line Savona-Garmagnola Bridge on the Stora
- Bridge on the Tanaro
- Bridge on the Pesio
- Bridge on the Tanaro
- Line Genova-Ovada - Asti / Underground passage on the Langh-Crnavaaso
- Line Novara-Bombasole (Cavalcavia) at km 11+655 (Road crossing)
- Line Torino-Milano Bridge on the Ticino (11 spans)

Genoa-Compartimento:

- Line Genova-Fremont-Burton Genoa-La Spezia: Regliero Viaduct, Sori Viaduct, Nocco Viaduct
- Genoa-Harbour: S. Benigno tunnel; Savio tunnel, S. Ilario tunnel
- Line Alessandria/Torcinese-Volterra-Pavia: Bridge on the Surore at the km 11+538

- Bridge on the Ticino at the km 82.
- Line Ovada-Alessandria: Iron Bridge on the Po

5.) New projects about to be commenced:
 Alpine-Savona line (contract let by P.A.C.) Program will be reported. 2 bridges on Cava-Pra line (km 45,221 and 47,320) This will open the Ligurian mines at Tagliero / ^{are operating}
 Plans are expected to ~~be~~ ^{be} arranged where stocks are ~~not~~ ^{are} sufficient to ~~be~~ ^{be} applied to ~~the~~ ^{the} ~~road~~ ^{road} to alleviate small bridge at ~~the~~ ^{the} ~~km 11+538~~ ^{km 11+538} at the km 11+538
 Application by P.V. & G. to alleviate small bridge at ~~the~~ ^{the} ~~km 11+538~~ ^{km 11+538} at the km 11+538
 line 61 to enable Doukine of road.

6.) Winterisation programme:
 Instructions have been given and projects planned to complete in both compartments by 31st October. This will be ~~entirely~~ ^{entirely} dependant on sufficient materials being available.

7.) Materials: Position ~~is~~ ^{is} ~~being~~ ^{being} maintained, a plan is being arranged with Commerce Liguria Region to transport coal by North and receive cement in ~~the~~ ^{the} ~~region~~ ^{region} exchange- ~~616~~ ⁶¹⁶
 no details can be given until completion.
 This will ~~be~~ ^{be} a valuable extra source of supply. ~~year~~ ^{year}

Line Genova-Zucchato-Rivarolo Genoa-La Spezia:
 Pegli-Sea Viaduct, Sari Viaduct, secso Viaduct
 Genoa-Harbour: S. Benigno tunnel, S. Felice tunnel, S. Felice tunnel

Line Alessandria/Piacenza-Voghera-Pavia: Bridge on the Curvone
 at the km 31+538

Bridge on the Tidone at the km 32.

Line Ovada-Alessandria: Iron Bridge on the Tidone

5.) New projects about to be commenced:
Airone-Savona line (contracts let by P.M. & S. P.M.) Progress will be reported. 2 bridges on Genova-Savona line (km 15,231 and 57,500) will also be limited wires at Bagnasco.

~~XXXXXXXXXXXXXXXXXXXX~~
 Fiat are interested to ... ~~arranging~~ where stocks are
 arranged in ...
 Application by I.W. & S. to deviate small bridge at Arizzano 202
 line 67 to enable Doubrano of road.

6.) Winterisation programme:
 Instructions have been given and projects planned to complete in both compartments by 31st October. This will be ~~entirely~~ dependent on sufficient materials being available.

7.) Materials: Position ~~is~~ ^{is} good ~~and~~ being maintained, a plan is being arranged with Commerce Liguria Region to transport coal up North and receive cement in ~~Genova~~ exchange. ~~616~~

no details can be given until completion.
 This will ~~allow~~ a valuable extra source of supply. ^{York}

8.) Transport E.P.O.I. Under instructions received in ~~Genova~~ recent signals this office has informed all concerned that M.I. and P.O.I. is outside its ~~jurisdiction~~ except in the details of work for the original 55 trucks allocated to the Compartiments. Afraid that complications will arise as nothing is being received in ~~Genova~~ and insufficient in Genoa.

9.) Genova-Modane line. Little or no information is being received of progress from M.R.S. and I understand they are having difficulties over materials. ~~Romode~~ has it that they are likely to pull out and leave the job half finished, if so it will be very difficult for A.C. ~~Staff~~. I think we shall be able to cope with it.

= 3 =

10.) General. Line 61- Genoa-Ventimiglia: is due for completion on 15th August, but is running a little behind schedule in spite of material difficulties. These ^{can} be overcome and to...

so I am staying down on the job there for the next few days.

It will also give me an opportunity of watching the commencement of operations on the new line Altare-Savona.

No details whatever have been received from 159 Con Coy regarding progress beyond Ventimiglia notwithstanding assurances by

Col. ~~...~~ and Lt. Col. Cantrell that it ^{I should be informed} should be improved.

From... it is understood that progress is slow. Since commencing this report I have returned to Genoa and found that

complications are about to commence with the M.R.S. on this line.

The Engineer in charge of this section under AC/ISR. had been instructed to continue his work beyond Ventimiglia by a Major

Hammond without any reference to Capo Compartimento, or me. This is entirely contrary to the directions issued by M.R.S. and your

division ^{HAS} when appointed ^{HAS} by the engineer, who have more than enough to do at the moment to get his own division completed

at schedule. I ^{ACTION} instructed him to take no ^{BOUNDARY} pending instructions from H.Q. A.C. ~~...~~ altering the ~~...~~

line already laid down.

This carries the matter forward a ~~...~~ further - about a week ago I received a signal from a Major ~~...~~ in Milan stating it was ~~...~~

understood that I had instructed the ~~...~~ of Angelini to stop work on the Demare tunnel etc. I replied that no such tunnel

existed in our division or neither the ~~...~~ of Angelini

(whose representative happened to be in my office at that moment)

and myself knew anything about ^{OTHER} ~~...~~ this commencing or stopping

~~...~~ suggested by ~~...~~ HE ~~...~~ H.Q.

2108
from..... it is understood that progress is slow. Since commencing this report I have returned to Genoa and found that complications are about to commence with the M.R.S. on this line. The Engineer in charge of this section under AC/ISR. had been instructed to continue his work beyond Ventimiglia by a Major Hammond without any reference to Capo Compartimento, or me. This is entirely contrary to the directions issued by M.R.S. and your division and when appointed to ^{HAS} by the engineer, who have more than enough to do at the moment to get his own division completed at schedule. I ~~.....~~ ^{ACTION} him to take no actives pending instructions from H.Q. A.C. ~~.....~~ altering the ~~.....~~ ^{BOUNDARY} line already laid down.

This carries the matter forward a ~~.....~~ further - about a week ago I received a signal from a Major ~~.....~~ in Milan stating it was ~~.....~~ understood that I had instructed the ~~.....~~ of Angelini to stop work on the Demare tunnel etc. I replied that no such tunnel existed in our division or neither the ~~.....~~ of Angelini (whose representative happened to be in my Office at that moment) and myself knew anything about ^{EITHER} all ~~.....~~ commencing or stopping of the work, I ~~.....~~ ^{HE} suggested be contacted H.Q. MRS. for information. This interference by MRS. within the jurisdiction of AC/ISR is becoming very confusing to all concerned, on the Modane line for ~~.....~~; I am acting on your instructions and taking no part in the matter between MRS or ISR. I am however be ~~.....~~ by application from contractors and MRS. ~~.....~~ release of materials, transport, authorities for this and that. Surely MRS. with all their officers here are capable of handling these details.

A meeting was held in my office today, which was attended by all the engineers of the Work Section, I.E.S. and Capo Comar-timento. The subjects under discussion were: M.I. P.O.I., Materials, Winterisation, Permanent Repairs, estimates, it lasted three hours but ~~it~~ I think that matters are all clear now-- your instructions re M.T. and P.O.I. were passed on.

A Capt. Coombs presented himself today as the new A.C. En. S.C. Rails officer and amongst other things said he would like a copy of my reports. I informed him that these were prepared for Rome and he should address his application to you! (I think he is a statistical expert, all control and no movement!)

Capt

R. Sognato

X I am being continually asked by the I.E.S
to approve the repairs to telegraph, telephone
and telegraph circuits in conjunction with the
winterisation work. In the past, I
have been asked to have several of these

for Rome and he should address his application to you! (I think he is a statistical expert, all control and no movement!)

Capt
R. Signals

I am being continually asked by the I.E.S
to approve the repair of electrotypewriter, telephones
and telegraph circuits in connection with the
power lines we are repairing. In the past, I
facilitate opening of line large repairs. As
they are now reaching large figures, I will be
responsible or in their department. It will be
here responsible for their dept. I will be
appreciated that their work continues alongside
the work of my dept and in addition I can
facilitate the supply of their materials as I
have already done.

W. H. H. H.

~~Prospetto delle opere a posto
 a carico del ministero
 1° del fiume Comunal~~

Clivatto - Asti: travata in
 ferro di m. 54
 sul fiume Po

Clivatto - Casale: 2/7-45
 ponte a 7 metri
 sul fiume Po
 m. 2/7-45

Clivatto - Casale - sottovia m. 5
 m. 2/7

Asti - Clivatto - ponte in
 ferro di 13 archi
 sul fiume Po,
 2/7

Asti - Casale: travata in ferro
 sul Rio Melforino
 2/7
 813

Larone - Cornegusta - Ponte
a 6 arcate sul
fiume Hure

Ponte a 3 arcate sul fiume
Tavero - 16/7 -

Ponte a 3 arcate sul fiume
Pesio 18/7

Genova - Orada - Ark
ponte di ferro a 3
travate sul fiume
Tavero 9/7

Novara - Pombas
sottovia di tre
arcate sul fiume
d'Anta - Ornavasso
2/7

Torino - Genova - Capolucco
al km. 21+656

~~2/7~~

~~Torino - Milano - Ponte S.
11 ondate sul
fiume Ticino~~

~~24/7~~

~~_____~~

Mon

Linea a parte quante
il corso di uffi

Rifinito buono fori tra
Torre adde re Saligge -
del km, 35 + 200 al km 35

Rifinit. buono fori tra fori
Santo Antonio e divino
ferraris
del km 43 + 930 al km.
44 + 330 -

Rifinito fori tra Tonio e Penon
del km, 28 + 800 al km
29 + 250

Tra Castel Vammone e
~~Repetto~~ Rocchetta

del km. 66 al km. 76+600

~~tra Ripristino~~ Enrie Sant'Auto,
vino e divano ferraris -

del 44+330 al 44+530

~~Sant'Autonno e~~
~~divano ferraris~~

tra Torada e Saligiana

km. ~~45~~ 55 al 34,700

Tra ~~Repetto~~ Dethione e
Villanova d'Alsti

del km. 28,500 al km.
28,800 -

tra ~~Castello~~ Vantone e
 Rocetta
 del km. 75,500 al
 km. 75 -

tra la stazione di Uorane
 e ~~Vignole~~ Vignole
 del km. 77+888 al
 km. 78+128 -

tra Saliggia e Livorno
 ferraris
 del km. 38+930 al km.
 39+130

tra Villanova d'Asolo e
 Pestione km. 28+500 al
 km. 28+400

~~Sanfilippo d'Asti e~~
San Doniano d'Asti e
Balbicchieri km 47,334
al km 47,234

~~Castello Vannone e~~
Rocchetta
km 55,500 al km. 78,
65/250

2116

Final

aperti
LINEE RIATTIVATE DAL 1° LUGLIO Δ 1945

Linea CHIVASSO-CASALE = fra Borgo Revel e Crescentino = Sottovia Lamporo
al Km.12+987 = riattivato il 5-7-c.a.
" " " = fra Borgo Revel e Crescentino = Ponte sulla Dora
al Km.12+386 = riattivato il 20 -7- c.a.

Linea ASTI-CASALE = fra Asti e Casa dei Coppi = Ponte rio Maggiorino
al Km.26+897 = riattivato il 28-7-c.a.

H. CAPO DELLA SEZIONE LAVORI

Coppi

~~B...~~

Ponti completati dal 1° di luglio. 609

Linee aperte dal 1° di luglio
nuovi progetti intrapresi dal 1° di luglio

2117

fino al 20-7-1945
Assegnazione fumenti

da Casale a Buttolero	q ^{li}	810
" " Susa	"	2665
" " Meana	"	825

da Orsano a Meana	"	145
Morano a Meana	"	160

Tot. Quin: 4635

- Riepilogo -

a Buttolero	q ^{li}	810
a Susa	"	2665
" Meana	"	1160
		<u>4635</u>
		<u>608</u>

PROGETTO OPERE ULTIME IN LUGLIO

LINCA

OPERA

Linea Genova-Conf. Fren.	Galleria S. Donato-Sgombro macerie e cartinatura.	18/7
Linea Genova-La Spezia.	Viad. Bogliasco. Sgombro mac.	31/7
Porto di Genova	Viad. Sori. Sgombro mac.	31/7
Linea Alessandria-Piacenza.	Viad. Zoagli. Sgombro mac.	31/7
	Gall. S. Benigno. Ripristino binario	13/7
	Fonte sul Trebbia Km. 90+300	25/7
	Deviazione provvisoria	

PROSPETTO OPERE INIZIATE IN LUGLIO

Linea Genova-Conf. Fren.	R. N.	15/7
Linea Genova-La Spezia.	Viad. Bogliasco. Riatt. provv.	15/7
Porto di Genova	Viad. Sori. Inizio riattar.	15/7
	Viad. Neco. " "	3/7
Linea Alessandria-Piacenza Voghera-Pavia	Gall. S. Benigno. Ripristino binari	5/7
	Gall. Sanità. Sgombro macer.	9/7
Linea Ovada-Alessandria.	Gall. S. Lina. Rifacimen- to piedritti.	26/7
	Ponte sul torrente Curone Km. 31+500. Sistemaz. Defin.	30/7
	Ponte sul torrente Tidone Km. 82+000. Sistem. defin.	28/7
	Ron e in ferro sul torrente Borriés. Rimozione e riattamento travate	
	Ricostruzione definitiva pile e spalle.	28/7

PROGETTO OPERE INIZIATE IN LUGLIO

Linea Genova-Conf. Franc.	N.N.	15/7
Linea Genova-La Spezia.	Viad. Bogliasco. Riatt. provv.	15/7
	Viad. Sori. Inizio riatt.	15/7
	Viad. Recco. "	15/7
Porto di Genova	Gall. S. Benigno. Ripristino binari	5/7
	Gall. Sanità. Sgombro macer.	5/7
	Gall. S. Limentana. Rifacimen- to piedritti.	26/7
Linea Alessandria-Piacenza Voghera-Pavia	Ponte sul torrente Curone Km. 91+538. Sistemaz. Defin. Ponte sul torrente Tidone Km. 62+000. Sistem. defin.	30/7
Linea Ovada-Alessandria.	Pon e in ferro sul torrente Bormida. Rimozione e riatt- amento traverte Ricostruzione definitiva pile e spalle.	28/7

607

2120

COMPENSATIVO COMPLESSIVO DI CEMENTO E CALCE IDRAULICA
RICEVUTO DURANTE IL MESE DI AGOSTO 1945.-

Quantità in quintali	Località di utilizzazione	ANNOTAZIONI :
Calce idraulica 200	Fontedecimo	
Cemento 350	"	
" 150	Stazzano	
" 570	S. Limbiana	
" 380	Nervi	
" 200	Ronco	
" 200	Novi	
" 400	Savona	
" 400	Albissola	
" 200	Busalla	

Totale cemento 2850 quintali

Work Section of Genoa

Genova 25th July 1945

B 60

Subject: Asportation of tracks and round iron effected by the French troops.

TO: Allied Command Genova
and for information to the COMitato Liberazione Nazionale
of the Compartimento of Genoa.

The chief of the first Work Branch of Imperia reports that the French troops have taken from the "odd" rail, actually interrupted, between Bordighera and Vallecrosia at the km. I44+582, 16 tracks I.S.R. of 12 m. and from the warehouse of Ventimiglia a part of the round iron which was deposited there. This information is given in order to apply the necessary measures.

The Chief of the Work Section
signed: Perotti

605

MINISTERO delle COMUNICAZIONI
FERROVIE DELLO STATO
Compartimento di Genova
Sezione Lavori Genova

Genova 25 IUR 1945

N° 10511/III°-C.M.

AL COMANDO ALLEATO

OGGETTO

SEDE

Aspettazione da parte delle
truppe francesi di occupa-
zione di rotaie e ferro
tondo.-

e per con. COMITATO LIBERAZIONE NAZIONALE
del Compartimento F.F.SS.

GENOVA

Il Capo del I° Riparto Lavori d'Imperia rapporta che
le truppe francesi d'occupazione hanno prelevato dal binario dispa-
ri, attualmente interrotto, fra Bordighera e Vallecrosia, al Km.
I44+582 N° I6 rotaie F.S.46 da ml.I2 e dal Magazzino di Ventimiglia
una parte del ferro tondo ivi depositato. Tanto si comunica per i
provvedimenti del caso.-

IL CAPO DELLA SEZIONE LAVORI

Sever

604

2123

July 6/45
D

13th. July 1945

D
Ref. to 11

TO: In. S.C. (Rails) att.
Maj. STREETER

Subject:
Reports

Herewith this week progress report, your AC/TN/6/196/C.B. not clear, does "monthly" report refer to the attached report submitted weekly? It will be noted that even now shortage of transport is used as an excuse, this is entirely inadmissible. Acting under H.Q. instructions the new trucks were handed over completely to the I.S.R. with the proviso that construction work would have first priority. It is understood but subject to detailed confirmation that they are being used for other purposes i.e. transporting staff, goods, food etc. to the detriment of essential work. These items are an AMG Transportation matter, who have plenty of transport for this purpose.

It is suggested that at the present stage full control of transport by I.S.R. is premature and will only result in abuses especially as they are using W.D. petrol.

A counter suggestion is that control is invested in A.C. for a certain period at least to enable these trucks to be hired to the contractors as envisaged.

For example, in Torino a few days ago, I obtained the release of the ex IODT materials I mentioned, it took me all day to get hold of one truck and three days after they had not completed the collection. Four or five trucks immediately would have done the job in a morning, the final result is that some of the items promised have now been issued elsewhere by P.W.&U

It is my honest and firm opinion that the present administration

Subject:
Reports

TO: En. S.C. (Rails) att.
Maj. STREET

Herewith this week progress report, your AC/TW/8/196/C.E. not clear, does "monthly" report refer to the attached report submitted weekly? It will be noted that even now shortage of transport is used as an excuse, this is entirely inadmissible. Acting under H.Q. instructions the new truck were handed over completely to the I.S.R. with the proviso that construction work would have first priority. It is understood but subject to detailed confirmation that they are being used for other purposes i.e. transporting staff, goods, food etc. to the detriment of essential work. These items are an AMG Transportation matter, who have plenty of transport for this purpose.

It is suggested that at the present stage full control of transport by I.S.R. is premature and will only result in abuses especially as they are using W.D. petrol.

A counter suggestion is that control is invested in A.C. for a certain period at least to enable these trucks to be hired to the contractor as was envisaged.

For example, in Torino a few days ago, I obtained the release of the ex IODT materials I mentioned, it took me all day to get hold of one truck and three days after they had not completed the collection. Four or five trucks immediately would have done the job in a morning, the final result is that some of the items promised have now been issued elsewhere by P.W.GU

It is my honest and firm opinion that the present administration of I.S.R. working under existing conditions are incapable of carrying out the policy of A.C. without strict supervision and control. Release of material liaison between local government, military authorities and the State Railways supervision of contracts and contractors, the smoothing of labour and staff problems and political intervention constitute the major items and can only be handled by A.C. representatives. It is appreciated that normally most of this is outside the jurisdiction of "Civil Engineering", but it constitutes that "be and all" are getting the job done. I think it will be agreed that the results (completion of lines etc.) have justified any such intervention.

The main point is that if the work is to continue to progress as

continued

heretofore, a "travelling inspector" will be hardly sufficient !

A possible alternative has been found for line from Savona to San Giuseppe which has three major projects to complete, it seems there is a partially finished line which only requires track laying and no repairs, the matter is being investigated and will report fully as soon as possible .

It is suggested in view of the work in hand and the necessity of remaining on the job, my visit to Rome due about now, is postponed and that orders may be issued to cover another month; this should include the driver.

Re memo on timber demand, full figures will be submitted as instructed but have an alternative and quicker source of supply should that fail.

Capt.
R. Signals

602

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Capt.
R. Signals

602

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F-21

B59

LIGURIA REGION
ALLIED MILITARY GOVERNMENT

Date _____

The attached document/file N. _____ is transmitted for information and/or necessary action.

FROM		TO	INITIALS	DATE
	R. C.			
	DRC.			
	PA. To RC.			
	Staff Captain			
	Hq Comdt			
	CO Co N			
	O.C. Br Det			
	MTO			
	Agric			
	Commerce			
	Communications			
	D. P. R.			
	Education			
	Finance			
	Food			
	Industry			
	Labor			
	Legal			
	MFA & A			
	Patriots			
	Post Officer			
✓	P. W. & U.			
	Postal			
	Property Control			
	Public Health			
	Public Safety			
	Supply Accountant			
	Transportation <i>Railways</i>	<i>W. CONWAY</i>	<i>F</i>	<i>14 July</i>
	Ware house			
	Welfare			
	<i>conferencing telephone conversations, attached for your comment pe</i>			<i>601</i>

Return document to Adjutant ^{P.W.U.} for file.
 Retain document for filing _____ return routing slip and insert
 file N° here _____

Headquarters
Liguria Region
Allied Military Government.

Rosts/ 6

13 July 1945.

Subject : Repairs to Post Office Building.

To : Public Works Division, Liguria Region.

1. The principal Sorting Office in Genoa, which is at the Ferrovia Principe and is part of the station buildings, suffered air raid damage which has not been repaired.

2. The matter of repair was taken up with the railway authorities, a copy of whose reply is attached.

3. As this is an important office, it would be appreciated if anything could be done to assist.

For the Regional Commissioner

R.S. DRUMMOND
Captain

Regional Postal Officer.

Pub Wks
See Capt Conway (AMG)
Tel. 62596 + Army
on it is station property
the state let me know
party to
matter
ALL

600

ALLIED MILITARY GOVERNMENT
Public Works & Utilities
DIVISION
Received _____
Date 13-7-45

MINISTERO DELLE COMUNICAZIONI.

Genoa 5 July 1945.

N. 3184 / L. 1 e N. 03757

N. ref. Lig. Posts/6 of the 20/6 last.

To the A.M.G.

G e n o v a .

In reply to your letter dated 20 June I beg to inform you that I gave orders to the " Sezione Speciale Lavori " , to carry out immediately all the works needed for the refitment of Postal Service with foreign Countries in Genoa Posta Ferrovia (Genoa P.F.)

I think is necessary to point you out that owing to the continual want of some materials, (particularly glasses) the refitment will be carried out with provisional means.

For the refitment of all other Postal accomodation at Genoa P.F. attention is called to the fact that works for obtaining larger accomodation are needed and this for a large sum of money.

All rough-casts (spoiled by the fire) must be repeated, and also wood partitions, floors, dormer+windows etc.

All said works shall soon be commenced subject to the possibility of having the necessary materials.

BEST COPY POSSIBLE
FILMED AS FOUND
IN COLLECTION

B 58

THE JULY 1948

REF. B 58

ADVISORY COMMITTEE ON SECURITY MATTERS

As the only available source of information
on the activities of the [redacted] in
the [redacted] area, the [redacted]
Office, [redacted] [redacted] [redacted]
[redacted] [redacted] [redacted] [redacted]
[redacted] [redacted] [redacted] [redacted]

Attached for information is a copy of [redacted] received

from [redacted] dated [redacted]

It would appear to identify the [redacted] as the [redacted] of

responsibility of [redacted] [redacted] [redacted]

Handwritten signature:
[redacted]

Mr. B-58

Request for information re: [illegible]

1. The following information is being furnished to you
 in confidence and is not to be disseminated outside
 your agency without the express approval of the
 originating agency.

Attached for your information is a copy of a report received

from [illegible] dated [illegible].

It would have to be noted that the [illegible] of
 responsibility of [illegible] to [illegible].

La Guardia
 [Signature]

598

2433

F-101 v

FROM THE DIRECTOR (CONFIDENTIAL) TO THE DIRECTOR (CONFIDENTIAL) - [illegible]

TO THE DIRECTOR (CONFIDENTIAL) - [illegible]

RE: [illegible]

1. [illegible]

2. [illegible]

3. [illegible]

4. [illegible]

5. [illegible]

6. [illegible]

7. [illegible]

8. [illegible]

9. [illegible]

10. [illegible]

11. [illegible]

12. [illegible]

13. [illegible]

14. [illegible]

15. [illegible]

16. [illegible]

17. [illegible]

18. [illegible]

19. [illegible]

20. [illegible]

21. [illegible]

22. [illegible]

23. [illegible]

24. [illegible]

25. [illegible]

26. [illegible]

27. [illegible]

28. [illegible]

29. [illegible]

30. [illegible]

31. [illegible]

32. [illegible]

33. [illegible]

34. [illegible]

35. [illegible]

36. [illegible]

37. [illegible]

38. [illegible]

39. [illegible]

40. [illegible]

41. [illegible]

42. [illegible]

43. [illegible]

44. [illegible]

45. [illegible]

46. [illegible]

47. [illegible]

48. [illegible]

49. [illegible]

50. [illegible]

XXXXXXXXXX 60 Sub Area

30th July 1945

Copy.

Subject: Completion of line Savona-Fornaci-Altare-S.Giuseppe di Cairo.

TO: Ministero dei Lavori Pubblici, Direzione Generale
Ufficio di Savona .

Further to interviews and correspondence on above subject, the Transportation Sub Commission (Rails) are desirous of the completion of the line and approve the project submitted by your dept.

Will you please arrange to contact Lt.Col. Lee of P.W.&U. A.M.C. Liguria Region immediately for further instructions.

Copy to Lt. Col. Lee
P.W. & U. Division
N.C. A.M.C. Liguria Region


Capt.
R. Signals

596

Ref/B/57

ini B57

30th July 1945

Subject: Completion of line
Savona-Fornaci-Altare-S.Giuseppe di Cairo

To Ministero dei Lavori Pubblici, Direzione Generale
Ufficio di S a v o n a

Further to interviews and correspondence on above subject, the Transportation Sub Commission (Rails) are desirous of the completion of the line and approve the project submitted by your dept.

Will you please arrange to contact Lt. Col. Lee of P.W. & U. A.M.G. Liguria Region immediately for further instructions.

Copy to Lt. Col. Lee
P.W. & U. Division
H.Q. A.M.G. Liguria Region

R. Signals.
Capt
R. Signals.

2136

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

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2137

GENOA COMPARTIMENTO

GENOA HARBOUR LINES

LIST OF RAILWAY INSTALLATIONS WHICH HAVE BEEN RE

15th July 1945

QUAYS (Tracks destroyed or damaged)	TUNNELS	VARIOUS
Sanità quay. Bettolo quay. Canzio quay. Rubattino quay. S. Giorgio quay (east) " " " (west) Etiopia (east) quay. Eritrea quay. Aereodrome quay. Chiappella quay. Zingari quay. Colombo landing stage. "Luis Parodi" quay. "Darsena" quay. "Ponte Merosini" quay. "Ponte Calvi" quay. "Ponte Spinola" quay. "Ponte Ambriaco" quay. "Molo Vecchio" quay. "Gadda quay" quay. Boccardo quay. Caracciolo quay. Assereto quay.	Romairone tunnel. San Benigno tunnel. Santa Libreria (almost finished) and Caricamento. Grazie tunnel.	Small repairs at the station of San Benigno, Santa Libreria and Caricamento. The Di Negro warehouse has partially repaired.

2138

F-21 v

GERON HARBOUR LINES

LIST OF RAILWAY INSTALLATIONS WHICH HAVE BEEN REPAIRED (temporarily or permanently)

TUNNELS	VARIOUS	Electric power lines.	Telephone lines.	km. of tracks	MATERIAL
one tunnel.	Small repairs at the stations of San Benigno, Santa Libanania and Caricamento.	Included in the northern lines.	Included in the northern lines.		Cement Tiles Bricks
aligno tunnel.	The Di Negro warehouse has been partially repaired.				MATERIAL
Libanania (almost finished)					Hydrant Cement Bricks Timber Iron Tiles Glass
tunnel.					EQUIPMENT Light Sleep Timber

PORT HARBOUR LINES

WHICH HAVE BEEN REQUIRED (temporarily or permanently)

VARIOUS	Electric power lines.	Telephone km. Telegraph of tracks lines.	MATERIALS ALREADY EMPLOYED
---------	-----------------------	--	----------------------------

at the stations	Included	Included	Cement 5 qls.
at Pinar del Rio, Santa Leticia in the northern lines.	In the northern lines.	In the northern lines.	Tiles 2000
at the warehouse has been repaired.			Bricks 5000

MATERIALS STILL REQUIRED

Hydraulic line	4815	lbs
Cement	2895	qls.
Bricks	1805000	
Timber	473	cu m.
Iron f. center.	4390	
Tiles	100000	
Glasses	200	square m.

EQUIPMENT MATERIALS

Light models	5124	m.
Sleepers	2920	
Timber	358	

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

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GENOA COMPARTIMENTO

GENOA HARBOUR LINES

ON THE FIRST OF MAY 1945 THE FOLLOWING RAILWAY
PARTIALLY DAMAGED :

QUAYS (Tracks destroyed or damaged.)	TUNNELS	VARIOUS
Sanità quay. Bettolo quay. Canzio quay. Rubattino quay. S. Giorgio quay. (east) " " " (west) Etiopia (east) quay. Eritrea quay. Aereodrome quay. Ciappella quay. Zingari quay. Colombo landing-stage. "Ponte Parodi" quay. "Darsena" quay. "Ponte Meresini" quay. "Ponte Calvi" quay. "Ponte Spinola" quay. "Ponte Embriaco" quay. "Molo Vecchio" quay. (inside) Gadda quay. Boccardo quay. Caracciolo quay. Assereto quay.	Romairone tunnel. Sanità tunnel. San Benigno tunnel. Molo Nuova tunnel. Biagio Assereto tunnel. S. Limbania tunnel. S. Lazzaro Bassa tunnel. Grazie tunnel.	Movement building station. Shipping agency & Weigh bridge huts "Submersible" tra Benigno and Sampi vers. Water supplies at Santa Limbania wa movement building station and offic mento etc. Mandraccio reable Administration bu Goods warehouse

GENOA HARBOUR LINES

ON THE FIRST OF MAY 1945 THE FOLLOWING RAILWAY INSTALLATIONS WERE DESTROYED OR PARTIALLY DAMAGED :

TUNNELS	VARIOUS	Electric power lines.	Telephone Telegraph lines.
Romairone tunnel. Sanità tunnel. San Benigno tunnel. Molo Nuovo tunnel. Biagio Assereto tunnel. S. Limbania tunnel. S. Lazzaro Bassa tunnel. Grazie tunnel.	Movement building in the S. Benigno station. Shipping agency and petrol tank. Weigh bridge huts. "Submersible" tracks between San Benigno and Sampierdarena Polcevera. Water supplies and platforms. Santa Limbania warehouse, and movement building. Station and offices at Caricamento etc. Mandraccio ramp. Administration buildings. Goods warehouse at Di Negro.	Included in the northern lines.	Included in the northern lines.

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A HARBOUR LINES

FOLLOWING RAILWAY INSTALLATIONS WERE DESTROYED OR
DAMAGED :

VARIOUS	Electric power lines.	Telephone Telegraph lines.	km. of tracks
Movement building in the S. Benigno station. Shipping agency and petrol tank. Weigh bridge base. "Submersible" tracks between San Benigno and Sapierdarana Police- vera. Water supplies and platforms. Banco Limonia warehouse, and movement building. Station and offices at Caricas- mento etc. Mandraccio combai. Administration buildings. Goods warehouse at Di Negro.	Included in the northern lines.	Included in the northern lines.	70 km.

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GENOVA COMPARTIMENTO

LINE I29 = I30 = 66 = 61 = 50 =

15th July 1945

LIST OF RAILWAY INSTALLATIONS WHICH HAVE B

BRIDGES	VIADUCTS	TUNNELS	VARIOUS
<p>Line: <u>Genova-Ovada-Asti</u> Bridge km.443+39: Temp. repaired.</p> <p>" <u>Aless.-Piacenza</u> <u>S.Giuliano-Piacenza</u> temp. repaired by deviation.</p> <p>" <u>Tortona-Arquata</u> Merata bridge:temp.</p> <p>" <u>Tortona-Voghera</u> Curona bridge:temp.</p> <p>" <u>Voghera-Piacenza</u> Tidone-bridge temp.</p> <p>" <u>Giovi (branch)</u> Scrivia bridge:km. 21+930 temp.</p> <p> Ronco bridge:5 spans of 10 m. temp.</p> <p> Villavechia bridge 5 arches of 13,15: temp.</p> <p>" <u>Brin-Genoa</u> bridge at km.49+39 3 arches of 3 m. with underground passage temporary repairs.</p> <p>" <u>Genoa-Milan</u> Staffora bridge: temp. repaired with</p>		<p><u>Giovi Branch Line:</u> <u>Villavechia tunnel:</u> temp.</p> <p><u>Giacoboni tunnel:</u>temp.</p> <p><u>Borlasca tunnel:</u>temp.</p>	<p><u>Novi S. Bona:</u> <u>Squadra Railco wo</u> temp.</p> <p><u>Railway Staff lod</u> permanent repairs</p> <p><u>Arquata:</u> station temp.</p> <p><u>Line Turin Genoa:</u> ground passage: repaired.</p> <p><u>Bucalla station:</u> perm.</p> <p><u>Borgo Fornari:Hal</u> lineman's house:</p> <p><u>Line Ponte Sessere</u> <u>passa:</u> movement perm.</p>

LINE I29 = I30 = 66 = 61 = 50=

LIST OF RAILWAY INSTALLATIONS WHICH HAVE BEEN REPAIRED (temporarily or permanently):

TUNNELS	VARIOUS	Electric power lines.	Telephone telegraphed lines.	km. tracks	Materials
<u>Ciovi Branch line:</u> <u>Villavecchia tunnel:</u> temp. <u>Giacoboni tunnel:</u> temp. <u>Borlasca tunnel:</u> temp.	<u>Novi S. Bovo:</u> <u>Squadra Railzco workshops:</u> temp. <u>Railway Staff lodgings:</u> permanent repairs. <u>Arquata: station bldg.</u> temp. <u>Line Turin Genoa: I</u> under ground passage: temp. repaired. <u>Busalla station: supplier:</u> perm. <u>Borzo Fornari: Halt and</u> <u>lineman's house:</u> perm. <u>Line Ponte Assereto-Campassa: movement building</u> perm.	50 km.	6950 m.	Main track: 8 km. Secondary track: 40 km.	Hydraulic Cement Tiles Bricks Timber Iron Mate ial Cement Bricks Timber Iron for Iron vari Asphalt Equipmen Switches Light Mo Model I. Model I. Sleeper 74"

2147

10 = 66 = 6I = 50=

STATIONS WHICH HAVE BEEN REPAIRED (temporarily or permanently):

VARIOUS	Electric power lines.	Telephone - telegraph tracks lines.	Material
<p><u>Novi S. Bovo:</u> Squadra Railz workshops: temp. Railway Staff lodgings: permanent repairs. <u>Arquata:</u> station bld. temp. <u>Line Maria deno:</u> I under ground passage: temp. repaired. <u>Bussile station:</u> supplier: perm. <u>Borge Fornari:</u> halt and lineman's house: perm. <u>Line Ponte Assereto-Sansobes:</u> movement building perm.</p>	50 km.	<p>6950 m. Main track: 3 km. Secondary track: 40 km.</p>	<p>Hydraulic line Cement 125 Tiles 131700 Bricks 109400 Timber 56 Cu m. Iron 350 kg.</p>
			Material required:
			<p>Cement 99110 qts Bricks 9010000 Timber 1065 Cu m. Iron for centering: 15850 kg. Iron various types: 31000 kg. Asphalt in blocks: 5100 Equipment material: Switches 5 Light Model 8250 m. Model I.S.R. 46.3: 30988 m. Model I.S.R. 50.6: 16198 m. Sleepers 97832</p>

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GENOA COMPARTIMENTO

LINES : 129 = 130 = 66 = 4 = 50

ON THE FIRST OF MAY 1945 THE FOLLOWING RAILWAY INST

BRIDGES	VIADUCTS	TUNNELS	VAR
<p>Line <u>Genova-Ovada-Asti</u> bridge km. 39+443.</p> <p>" <u>Ovada-Alessandria</u> bridge on the Bor-</p> <p>" <u>Alessand.-Piacenza</u> S. Giuliano bridge.</p> <p>" <u>Tortona-Arquata</u> Merata bridge.</p> <p>" <u>Tortona-Voghera</u> Curona bridge</p> <p>" <u>Voghera-Piacenza</u> Tidone bridge.</p> <p>" <u>Giovi (Branch)</u> Scrivia br. km. 21+980</p> <p>" <u>Ronco</u> br. km. 22+150</p> <p>" <u>Villaveccchia</u> br.</p> <p>" <u>Ronco</u> small passen-</p> <p>" <u>Turin-Genoa</u> Bridge km. 49+392</p> <p>" <u>Genoa-Milan</u> Staffora bridge.</p>		<p>Line: <u>Arquata-Ronco</u> Villaveccchia tunnel. Giacconi tunnel. Borlasca tunnel.</p>	<p><u>Novi S. Spve:</u> I Squadra stala ly damaged. M Railway staff <u>Alessandria:</u> marshalling y <u>Novi:</u> station, Loading ramp, 5 tracks dem <u>Gerravalle:</u> I <u>Arquata:</u> trac warehouse, se 3 tracks inte 14 tracks dem <u>Stazzano:</u> Trac <u>Ronco:</u> 6 trac Locomotive sh house, provis shops I.E.S. <u>Line Turin-Ge</u> passage. <u>Basalla Stati</u> ne man's hous <u>Line P. Assere</u> locomotive sh <u>Campasso-Riva</u> ge destroyed.</p>

LINES : 129 = 130 = 66 = 51 = 40 =

ON THE FIRST OF MAY 1945 THE FOLLOWING RAILWAY INSTALLATIONS WERE DESTROYED OR PARTIALLY

DUCTS	TUNNELS	VARIOUS	Electric power lines.
	<p>Line: <u>Arquata-Ronco</u> <u>Villavecchia tunnel.</u> <u>Ciacconi tunnel.</u> <u>Borlasca tunnel.</u></p>	<p><u>Novi S. Bevo:</u> Locomotive shed, workshops, Squadra rialzo, buildings: all heavily damaged. Movement blds: destroyed. Railway Staff: bldg. damaged. <u>Alessandria :</u> 23 tracks destroyed; marshalling yard: damaged. <u>Novi:</u> station, warehouse, ruined. Loading ramp, locomotive shed: damaged. 5 tracks demolished. <u>Serravalle:</u> Track demolished. <u>Arquata:</u> Track demolished. Station, warehouse, service buildings: damaged. 3 tracks interrupted. <u>14 tracks demolished.</u> <u>Stassano:</u> Track demolished. <u>Ronco:</u> 6 tracks demolished. Locomotive shed, lodgings, signalman's house, provision stores, station, workshops I.E.S. completely damaged. <u>Line Turin-Genoa :</u> 1 underground passage. <u>Dusella Station:</u> Suppliers, halt line man's house damaged. <u>Line P. Assereto Campasso:</u> Movement bldg. locomotive shed, some tracks damaged. <u>Campasso-Rivarolo:</u> underground passage destroyed. Some tracks demolished.</p>	<p>178 km.</p>

56 = 51 = 50 =

RAILWAY INST. STATIONS WERE DESTROYED OR PARTIALLY DAMAGED:

VARIOUS	Electric power lines.	Telephone Telegraph lines.	km. of tracks
<p>Novi 3. Bovo: Locomotive shed, workshops, Squadra Bialzo, buildings: all heavily damaged. Movement Bldg: destroyed. Railway Staff: bldg. damaged.</p> <p>Alessandria: 23 tracks destroyed; marshalling yard: damaged.</p> <p>Novi: station, warehouse, ruined. Loading ramp, locomotive shed: damaged. 5 tracks demolished.</p> <p>Serravalle: Track demolished.</p> <p>Arquate: Track demolished. Station, warehouse, service buildings: damaged. 3 tracks interrupted. 14 tracks demolished.</p> <p>Carrazano: Track demolished.</p> <p>Monco: 6 tracks demolished. Locomotive shed, lodgings, signalman's house, provision stores, station, workshops I.E.S. completely damaged.</p> <p>Line Turin-Genoa: 1 underground passage.</p> <p>Bugalla Station: Suppliers, halt 11: the man's house damaged.</p> <p>Line P. Assereto Campasso: Movement bldg. Locomotive shed, some tracks damaged.</p> <p>Campasso-Rivarolo: underground passage destroyed. Some tracks demolished.</p>	178 km.	17950 m.	Main tracks 42+564 km. Secondary tracks: 60 km.

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

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14

14

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GENOA COMPARTAMENTO

LINE 50

15 th JULY 1945

LIST OF RAILWAY INSTALLATIONS CHECK

BRIDGES	VIADUCTS	TUNNELS	VARIOUS
Cavi bridge can be used without repairs. Riva Trigoso bridge can be used without repairs. Deiva bridge can be used without repairs. Levante small bridges: temp.	Galinetti viaduct can be used without repairs. Framura viaduct: temp. Monterosso viaduct: temp.	I of the San Rocco tunnels can be used. Figari tunnel can be used without repairs. Megli tunnel can be used without repairs. Zoagli tunnel: temp. Picchi tunnel: temp.	Bogliasco and station: perm. Signal men's 10, 19, 23, 30, 31, 45, temp. Chiavari station Sestri Levante perm. Bonassola station perm. Levante goods w perm. Monterosso station temp.
<p>CULVERTS</p>			
Framura culvert: temp. Bonassola culvert: perm.			

LIVE 50 = GENOVA = LA SPEZIA

LIST OF RAILWAY INSTALLATIONS WHICH HAVE BEEN REPAIRED (temporarily or permanently):

TUNNELS	VARIOUS	Electric power lines.	Telephone Telegr. lines.	km. of track	Train service working from..... to.....
<p>can I of the San Rocco tunnels can be used. temp. Figari tunnel can be used without repairs. temp. Megli tunnel can be used without repairs. Zoagli tunnel: temp. Picchi tunnel: temp.</p>	<p>Bogliasco and Steve station: perm. Signal man's house No. 19, 23, 30, 31, 45, 49, 70: temp. Chiavari station: temp. Sestri Levante suppliers: perm. Donassola station: perm. Levanto goods warehouse: perm. Monterosso station: temp.</p>	<p>20 km.</p>	<p>1500 m.</p>	<p>Main track: 3,800 km. Secondary track: 500 m.</p>	<p>Nervi-Bogliasco on the 14th June 1944 Recco-S. Michele on the 12th July Moneglia-La Spezia on the 11th July</p>
					<p>REMARKS</p> <p>Except for the railway sections of viaducts which have been destroyed for the railway section Bogliasco-... where the tracks remain almost all there is at least one track which can be used, between Genova and La Sp</p>

GENOVA = LA SPEZIA

WHICH HAVE BEEN REPAIRED (temporarily or permanently):

	Electric power lines.	Telephone lines.	Telegr. lines.	km. of tracks.	Train service working from.....	Material already employed.
Genova and Piave perma. man's house No. 31, 45, 49, 70: station: temp. servants suppliers: station: goods warehouse station:	20 km.	1500 m.	Main track: 3,800 km. Secondary track: 500 m.	Main track: Nervi-Bogliasco on the 14th June 1945. Secondary track: Recco-S. Michele on the 12th July 45. Moneglia-La Spezia on the 11th July 45.	Nervi-Bogliasco on the 14th June 1945. Recco-S. Michele on the 12th July 45. Moneglia-La Spezia on the 11th July 45.	Hydraulic line 58 qls Cement 663 " Bricks 5000 Tiles 2000 Wood 37 Cu met. Iron 300 kg.
						Material still required.
					REMARKS	
					except for the railway sections of the viaducts which have been destroyed and for the railway section Bogliasco-Recco where the tracks are missing almost completely there is at least one track which can be used, between Genova and La Spezia.	Hydraulic line 15351 qls Cement 70366 " Bricks 5.740500 Timber 4065 Cu Iron for center. 27800 kg. " various types: 90000 kg. Equipment materials: Light model 4430 m. Model I.S.R. 435 804 m. " " 506 22547 m. Sleepers 42214 Timber 1035 Cu met. Switches 26

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

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4

GENOA COMPARTIMENTO

LINE 50 - GENOVA - LA SPEZIA

ON THE FIRST OF MAY THE FOLLOWING RAILWAY INFRASTRUCTURES WERE

BRIDGES	VIADUCTS	TUNNELS	REMARKS
<p>Iron bridge at Chiavari (spans 22, 24, 22 m.) completely demolished.</p> <p>Gavi bridge: slightly damaged.</p> <p>Riva Trigoso bridge: slightly damaged.</p> <p>Moneglia bridge (span 5 m.) one pile are still damaged.</p> <p>Other bridges: several damaged.</p>	<p>Bogliasso Viaduct (8 arches of 18 m., 5 arches of 6,5 m.): completely fallen in.</p> <p>Sori viaduct (8 arches of 13,5 m., 3 arches of 8 m.); only one arch and one pile are still standing.</p> <p>Mulinetti viaduct: slightly damaged.</p> <p>Recco viaduct (12 arches of 12 m., 1 arch of 32 m.) completely destroyed.</p> <p>S. Michele di Pagana viaduct (5 arches of 9 m.) blown up in all its length.</p> <p>Zoagli viaduct: (5 arches of 13,6 m., 1 arch of 25 m.): only some parts of the piles can be used.</p> <p>Moneglia viaduct: (4 arches of 10 m.) Completely destroyed.</p> <p>Framura viaduct: one arcade has partly fallen in.</p> <p>Monterosso viaduct: 1 arch is slightly damaged.</p>	<p>San Rocco tunnel.</p> <p>Figari tunnel.</p> <p>Megli tunnel.</p> <p>Zoagli tunnel.</p> <p>Picchi tunnel.</p> <p>Biassa tunnels: a part of a tunnel has completely fallen in.</p>	<p>About 5 remain: window panes, water pipes etc. stations of Bogliasso and Sori.</p> <p>Signal masts nos. 20, 21, 22, 23, 30, 44, 45, 48, 49, 54.</p> <p>The station, its installations, wall etc. at Recco Goods warehouse.</p> <p>Zoagli station: A wing of the shutters, water supply etc. at Chiavari.</p> <p>Levanto station: Sestri Levanto and suppliers.</p> <p>Riva Trigoso warehouse.</p> <p>Moneglia station house.</p> <p>Deiva station and staff building.</p> <p>Framura station warehouse.</p> <p>Bonassola station.</p> <p>Levanto station: fallen in. All things damaged.</p> <p>Monterosso station</p>
CULVERTS			
<p>2 Culverts at Chiavari</p> <p>Culvert at Zoagli.</p> <p>" " Moneglia</p> <p>" " Deiva</p> <p>" " Framura</p> <p>" " Bonassola.</p>			

as at 1st May 1945

LINE 50 - GENOVA - LA SPEZIA

OF MAY THE FOLLOWING RAILWAY INSTALLATIONS WERE DESTROYED OR PARTIALLY DAMAGED:

TUNNELS	STATIONS	Electric power lines.	Telephone Telegraph lines.	Km. of tracks	mi.
<p>San Rocco tunnel. Pignari tunnel. Megli tunnel. Zoagli tunnel. Picchi tunnel. Biassa tunnels: a part of a tunnel has completely fallen in.</p>	<p>About 25 remaining walls. Window panes, shutters, water pipes etc. in the stations of Biassasco, Pieve and Bori. Signal men's house No. 19, 20, 21, 22, 23, 30, 31, 35, 42, 44, 45, 48, 49, 54, 55, 57, 69, 70. The station, hydraulic installations, warehouse, walls etc. at Recco. Goods warehouse at Rapallo. Zoagli station. A wing of the station, roofs, shutters, water pipes, water supplies, motor pumps at Chiavari. Lava, station. Sestri Levante station, and suppliers. Riva Trigoso station and warehouse. Moneglia station and warehouse. Deiva station and warehouse and staff buildings. Framura station and warehouse. Bonassola station. Levante station: completely fallen in. All railway buildings damaged. Monterosso station.</p>	<p>km. 216</p>	<p>m. 21,000</p>	<p>Main track about 29 km. Secondary track: 7,500 km.</p>	

as at 1st May 1945

DA = LA 37 E 11

STATIONS WERE DESTROYED OR PARTIALLY DAMAGED:

VARIOUS	Electric power lines.	Telephone Telegraph lines.	km. of tracks	Line interrupted for damage to the equipment.
About 25 retaining walls. Window panes, shutters, water pipes etc. in the stations of Bogliasco, Biava and Sori.	km. 216	m. 21,000	Main track about 29 km. Secondary track: 7,500 km.	Interrupted from Herzi to Recco. Interrupted in Rapallo station. Interrupted in Lavagna and Sestri Levante. Interrupted near Levanto.
Signal men's house No. 19, 20, 21, 22, 23, 30, 31, 35; 42, 44, 45, 48, 49, 54, 55, 57, 69, 70. The station, hydraulic installations, warehouse, walk etc. at Recco. Goods warehouse at Rapallo. Zoagli station. A wing of the station, roofs, shutters, water pipes, water supplies, motor pumps at Chiavari. Lavagna station. Sestri Levante station, and suppliers. Riva Trivoso station and warehouse. Moneglia station and warehouse. Deiva station and warehouse and staff buildings. Premare station and warehouse. Bonascola station. Levanto station: compl. fallen in. All railway buildings damaged. Monterosso station.				

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

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1950

GENOVA COMPARTIMENTO

LINE 61 = GENOVA - FRENCH BOUNDARY

19 th JULY 1945

LIST OF RAILWAY INSTALLATIONS WHICH HAVE BEEN REPAIRED

BRIDGES	VIADUCTS	TUNNELS	VARIOUS
<p><u>Bridge on the Leiro</u> ne: only the tracks have been repaired. <u>Porsigliolo bridge</u>: temp. <u>Qui liano bridge</u>: temp. <u>Grovatto bridge</u>: temp. <u>Marengo bridge</u>: temp. <u>Centa bridge</u>: temp. <u>Spigno bridge</u>: temp. <u>Argentina bridge</u>: temp.</p>		<p><u>Invrea tunnel</u>: perm. <u>Groccata tunnel</u>: temp. Deviation of tracks. <u>Castello tunnel</u>: temp. <u>Levante tunnel</u>: temp. de- viation of the tracks. <u>Sola tunnel</u>: temp. <u>S. Renato tunnel</u>: temp. Part of the soutenents are permanent. <u>Vadino tunnel</u>: perm. <u>S. Croce tunnel</u>: perm. <u>Caponele tunnel</u>: temp. <u>Capo Torre tunnel</u>: temp. <u>Capo Borta tunnel</u>: temp. <u>Prino tunnel</u>: temp. <u>Aras tunnel</u>: perm. <u>Casoneve tunnel</u>: temp. A part is permanent.</p>	<p><u>Voltri station</u>: most repairs done. <u>Arenzano station</u>: rep Signal man's house at Vona repaired. <u>Vado station</u>: some pi ses temporarily rep <u>Albenga</u>: some station <u>Oneglia</u>: some prems have been temporarily ranged in the station</p>

LINE 61 = GENOA = FRENCH BORDER

LIST OF RAILWAY INSTALLATIONS WHICH HAVE BEEN REPAIRED (temporarily or permanently)

TUNNELS	VARIOUS	Electric power lines.	Telegraph lines.	km.	Lines in tracksted for to the e
<u>Invrea tunnel:</u> perma.	Vottri station: most urgent repairs done. 50 km.		1.300 m.	3;9 km.	100 m. Porto Ma and S. I
<u>Grocetta tunnel:</u> temp.	Arenzano station: repaired.				
Deviation of tracks.	Signal man's house at Sa-				
<u>Castello tunnel:</u> temp.	vonat repaired.				
<u>Terzine tunnel:</u> temp. de-	viation of the tracks. Vado stations some premi-				<u>Remarks</u>
<u>Noli tunnel:</u> temp.	ses temporarily repaired.				
<u>S. Donato tunnel:</u> temp. Part of the equipments are permanent.	Albenga: some station premises temporarily repaired.				The line open bet Cogelato ranse on 20th May from Jan Calle on 23rd May from Ved Varigott from Pin to Imper the 3rd 1945.
<u>Vadino tunnel:</u> perma.	Oneglia: some premises have been temporarily ar-				
<u>S. Croce tunnel:</u> perma.	ranged in the station.				
<u>Canonelo tunnel:</u> temp.					
<u>Capo Torre tunnel:</u> temp.					
<u>Capo Berta tunnel:</u> temp.					
<u>Prino tunnel:</u> temp.					
<u>Aras tunnel:</u> perma.					
<u>Caponero tunnel:</u> temp.					
A part is permanent.					

FRANCE - FRENCH BORDER

HAVE BEEN REPAIRED (temporarily or permanently)

VARIOUS	Electric power lines.	Telegraph lines.	km.	Lines interrupted or tracked for damages to the equipment.	Material employed
<p>rd station: most urgent repairs done.</p> <p>zane station repaired.</p> <p>al man's house at Sas repaired.</p> <p>stations: some premises temporarily repaired.</p> <p>ngn: some station premises temporarily repaired.</p> <p>lta: some premises have been temporarily arranged in the station.</p>	50 km.	1.300 m.	3;9 km.	<p>100 m. between Porto Maurizio and S. Lorenzo.</p> <hr/> <p><u>Remarks:</u></p> <p>The line was open between Cogoloto and Varazze on the 20th May 1945; from Varazze to Celle on the 23rd May 1945; from Vaio to Verigotti and from Finalpia to Imperia on the 3rd July 1945.</p>	<p>Hydraulic line: 1250 qts.</p> <p>Cement: 1950 "</p> <p>Bricks: 500</p> <p>Timber for centering: 175 Cu m.</p> <p>Iron for centering: 600 kg.</p> <p>Iron laminated etc.: 150 kg.</p> <p>Wire of 7 pairs: 2500 m.</p> <p>Copper wire: 28 tons.</p> <p>Poles of different kinds: 75</p> <p>Various materials: 1 ton.</p> <hr/> <p>Material still required.</p> <hr/> <p>Hydraulic line: 5640 qts.</p> <p>Cement: 25000 "</p> <p>Bricks: 1.025.500</p> <p>Timber: 352 Cu m.</p> <p>Iron for centering: 6770 kg.</p>

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

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8

GENOA COMPARTIMENTO

LINE 61 = GENOA-FRENCH

ON THE FIRST OF MAY THE FOLLOWING RAILWAY INSTALLATIONS WERE

BRIDGES	VIADUCTS	TUNNELS	VARIOUS
Bridge on the Leiro-Road-viaduct at Valle- ne. Portigliolo bridge. Quigliano bridge. Crovotto bridge. Mareola bridge. Centa bridge. Impero bridge. Argentina bridge. Bridge on the Roja.	Road-viaduct at Valle- crosia.	Invrea tunnel. Crocetta tunnel. Castello tunnel. Termine tunnel. Noli tunnel. S. Donato tunnel. Borghetto S. Spirito tunnel. Vidino tunnel. S. Croce tunnel. Capo Mele tunnel. Capo Torre tunnel. Capo Berta tunnel. Frino tunnel. Prarole tunnel. Arza tunnel. Caponero tunnel.	Voltri stat. Arenzano st. Signal man's Savona betti Rialto work Locomotive Turning shed electric ca platform an at Savona. Signal man's gotti. All station benches. Station and negli. Railway sui tions at Po Railway bu Railway bu lations at Ospedaletto Railway bu stallation

As at 1st

LINE 61 = GERMAN-FRENCH BORDER

OF MAY THE FOLLOWING RAILWAY INSTALLATIONS WERE DESTROYED OR PARTIALLY DAMAGED:

TUNNELS	VARIOUS	Electric power lines	Telephone lines	km. of tr.
Valle= Invrea tunnel. Crocetta tunnel. Castello tunnel. Teraime tunnel. Noli tunnel. S. Donato tunnel. Borchetto S. Spirito tunnel. Vadino tunnel. S. Croce tunnel. Capo Mele tunnel. Capo Torre tunnel. Capo Berte tunnel. Brino tunnel. Prarole tunnel. Arza tunnel. Caponevo tunnel.	Voltri station. Areppano stat. and warehouse Signal man's house km. 37+356 Savona Lacinbro station. Riello workshop of Savona. Locomotive shed " " Turning shop, carpenter-shop electric cabin, suppliers, a platform and all work-shops at Savona. Signal man's house at Vari- gotti. All station premises at Al- denge. Station and warehouse at O- neglia. Railway buildings and instal- tions at Porto Maurizio. Railway buildings at Taggia. Railway buildings and instal- lations at San Remo. Ogealetti station. Railway buildings and ins- tallations at Bordighera.	240 km.	3,000 m.	4

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F-21

As at 1st May 1945

File
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B50

GERMAN-FRENCH BORDER

INSTALLATIONS WERE DESTROYED OR PARTIALLY DAMAGED:

VARIOUS	Electric power Lines	Telephone Lines	km. of tracks	Lines interrupted for damage of equipment.
Voltri station. Arenzano stat. and warehouse Signal man's house km. 37+356 Savona Lavimero station. Rialto workshop of Savona. Locomotive shed " " 1. Turning shop, carpenter-shop electric cabin, suppliers, a platform and all work-shops at Savona. Signal man's house at Vari- gotti. All station premises at Al- cenga. Station and warehouse at O- neglia. Railway buildings and instal- lations at Porto Maurizio. Railway buildings at Taggia. Railway buildings and instal- lations at San Remo. Ospedaletti station. Railway buildings and ins- tallations at Bordighera.	240 km.	3,000 m.	4 km.	Small interruptions here and there between the stations of Cogoleto and Vaio, Noli and Pinalgia, Andora and Ospedaletti.

Genova Compartimento

15th July 1945

Total Requirements of Materials
for the completion of the Electric Power Lines

Iron and steel	49	tons
Cast iron	10	"
Steel for tubular poles	190	"
Steel in drawn rods	30	"
Copper	1950	"
Brass	5	"
Bronze	40	"
Lead	10	"
Assorted porcelain Insulators	20000	pieces
Assorted Electric Bulbs	2000	"
Cables, lead covered with copper or aluminium leads	50	"
Fire wood in boardings	30	cu m.
Pitch-pine " "	20	" "
Oil for transformers and interruptors	250	tons
Various Lubricating	12	"
Paraffin oil	1	"
Linseed oil (cooked)	3	"
Assorted Varnishes	8	"
Red Lead	3	"
Calcium Carbide	6	"
Cotton rags and cuttings	7	"
Coal for forge	30	"

587

Genova Compartiments

15th July 1945

Total Requirements of Materials
for the completion of the Electric Power Lines

Iron and steel	45	tons
Cast iron	30	"
Steel for tubular poles	150	"
steel in drum ends	30	"
Copper	1350	"
Brass	5	"
Bronze	40	"
Lead	10	"
Assorted porcelain insulators	20000	pieces
Assorted electric bolts	2000	"
Cables, lead covered with copper or aluminium leads	50	"
Fire wood in barrels	10	cu. ft.
Litch-pine " "	20	" "
Oil for transformers and interruptors	250	tons
Various lubrications	12	"
Paraffin oil	1	"
Blended oil (cooked)	3	"
Assorted varnishes	2	"
Red Lead	5	"
Calcium Carbide	6	"
Wotten rags and cuttings	7	"
Coal for forge	30	"

586

Supply Contract No. 100

15th July 1949

Total Requirements of Materials
for the completion of the Electric Power Lines

Iron and steel	45	tons
Cast iron	10	"
Steel for tubular poles	100	"
Steel in drum shafts	30	"
Copper	1000	"
Aluminum	9	"
Brass	40	"
Bronze	10	"
Lead	10000	pieces
Assorted porcelain insulators	1000	"
Assorted electric wire	50	"
Cables, lead covered with copper or aluminum leads	10	cu ft.
Five rods in bearings	20	" "
Pitch-pine "	100	tons
Oil for transformers and interruptors	12	"
Various lubrications	1	"
Paraffin oil	3	"
Lined oil (cooked)	3	"
Assorted varnishes	3	"
Red lead	3	"
Calcium Carbide	7	"
Cotton rags and cuttings	10	"
Coal for forges		

50

Summary of work done in N.W. Italy (Genova and Torino Company
Lineas) under control of A. S. S. (ASIS)
A. E. Branch Allied Commission

From July 1st - 1st July 1945

	<u>Completed</u>	<u>Required</u>
Bridges	59	31 t.
Vehicles	13	5 t.
Furniture	35	23 t.
Verifiers	92	11 P.
Quays (Genoa Harbour)	23	28 t.
Docks (Genoa)	238	14 P.
Electric Power Lines (kms)	730	21 P.
Telephone Lines (kms)	22	72 P.
		130 P.
		20 P.

N.B. T = Temporary repair
P = Permanent

Y a r i o u s	92	11 P.
Q u a n t (S e a n H a r b o r)	23	18 t.
I r o n (K o n)	210	14 P.
E l e c t r i c P o w e r L i n e s (K o n)	750	23 P.
T e l e p h o n L i n e s (K o n)	36	72 P.
		100 P.
		<u>10 P.</u>

N.B T = Temporary repair
P = Permanent

1958 July 1963

Report Summary

Material Requirements of Materials
for the completion of the Flexible Power Lines

Iron and steel	45 tons
Cast iron	10 "
Steel for tower piles	100 "
Steel in tower caps	30 "
Copper	1000 "
Aluminum	5 "
Lead	20 "
Asbestos porcelain insulators	1000 pieces
Asbestos fire-trip wires	100 "
Cables, lead covered with copper or aluminum leads	30 "
Wire used in hardware	1000 lbs.
High-pile " "	1000 lbs.
Oil for transformers and insulators	1000 lbs.
Various lubricants	1000 lbs.
Purified oil	1000 lbs.
Flashed oil (needed)	1000 lbs.
Asbestos & Vermiculite	1000 lbs.
Red lead	1000 lbs.
Calcium Carbide	1000 lbs.
Cotton rope and twines	1000 lbs.
Coal for lamps	1000 lbs.

503

file

B 56

EXHIBIT 60 Sub Area

C

30th July 1945

Ref/3/56

Subject: Reconstruction of Railways E.W. Italy.

TO: Reg. Commissioner Liguria Region
" " Piemonte Region

In order to present the actual railway conditions in E.W. Italy, the enclosed statement has been prepared by this department, chiefly to offset the erroneous reports made by the press, radio and individuals.

Except where indicated all repairs have been effected by Italian State Railways and civil contractors under the control and supervision of this department.

Materials, without exception have been obtained through Naval, Military, A.S.C. or normal civilian channels in this area.



Capt.
R. Signale


2175

785021

Subject: Reconstruction of Railways S.W. Italy.
TO: Reg. Commissioner Liguria Region
" " Piemonte Region

In order to prevent the actual railway conditions in S.W. Italy, the enclosed statement has been prepared by this department, chiefly to offset the erroneous reports made by the press, radio and individuals except where indicated all repairs have been effected by Italian State Railways and civil contractors under the control and supervision of this department.

Materials, without exception have been obtained through Naval Military, A.M.I. or normal civilian channels in this area.



Capt.
R. Magalle

582

B55

XXXXXXXXXX 60 Sub Area

23th July 1945

Ref/B/55

Subject: Reconstruction Rails N.W. Italy.

TO: Lt Col. Street
In S.C. (Rails)
H.Q. ALLIED COMMISSION

In order to present the true picture of results of labours in the fields in N.W. Italy, I have had prepared in my offices at Torino and Genova the enclosed summaries of statistics. It is not intended to present as a report but just a statement of what has been achieved.

It will be appreciated that not one item of material has been received from A.G. sources but is the result of first class cooperation from Naval, Military, A.M.G. and civilian sources. Apart from its interest to A.C. Rails it may have some propaganda value on a higher level, even if only to affect some of the erroneous statements made by press, radio and individuals.

For information, a copy has been sent to the Regional Commissioners of Liguria and Piemonte regions who have a very slight idea of railway conditions in their areas.

Capt.
R. Signals

TO: Lt Col. Street
In S.C. (Rails)
H.Q. ALLIED COMMISSION

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For information, a copy has been sent to the Regional Commissioners of Liguria and Piemonte regions who have a very slight idea of railway conditions in their areas.

Capt.
R. Signals

501

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B59
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XXXXXXXX 60 Sub Area

23th July 1945

Ref/B/54

Subject: Bridges over Bornida - Line 50.

TO: Tn S.C. (Rails) att. Lt Col. Street
U.C. ALLIED COMMISSION

R O M E

1. Ref your TN/HC/43 C/S, 25 July position is as follows:
2. Bridge in question is not in Genova Compartimento but Torino Compartimento.
3. Contract was originally given to Ditta RUDIO who failed to carry out through "uncertainty of the market".
4. Temporary repairs have been effected and line is in operation.
5. Permanent reconstruction is catered for in my programme and the claims of the Firm "FERROBENT" will be investigated.
6. It will be appreciated that all permanent works are entirely dependent on the necessary materials being available. At the moment all cement is being directed to Modane line which is priority one.

[Handwritten signature]

Capt.
Signals

TO: Lt S.C. (Rails) att. Lt Col. Street
H.Q. ALLIED COMMISSION

R O M E

1. Ref your TM/EC/48 C/A, 25 July position is as follows:
2. Bridge in question is not in Genova Compartimento but Torino Compartimento.
3. Contract was originally given to Ditta BOBIO who failed to carry out through "uncertainty of the market".
4. Temporary repairs have been effected and line is in operation.
5. Permanent reconstruction is ordered for in my programme and the claims of the Firm "FERROBETON" will be investigated.
6. It will be appreciated that all permanent works are entirely dependent on the necessary materials being available. At the moment all cement is being directed to Modena line which is priority one.

R
Capt.
Signals

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

Ref. TN/HC/48 C/E/

Capt. Col. ...

25 Juli 1945

To Ol/C AC/TN RAIL RECONSTR.

G E N O V A

SUBJECT : Bridge over BORMIDA Line 50.

- I - It is understood that no work is in Progress here. By reason that the contractor. Radio constr Cap Milan was unable to carry out his contract oweng to lack of funds & that his prices wege far too low.
- II - Reports show that this Bridge was originally commenced by "Ferroboton" but the work was stopped on account of the war.
- III- Later the Ministry occommenced work. This for some reason was again stopped.
- IV - As "Ferroboton" have all their plant still on the job it would seem reasonable that they be given achance to do this work, Provided.
 - a) This bridge is necessary, it is stated to be a four track bridge, a two track at present may be all that is necessary
 - b) That "Ferroboton"s prices be revised to agrees with prices on other similliar works
 - c) That a rapid completion is assured.

SUBJECT : Bridge over BORMIDA Line 50.

- I - It is understood that no work is in Progress here. By reason that the contractor. Radio constr Cap Milan was unable to carry out his contract oweng to lack of funds & that his prices wege far too low.
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 - a) This bridge is necessary, it is stated to be a four track bridge, a two track at present may be all that is necessary
 - b) That "Ferrobeton"s prices be revised to agrees wih prices on other similliar works.
 - c) That a rapid completion is assured.

Would you therefore look into this matter & report direct to H.Q.- Copy to the writer.

S.P. Buckley

S.P. BUCKLEY
Major R E
for Lient Col. H.O.
Lindberg R.E.

Copy : H.Q. ROME
Ing. LO CIGNO
MILAN In/AC
" Commissario Straordinario
GENOVA - Capo Lavori

2182

BSS

28th July 1945

Ref/B/53

Subject: Bridges.

TO: Capo Compartimento Genova

Information has been received from the Allied Authorities that it is necessary to widen the main road at ARENSANO 20,4 km. where the railway bridge is on the sea - side.

To do this it will be necessary to deviate the bridge further out towards the sea. Will you instruct the Works Section accordingly. The project is quite a minor one and can be commenced immediately.

Capt.

R. Signals

TO: Capo Compartimento Genova

Information has been received from the Allied Authorities that it is necessary to widen the main road at ALENZANO 20,4 km. where the railway bridge is on the sea - side.

To do this it will be necessary to deviate the bridge further out towards the sea. Will you instruct the Works Section accordingly. The project is quite a minor one and can be commenced immediately.

R.

Capt.

R. Signals

578

47

XXXXXXXX 60 Sub Area

Ref/B/47

27 Luglio 1945

Al Signor Ten. NARDACCI GIOVANNI
266/I Company
Allied Commission

ROMA

Il lavoro GINO CRESPI, anziano sotto il Vostro Comando, ha lavorato per me in questi ultimi tre mesi e adesso che non devo più usare la "jeep", egli ritorna a Roma per consegnarla.

Non posso lodare abbastanza l'integrità e la fedeltà di questo soldato, che si è di grandissimo aiuto nel mio lavoro attuale.

Io controllo le ricostruzioni ferroviarie per tutta la Liguria ed il Piemonte e non ho nessuna assistenza alleata in questo lavoro all'infuori di CRESPI che si occupa del controllo dei treni, dei carburanti, con grande capacità.

Vi sarai ultimato grato se volete assegnarlo a me per continuare il suo lavoro e rimandarlo immediatamente qui.

[Signature]
Cesp.

266/I Company

Allied Commission

R O M A

Il latore GINO CRESPI, autista sotto il Vostro Comando, ha lavorato per me in questi ultimi tre mesi e adesso che non devo più usare la "jeep", egli ritorna a Roma per consegnarla.

Non posso lodare abbastanza l'integrità e la fedeltà di questo soldato, che mi è di grandissimo aiuto nel mio lavoro attuale.

Io controllo le ricostruzioni ferroviarie per tutta la Liguria ed il Piemonte e non ho nessuna assistenza alleata in questo lavoro all'infuori di CRESPI che si occupa del controllo dei trasporti, dei carburanti, con grande capacità.

Vi sarei ultimio grato se volette assegnarlo a me per continuare il suo lavoro e rimandarlo immediatamente qui.


Capt.

R. Signals
Allied Commission

577

~~SECRET~~
B 46 / 36

27th July 1945

Ref. B/46

Subject: Spare wheel and tire

To O i/c Super Garage
H.Q. Allied Commission.

Attached is a copy of a letter to the R.I.O. Liguria which is self explanatory. No reply was received and on phoning was referred to a Capt. Volstead of M.I.O. He disclaimed any knowledge and in fact seemed to cast doubts upon my statement that the spare was on the Jeep when garaged.

I Have the utmost faith and trust in the driver G. Crespi and know that his statement is entirely true and that no blame can be attached to him regarding this loss.

[Signature]
Capt.
R. Signals.

FR-21 v

2187

Attached is a copy of a letter to the H.I.O. Liguria which is self explanatory. No reply was received and on phoning was referred to a Capt. Volstead of H.I.O. He disclaimed any knowledge and in fact seemed to cast doubts upon my statement that the spare was on the Jeep when garaged.

I have the utmost faith and trust in the driver G. Crespi and know that his statement is entirely true and that no blame can be attached to him regarding this loss.

[Handwritten signature]

Capt.
R. Signale.

576

Work and Construction Service
Signals and Electrical Installations.

Genoa, 9th July 1945
No. I.E.S. 5986/III

File B44

TO: Allied Commission Tn S.C. (Rails). H.Q.

Subject: Approval of Urgent Works.

We beg to authorize the execution of the following urgent works, required for the working of the electric lines:

- I.) Demolition of protection walls of transformer cells in the substation of Chiappella. 200.000= L.
- 2.) Repairs of damages at the trunk line poles 60 Kv. Busalla Sestri Levante, Scoffera. 100.000=L.
- 3.) Removal of debris encumbering the transformers track at the substation of Chiappella. 150.000= L.
- 4.) Urgent repairs at the L cabin at Sampierdarena. 30.000= L.
- 5.) Repair of the A cabin at Genova-Brignole. 30.000= L.
- 6.) Electrification of the new yard at Genova-Terralba. 100.000= L.
- 7.) Electrification of the 10th Line at the yard in Genova-Terralba. 21.000= L.
- 8.) First settlement of electrical traction palification at the station of Bogliasco. 10.000= L.
- 9.) Repairs and settlement of damages at the poles of the trunk line 60 Kv. Busalla, Sestri Levante, in the distance Scoffera Sestri Levante. 500.000= L.
- 10.) Repair of the equipment of the electrical traction on the tracing Ronco = Alessandria and Arquata = right bank of the PO. 1.000.000= L.
- 11.) Repairs at the cabin of central equipment at the Ronco crossing and local repairs at the central equipments in the Ronco Station. 800.000= L.

The Special Chief of the I.E.S

- the substation of Chiappella.
- 4.) Urgent repairs at the L cabin at Sampierdarena. 150.000= L.
- 5.) Repair of the A cabin at Genova=Brignole. 30.000= L.
- 6.) Electrification of the new yard at Genova=Ferralba. 30.000= L.
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- II.) Repairs at the cabin of central equipment at the Ronco crossing and local repairs at the central equipments in the Ronco Station. 1.000.000= L.
- 800.000= L.

The Special Chief of the I.E.S

575

Genoa, 13th July 1945

Authorisation is given for the above mentioned projects to be carried out at once.

Capt.
R. Signals

SPB/ef

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

B 43

Tel : 843239
 Ref : AC/Tn/8/202/G.E.

10 July 1945

SUBJECT : Travel Orders

TO : Administration Officer.

1. May the undermentioned travel orders be extended to July 31/45, please.

Major S.P. Buckley R.E. (Br)

Capt. L.A. Conway, R. Sigs. (Br)

Mr. E. Richard, (A) Civil Engineer.

S.P. Steel Major
 O.H. LINDBERG, Lt. Col.
 AC/ Tn/ Rails.

Copy to : Major Buckley
 Capt. Conway/
 M. Richard

574

PIAGGIO AND C.

Allied Commission
Tn S.C. Genova

Genova Sestri 11th July 1945

File B42
116

We beg this Commission to release a declaration in which it is stated that the autocar FIAT I100 No. 32629 GE belonging to Attilio Odero, which is the only autocar at the exclusive service of the Piaggio and C. workshop of Genova Sestri entrusted with the repairs and construction of railway trucks for the I.S.R., is authorized to run with military petrol.

PIAGGIO & C. Soc.p. Azioni
P.P. Gli Amministratori

We confirm that the Firm Piaggio and C. Workshop of Genova Sestri works for the I.S.R. ~~XXXX~~ for repairation and construction ~~XXXXX~~ of trucks and coaches.

P.S. Motor No. 252345
Frame " 247800

This car is authorized to run with I.S.R. Petrol and is included in the petrol allocation already made to the Firm Piaggio & C. of 300 l monthly

11th July 1945
Capt. R. Signals

2192

Reference/Rapporto: 1.2
July
MILITARY RAILWAY SERVICES
GENOVA. 6th July 1945. 5 luglio 1945.

Subject/Oggetto: PETITION FROM CIVILIAN RAILWAY PERSONNEL
GENOVA. B35
PETIZIONE DEL PERSONALE CIVILE FERROVIARIO
GENOVA.

Adm/Ind. :-- Capo Compartimento, F.S. GENOVA.
Copy/Copia :-- (1) Captain CONWAY, Allied Commission, GENOVA. (Local)
(2) M.R.S. - MILANO.

1. With reference to a copy of the Petition signed by employees of the Italian State Railways, (the original of which was addressed to you) in connection with transport facilities to and from their homes, I have made representations to the HQ, Military Railway Services, but it is regretted that the request cannot be acceded to.

2. The vehicles and fuel which have been made available for I.S.R. use are intended for reconstruction purposes only and NOT for the conveyance of I.S.R. personnel to and from their homes.

1. Con riferimento a una copia della domanda firmata dagli impiegati delle F.I.S. (di cui l'originale era indirizzata a voi) riguardante facilitazioni di trasporto alle loro case, mi sono rivolto al Quartier Generale dei Servizi Militari Ferrovia, ma ci rincresco che la richiesta non può essere soddisfatta.

2. I veicoli e il combustibile di cui si dispone per le F.I.S. servono per scopi di ricostruzione e NON per trasporto del personale alle loro case.

592

[Handwritten signature]

facilities to the
to the HQ, Military Railway Services,
the request cannot be acceded to.

2. The vehicles and fuel which have been made available
for I.S.R. use are intended for reconstruction purposes only and
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ma ci rinvia che la richiesta non può essere soddisfatta.

2. I veicoli e il combustibile di cui si dispone per le
I.S.R. servono per scopi di ricostruzione e NON per trasporto
del personale alle loro case.

572

[Signature]
C/O, (RAH) - COM. GEN. UDE. -
SAEG. -
Captain,
for Lieut. - Col.,
OPTO. COY.,
GME.

Translation.

28th June 1945

B34

For Capt. Conway,

May this office be informed whether it will be possible to set soon a detachable iron girder-bridge of 35 m span on the Aurelia Road at the Prarola-tunnel-side. Otherwise it will be necessary to stop the removal of debris in that open tunnel and provide for the repair at this line by removal of debris in the blind tunnel.

Work Section : Ing. Casella

2195



Ministero delle Comunicazioni
FERROVIE DELLO STATO

DISPACCIO DI SERVIZIO

in partenza, in arrivo o in transito

STAZIONE di _____

RICEVUTO da _____ per Circuito N. _____ dell'Inglese _____	TRASMESSO a _____ per Circuito N. _____ dell'Inglese _____		
DESTINAZIONE	PROVENIENZA	Numero	DATA DELLA PERCORRENZA ORA DI PARTENZA
			2/6

*Prorogazione per il Lt. Capitano
Conway.*

*Si prega di voler far conoscere se sarà possibile
poter mettere presto in opera per la strada
Aurelia la corrispondenza alla Galleria Prato
con l'arrivata in ferro inaspettata della linea A' m. 35.*

Per il caso diverso si dovrà sopprimere l'attuale

Reale - Genova - Ord. 891/9 del 15-2-1911 - 14,8x21 - IV 50 - 47.000 DL

Mod. N. 1008

NO. DI 308



MINISTERO
DELLE COMUNICAZIONI

Ferrovie dello Stato

RICEVUTA
del
DISPACCIO

N. _____

in _____

a _____

DATA

li _____ 194

Anno _____

ora _____

Firma
370

2196

785021

Lavare di sgombro nella galleria a cielo aperto
e provvedere per la riattivazione della linea
mediante lo sgombro a foro cieco ingalleria.



B 33

5 Luglio 1945

Caro Capo,

Mi riferisco alla Sua del 4 corr. No. M.120/624/R, del cui contenuto ho preso nota.

Non comprendo la ragione del prelievo dei copertoni in questione, dato che io non ho richiesto alcun trasporto urgente.

Resta bene inteso che i detti copertoni, se ritirati, non potranno essere sostituiti da nessuna fonte se non sarà trascorso un periodo di almeno 6 mesi!!



569

Ministry of Transporte
I.S.R.
Genoa Compartimento.

Genoa, 7th July 1945

No. M.120/624/R

To Allied Commission
Provision Stores Rivarolo
Resting Office

Subject: extra withdrawal of tyre-covers.

Following the letter No. 3325/M. of June 28th, 45 addressed to the two above mentioned offices (to whom a copy of the present letter is sent) we inform you that Mr. Dr. Mosca of your ~~affix~~ Head Office Milan has this morning authorized by phone the extra withdrawal of the 100 tyre-covers which represents the stock of this depot. Derogating from the convention actually in force, our Administration has not consigned as many spoiled covers as the ~~drawn~~ new covers. The mentioned tyre-covers will be used for the ~~xxxxxxx~~ particularly urgent transports on account of the Allied Commission.

The rent of the hire will be established later with your Direction, as agreed with your representative Mr. Mosca.

The Capo Compartimento.

above mentioned offices (to whom a copy of the present letter is sent) we inform you that Mr. Dr. Mosca of your office Head Office Milan has this morning authorized by phone the extra withdrawal of the 100 tyre-covers which represents the stock of this depot.

Deregating from the convention actually in force, our Administration has not consigned as many spoiled covers as the drawn new covers.

The mentioned tyre-covers will be used for the ~~transport~~ particularly urgent transports for account of the Allied Commission.

The rent of the hire will be established later with your Direction, as agreed with your representative Mr. Mosca.

The Capo Compartimenti.

508

2200

MINISTERO DEI TRASPORTI
FERROVIE STATO
COMPARTIMENTO DI GENOVA

Genova, 4 luglio 1945.

N° R.120/624/R



AL DEPOSITO S.A.C.I. GENOVA RIVAROLO

P.c. DIREZIONE S.A.C.I. MILANO

P.c. ALTO COMISSARIO P.S. ALTA ITALIA MILANO

P.c. COMMISSIONE ALLIATA SEDE

P.c. MAGAZZINO APPROVVIGIONAMENTI GENOVA RIVAROLO

P.c. UFFICIO COLLAUDI SEDE.

OGGETTO: PRELIEVO STRAORDINARIO COPERTONI

A seguito della lettera n° 3025/A. del 28 giugno u.s., diretta agli ultimi due Uffici a cui è estesa la presente per conoscenza, s'inferisce che il sig. dott. Meson, della V/S Sede Centrale di Milano, stasera ha autorizzato telefonicamente il prelievo straordinario del conto copertoni, continuati la scorta di codeste depositi, senza la contemporanea consegna da parte di questa Amministrazione di altrettanti guasti, e ciò, in deroghe alle clausole della vigente Convenzione. Detti copertoni saranno utilizzati per garantire tra-

507

2201

P.c.c. MAGAZZINO APPROVVIGIAMENTI
GENOVA RIVARELO

P.c.c. UFFICIO COLLAUDI
SMSE

OGGETTO: PRELIEVO STRAORDINARIO COPERTONI

A seguito della lettera n° 3225/4. del 28 giugno u.s.,
diretta agli uffici due Uffici a cui è estesa la presente per
conoscenza, s'informa che il sig. dott. Meese, della V/S Sede
Centrale di Milano, Stamano ha autorizzato telefonicamente il
prelievo straordinario dei cento copertoni, costituenti la
scorta di codeste depositi, senza la contemporanea consegna
da parte di questa Amministrazione di altrettanti guasti, e ciò,
in deroga alle clausole della vigente Convenzione.

507

Detti copertoni saranno utilizzati per garantire tra-
sporti di particolare urgenza per conto della Commissione
Allestite.

Il canone di noleggio sarà esente di ulteriori tratta-
tive con la V/S Direzione, come d'intesa col predetto sig.
dott. Meese.

IL CAPO COMPARTIMENTO

R. M. M.

B 32

5th July 1945

Ref. B/32.

Subject: Repairs at the Chiappella Substation.

To the Manager I.B.S. Genova Comp.

Authorisation is given for the repairs at the substation of Chiappella to be carried out forthwith.

Capt.
R. Signals.

Traduzione:

Con la presente si autorizza codesta Sezione a provvedere ai lavori di riparazione della sotto-centrale della Chiappella, lavori che dovranno essere eseguiti immediatamente.

566

Work and Construction Section
Electric signal installations
Genova

Genova, 3rd July 1945
No.I.E. S. 5784/III

It has been necessary to repair a converter group of the substation of the Chiappella: the work has been done by the firm Ansaldo. The price is of L.I.080.000= Please authorise this expense.

The Extraordinary Manager
of the I.E.S.

565

Genova, Luglio 1945

SERVIZIO LAVORI E COSTRUZIONI
UFFICIO
Impianti elettrici e di segnalamento
GENOVA

n° I.E.S. 5784 /III

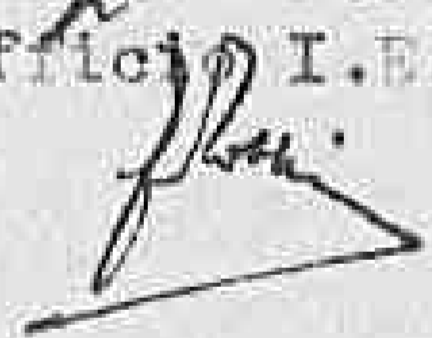
ALLIED COMMISSION T.N. S.C. (Rails)

S E D E

Si è dovuto provvedere alla riparazione di un gruppo Convertitore della Sottocentrale Chiappella: il lavoro è stato compiuto dalla Società Ansaldo.

L'importo è di £ 1.080.000. - Si prega voler dare l'autorizzazione a tale spesa.

Il Sovrintendente Straordinario
all'Ufficio I.E.S.



564

B 31

5th July 1945

Ref. B/31.

Subject: Weekly State of Works Report.

To En. Sub Commission
(Rails Div.) Major Street,
Allied Commission - R o m e

Herewith the complete report as at 3rd July 1945 for
Genoa Compartimento.

Encl.


Capt.

503

2206

Tel: 87103 Milano,

July

Ref: M 15.

Military Railway Services,
MILANO.

B30

/ July 45.

Subject: PETITION FROM CIVILIAN RAILWAY PERSONNEL, GENOVA

Military Railway Services,
GENOVA.

Copy to Captain Conway, AC, care Military Railway Services, GENOVA.

1. Your CM of the 23rd ultimo and enclosure thereto refer.

2. The answer to the request from the ISR personnel for the establishment of an MT service is contained in paragraph 3 of your letter.

3. It is felt that once, even a minimum of Road MT Services is provided, it will result in immediate requests from other localities for similar facilities and will also obviously encourage applications for the extension of these services to the detriment of reconstructional and other important works.

4. However much one would be inclined to accede to the request on compassionate and other grounds, I am not at the present juncture prepared to allocate any vehicles for the desired services.

5. It is fully anticipated that the MT vehicles which will be supplied in the near future will be used to the fullest extent, and one must have regard to the fact that a percentage of these vehicles will not be available as these would be under repair and receiving attention in so far as upkeep is concerned.

6. It is possible that, when the work in connection with the reconstruction and rehabilitation of the railways in North West Italy has reached a point where the transport of material can, in the majority of cases, be undertaken by rail, a certain number of vehicles could be released and allocated to the transport of ISR employees as desired in the application.

W. J. ... Lt. Col.

2203

1. Your OZ of the 29th ultimo and enclosures thereto refer.
2. The answer to the request from the ISR personnel for the establishment of an MT service is contained in paragraph 3 of your letter.
3. It is felt that once, even a minimum of Road MT Services is provided, it will result in immediate requests from other localities for similar facilities and will also obviously encourage applications for the extension of these services to the detriment of reconstructional and other important works.
4. However much one would be inclined to accede to the request on compassionate and other grounds, I am not at the present juncture prepared to allocate any vehicles for the desired services.
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 Officer Commanding
 (R & H) Composite Railway Operating Company, SAAC,
 UDF/CIT. Lt. Col.

582

2203

B 29

Genova, 26 th June 1945

I.S.R.

Genova Compartimento

Capo Compartimento Office

To: Capt. Conway Allied Commission Headquarters.

Subject: Cadinora Tunnel between Albissola and Savona

After a long period of rain in the month of October 1944, it happened that a part of the revetment of the Cadinora Tunnel between Albissola and Savona landslipped interrupting the line.

The measures adopted to repair the line temporarily consisted of strong proppings with wooden frames and iron centering. These measures proved themselves useful till now, but at present they are no more idoneous because after a certain time and especially in consideration of the autumn rains, heads liable to landslip would certainly weigh on the frame and would probably cause other dangerous sinkings.

We therefore propose to take advantage of the actual summer period to rebuild the permanent revetment which had fallen in adopting the section of the tunnel with reversed arch apt to repress the push of the landslip.

In consideration of the urgency of this matter, we ask the consent to begin works.

2209
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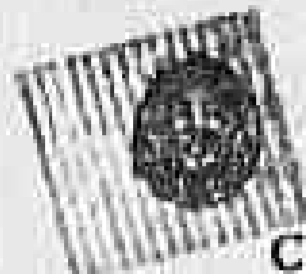
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the section of the tunnel with reversed arch app to repress the push
of the landslip.

In consideration of the urgency of this matter, we ask the
consent to begin works.

The Capo Compartimento

501

signed: Pignatti



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO

Compartimento di GENOVA

UFFICIO CAPO COMPARTIMENTO

OGGETTO: Galleria Cadimora fra
Albissola e Savona

G 92

Genova, 25 / 6 / 1945 - A.

N. 3277/R.24/L.3

Al N. del

Al Capitano Conway
Commissione Alleata

SEDE

Dopo un lungo periodo di piogge, nel mese di ottobre 1944, si verificò il franamento di un tratto del rivestimento della Galleria Cadimora, fra Albissola e Savona, con conseguente interruzione della linea.

I provvedimenti adottati per ripristinare provvisoriamente lo esercizio furono costituiti da robusti puntellamenti con travature di legname e centine in ferro che, se si sono dimostrati finora idonei, adesso non danno più l'assicurazione di poter conservarsi tali perché col passare del tempo, e specialmente in vista delle piogge autunnali, masse franose graveranno certamente sulle armature con probabilità di altri pericolosi cedimenti.

Si propone pertanto di approfittare dell'attuale periodo estivo per ricostruire in modo definitivo il rivestimento crollato, adottando la sezione di galleria con arco rovescio atto a contenere la spinta della frana.

Data l'urgenza che riveste la cosa si chiede il benestare per l'inizio dei lavori.

IL CAPO COMPARTIMENTO

Conway

560

2211


file B 23

June 15th 1945

Subject: Reports.

To Major A.H. Street,
Transportation Sub-Commission A.C. (Rd 1 Div.)
c/o Transportation Increment, C.M.F.

Ref. your AC/TM/44/51 C.M. may it be explained that at a personal interview I had with the Director Tn.S.C. on a confidential matter, he enquired as to the electrical situation in my area and requested me to let him have a report. I complied with this request and provided a copy of same to yourself. It is perfectly understood that all correspondence should pass through Rails Division and this is being done except when instruction are received, to the contrary from higher authorities. On those occasions, a copy will always be forwarded to you.


~~Capt.~~ R. Signals

c/o Transportation and

2212

Ref. your AC/Tn/44/51 C.E. may it be explained that at a personal interview I had with the Director Tn.S.C. on a confidential matter, he enquired as to the electrical situation in my area and requested me to let him have a report. I complied with this request and provided a copy of same to yourself. It is perfectly understood that all correspondence should pass through Rails Division and this is being done except when instruction are received, to the contrary from higher authorities. On those occasions, a copy will always be forwarded to you.


 Capt. R. Signals

559

2213

June 15th 1945

Subject: Reports.

To Major A.H. Street,
Transportation Sub-Commission A.C. (Rd 1 Div.)
c/o Transportation Increment, C.M.F.

Ref. your AC/m/44/51 C.E. may it be explained that at a personal interview I had with the Director Tn.S.C. on a confidential matter, he enquired as to the electrical situation in my area and requested me to let him have a report. I complied with this request and provided a copy of same to yourself. It is perfectly understood that all correspondence should pass through Rails Division and this is being done except when instruction are received, to the contrary from higher authorities. On these occasions, a copy will always be forwarded to you.

Capt. R. Signals

2 2 1 4

to Major A.H. Street,
Transportation Sub-Commission A.C. (Rail Div.)
c/o Transportation Increment, C.M.F.

Ref. your AG/IN/44/51 C.E. may it be explained that at a personal interview I had with the Director IN.S.C. on a confidential matter, he enquired as to the electrical situation in my area and requested me to let him have a report. I complied with this request and provided a copy of same to yourself. It is perfectly understood that all correspondence should pass through Rails Division and this is being done except when instruction are received, to the contrary from higher authorities. On those occasions, a copy will always be forwarded to you.

Capt. R. Signals

558

AHS/em

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

Tel: 843239

11th June 1945

Our ref : AC/Tn/44/ 51 C.E.

TO : Capt. Conway

SUBJECT : Preliminary Report
Electrical Situation Turin and Genoa.
Departments I.S.R.

- 1; Reference above report.
2. It is noted that this report is addressed to the Director Transportation Sub-commission.
3. As explained to you on your last visit here, all communications from you should pass through this office and not be addressed direct to the Director.

A.H. Street Major
A.H. STREET, Major.

Copy to Major Buckley.

557

11th June 1945

Subject: Situation Report

To Director = Transportation Sub Commission
Allied Commission- R o m e

From: Capt. Conway = In. D.C. (Rails) C.E. Branch. N.W. Italy.

Staff:

1. Acting on your advice I approached Col. Marshall= R.C. Piedmonte= on the question of an assistant, possibly Lt. Irving Strand= he was entirely in agreement with the necessity for same but explained he was already 20 officers below I.O. and losing more daily. He finally instructed me to communicate with you direct, stating out my exact position here and work involved.

Originally my directive (appx. 'A') was confined to civil engineering reconnaissance and immediate urgent repairs but my duties have become multifarious inss uch as I appear to be the sole A.C. railway representative in Liguria and Piedmonte regions. In addition to the original directive Brig. Waghorn instructed me to assume the responsibility for procuring transport and P.O.L. for the I.S.R. Since then H.Q. Rome have intimated that I liaise with Reg. Transport Officers regarding A.C. Rail Movement :

From: Capt. Conway = En. D.C. (Rails) C.E. Branch. N.W. Italy.

Staff:

1. Acting on your advice I approached Col. Marshall= R.C. Piedmonte= on the question of an assistant, possibly Lt. Irving Strand= he was entirely in agreement with the necessity for same but explained he was already 20 officers below T.O. and losing more daily. He finally instructed me to communicate with you direct, setting out my exact position here and work involved.

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A.C. Rail Movement :

506

As will be seen by the attached weekly report (appx.B.) the construction projects alone, are more than sufficient for one captain to supervise, and that report is for one compartimento only. Torino has even more in hand. Added to this is the latest information from In.Stores that all I.S.R. controlled stores are to be handed over to I.S.R. under A.C. supervision and pending instructions I have assumed responsibility for this, too.

..... to 2

(continued)

As will be seen from the following para's, something must be done immediately to alleviate the pressure of work, for whilst I am more than ready to tackle the lot, I feel that final result will be affected by insufficient control.

If, however, it is impossible for me to have the assistance of another officer, I beg to make the following suggestion for your approval: I have been approached by an Italian officer of A.M.G. Piedmonte on the employment of four Italian civil engineers who have just completed their training in Switzerland and have or are about to return to N. Italy. My intention is to employ them within A.C. and to hand over certain projects to their control under my supervision. Two I will use for outside work and one in each of the Compartiments's controlling stores, materials, transport and P.O.L. At present I am employing two female staff at Turin and Genoa and my intention is to increase these to three. Subject to the engineers arrival this organisation would be capable of coping with all A.C. Railway matter in N. Italy and should be running smoothly within two weeks of inception. May I be informed whether this action is approved?

Policy:

At our last interview the subject of the validity of Ing. Bianchi's assumption of office as head of the State Railways N. Italy, was discussed. It appears that D.M.A.S. Rose issued the memorandum affective 1st June. From examination it would appear that A.C. Tr. (Rails) were not even on the distribution! My information was, that he had been installed by the C.L.N. and local A.M.G. policy was that no executive or administrative action on the part of the C.L.N. would be required. On my return from Rome I was sent for by Lt. Col. Zvonitsova

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(continued)

Movements etc. etc. and arrangements are being made for a fortnightly meeting in Milan of various sections to exchange information and discuss policy.

3. Materials:

As will be noted by Appx. A & C. materials are required in very large quantities, application to M. Stores for timber, steel and cement has been passed to Rome and turned down as not issuable from M.R.S. stocks. As the I.S.R. stocks have been considerably depleted by M.R.S. and all raw materials are blocked by Industry, Commerce and A.F.H.Q. the question of availability is acute. I have managed to get small quantities from various sources, but the bulk of reconstruction work is held up through the "blockade". Added to this difficulty is Bianchi's direction to Capo Compartimento's that all application for materials should be made to Milan as M.R.S. has vetoed the using of their stores and control of I.S.R. stores is now vested in A.C. the duplication of demands seems unnecessary.

5-4

In addition, serious deprivations of railway materials made by various unauthorised military units, chiefly American field units, my information is that some of it is just being "He jacked" and sold privately

meeting in Milan of various sub-
discuss policy.

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574

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In addition, serious deprivations of railway materials made by various unauthorised military units, chiefly American Field Units, my information is that some of it is just being "he jacked" and sold privately to contractors. I am following up one particular case of 1000 qts of cement removed from railway premises. Upon the handing over stocks by M. Stores it is my intention to mount a railway policeguard at every warehouse with definite orders. I have already inaugurated this in Turin but am awaiting Milan's instructions for Genoa, regarding Railway Police.

L.

The P.O.L. supply in N.W. Italy is very acute. I have managed to obtain

File B

5

Allied Force
MILITARY RAILWAY SERVICE
Headquarters 701st Railway Grand Division
Office of Commanding Officer

JEG:jrc

AFG 512
23 May 1945

Subject: Line Pisa-Genoa

To : Major W. F. Blair, Transportation (Rail), A.M.G.,
Toscana Region, Hdq.

1. Reference to letter 22 May from Capo Compartimento, Florence, concerning above subject.
2. Any assistance that can be given the I.S.R. to complete the projects outlined will be appreciated as the restoration of the particular lines enumerated will provide through railway service from Turin-Milan-Genoa to Rome and points south.

J. E. Guilfoyle
 J. E. GUILFOYLE
 Colonel, T.C.
 Commanding

All projects of material requests such as Coarct to be put thru HQR TH/ACR/RS & will be dealt with according to priorities

2223

Florence 22 May 1945
193 Anno

N. 8933/11/4/1

Ministero delle Comunicazioni

FERROVIE DELLO STATO

al N.

del

COMPARTIMENTO

DI

(1)

Oggetto

Line Pisa-Genova

To: Major W.F. Blair
Th/Officer (Rail)
Toscana Region MG.

Compartimento?

Allegati N.

1. The line Genova-Pisa between the Station of Deiva and the Bridge on River Magra just to the North of Sarzana is already in operation. (Two trains 3 times a week).
2. The damages had on Stretch: Bridge on Magra - Pisa S. Rossore are heavy but not too high.
3. Yesterday I already displaced to take care to begin the following works at once:
 - a) Recover of Steel-spans on River Serchio ^{at} and Ligurino Pignone
 - b) Repairing the bridge on river Magra by Sarzana
 - c) Rapid Rail-cuttings and reconditioning of track from Pisa to Viareggio and from Viareggio to Sarzana.
4. I trust that if we could rely to get Cement, Gasoline and some help for means of transportation, the remaining works for the other bridges, which are not very important and for a small tunnel near Pontignone, we could be able to do soon a good job and put in efficiency the line, perhaps at the same time, whilst in the North our Eng. people is repairing the damages on Stretch Genova-Deiva.
5. Being sure that you will get interested in this letter, I wait your kind answer to this regard.

Il Capo Compartimento
(MG. I. Bisogna)

552

Blair

Ord. 7880 - Off. Grafiche Combattenti - Bologna, P. 18-19/11 XII - D. 04 1827 - 2.000.000

*May Buckley
Please refer to Rome
through the
and school
WFB*

2224

Florence 22 May 1945
193 Anno

N. 8933/11/4/1



Ministero delle Comunicazioni

FERROVIE DELLO STATO

al N. _____ del _____

COMPARTIMENTO
DI _____

(1) _____

To: Major W.F. Blair
In/Officer (Rail)
Toscana Region A.C.

Oggetto

Line Pisa-Genova

Compani nuovi?

Allegati N. _____

1. The line Genova-Pisa between the Station of Deiva and the Bridge on River Magra just to the North of Sarzana is already in operation. (Two trains 3 times a week).
2. The damages had on stretch: Bridge on Magra - Pisa S. Rossore are heavy but not too much.
3. Yesterday I already disposed to take care to begin the following works at once:
 - a) Recover of steel-spans on River Sarzento ^{at} and Algherino, Pisano
 - b) Repairing the bridge on River Magra by Sarzana
 - c) Begin rail-cuttings and reconditioning of track from Pisa to Viareggio and from Viareggio to Sarzana.
4. I trust that if we could rely to get Cement, Gasoline and some help for means of transportation, the remaining works for the other bridges, which are not very important and for a small tunnel near Montignoso, we could be able to do soon a good job and put in efficiency the line, perhaps at the same time, whilst in the North our Rly. people is repairing the damages on stretch Genova-Deiva.
5. Being sure that you will get interested in this matter, I await your kind answer to this regard.

Ord. 7880 - Off. Grafiche Combattenti - Bologna, 8-10-1944 XII - D. 66 15x27 - 2.000.000

The Head Compartimento
(Eng. S. Bissoni)

552

Blair

*Mr Buckley
Please refer to Rome
matter to railway
and railway
WFB*

2 2 2 5

FILE

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

Copy Street
What action necessary
to authorize reconstruction
of line 50 north of Pisa

Allied Commission
Tn S.C. (Rails) C.E. Branch
c/o E.L.O. 57 Area
— C.M.F.

18 th May 1945

443739

Subject: Cement.

To Lt. Col. R o b e r t s o n
Provincial Commissioner
S p e z i a.

1. Ing. Fantoni of the I.S.R. has approached me re the release of 500 tons of cement for railway bridge reconstruction.
2. All railway construction is carried out on a priority bases under the control of the Military Railway Service in conjunction with the Tn. S.C. (Rails) whom I represent in N.W. Italy.
3. Materials, especially cement are in very short supply and that which is at present available is reserved for priority works.
4. Upon reopening of the port of La Spezia more material will be available and allocations will be made for your railway projects.
5. Would you be kind enough to refer all railway enquiries to Major Blair for Florence Compartimento and to me for Genoa Compartimento.

A. Fantoni

Capt.
Tn S.C. (Rails) C.E. Branch

Replied to
by Fantoni
on 24/5/45
C. M. F.

which is at present available

- 4. Upon reopening of the port of La Spezia more material will be available and allocations will be made for your railway projects.
- 5. Would you be kind enough to refer all railway enquiries to Major Blair for Florence Compartimento and to me for Genoa Compartimento.

H. G. Blair
 Capt.

Tn S.C. (Rails) C.E. Branch

*to Blair
 of Dept. of S.W. Genoa
 in S. Compartimento*

501

Telephone: Genoa 62'596.

To Major Blair -

Ref. para. 5. Ing. Mario Fontana

is paying you a visit & wishes to discuss
 railway matters with you. I would be pleased
 if you would excuse him & also take me
 a line before we leave when you have
 him. 21/5/56.
 H.A.P.R. Genoa
 P.E. La Spezia Province

2228

B

H

SUBJECT:- Railway Repairs

HQ 57 Area, COM.
Q 1126.

1-7

Allied Commission,
Tn S.C. (Rails) C.E. Branch,
GENOA

21 May 45.

Ref your G.C/H/1 dated 17 May 45.

1. It is regretted that no date can at present be given for closing the rd at CELLE.
2. Traffic is essential at present in connection with an installation west of that point.
3. The matter will remain under constant review, and a decision communicated to you at the earliest possible moment.

KPH/CCR.

H. D. Harrison
for Lt-Col, *Capt*
AA & CGE.

550

Allied Commission
Tn S.C. (Rails) C.E. Branch
c/o E.L.O 57 Area
C.M.F.

File *B()* *3*
Go/G/

Genoa, 18th May 1945

Subject: Telephone installation
To: "G" Branch-57 Area

May formal application be made for installation of telephone in office of Tn. Sub. Commission (Rails), Civil Engineering Branch, Allied Commission, situated in E.O. I.S.R. Principe Station - Genoa

Capt.
Tn.S.C. (R) C.E.

Note: This phone has already been installed by Railway number 62596.

59

2230

F-1

B 0 2

Allied Commission
Tn S.C. (Rails) C.E. Branch
c/o E.I.O. 57 Area
C.M.F.

Genova, 18 Maggio 1945

Ing. Notari
Capo dell' Ufficio I.E.S.

GENOVA

A questo Ufficio, "Tn S.C. (Rails)" è necessaria una autogobila per quanto riguarda le relazioni con il servizio ferroviario.

Prego vivamente provvedere in modo da soddisfare al più presto la richiesta.

Ringrazio e invio distinti saluti

(Capt. L.A. Conway)

58

2231

147

B

Allied Commission
En. S.C. (Rails) C.E. Branch
N.W. Italy

Subject: Railway Repairs- Restriction of Road Movement

To H.Q. 57 Area (att. "G" Branch.)

Ref. G.C./R/1

1. Confirming telephone conversation (G 3 Capt. Conway), in order to continue urgent repairs at the railway line Geneva - Ventimiglia it is necessary to blast approx. 50 metres of rock overhanging the temporary road at Gelle in the Gracetta area.
2. It is proposed to set charges during the night and clear debris by day and will take approx. 7 days. These operations will block the road by day but permit passage of vehicles by night.
3. May this office please be informed upon what date operations may commence.

17/5/45.

Capt.
En. S.C. (Rails) C.E. Branch
Allied Commission
Geneva
Telephone: 62596.

537

785021

1. Confirming telephone conversation (G 3 Capt. Conway), in order to continue urgent repairs at the railway line Genova - Ventimiglia it is necessary to blast approx. 50 metres of rock overhanging the temporary road at Celle in the Crocetta area.
2. It is proposed to set charges during the night and clear debris by day and will take approx. 7 days. These operations will block the road by day but permit passage of vehicles by night.
3. May this office please be informed upon what date operations may commence.

17/5/45.

Capt.
 Th. S.C. (Rails) C.N. Branch
 Allied Commission
 Genova
 Telephone: 62596.

547

6/1

