

ACC AG 436/TW4 1000/148/2035 PROGRESS REPT
JAN.-AUG. 1945

148/2338 PROGRESS REPORTS BOLOGNA DIVISION -
JAN. - AUG. 1945

COMPARTIMENTO DI... BOLOGNA...

TONNELLACCIO DI MERCI ACCETTATE PER IL PERIODO DAL...1.....				
AL.....15.....DEL MESE DIAGOSTO.....1945				
conto Forze Alleate	conto A.C.	Conto Forze Italiane	conto civili	T O T A L E
24501	1932		8.883	35.316

2229

63E/3

COMPARTIMENTO DI... BOLOGNA...

AGGIO DI MERCI ACCETTATE PER IL PERIODO DAL...
...15... DEL MESE DI ...AGOSTO... 1945

Arze	conto A.C.	Conto Perze Italiane	conto civili	TOTALE
	1932		8.883	35.316

435/10

1829

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



COMPARTIMENTO DI BOLOGNA.....

SITUAZIONE DEL CARBONE	
Tonnellate consumate dal 1/8/45...al 15/8/45.	Tonnellate in rimanenza al 15/8/45.....
305	1.505

2228

1830

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

COMPARTIMENTO DI BOLOGNA

VIAGGIATORI TRASPORTATI E TRENI-KM. PERCORSI PER IL PERIODO DAL primo AL quinto DEL MESE DI 1945.

Viaggiatori trasportati	TRENI - KM. PERCORSI													
	Treni-Km. viaggiatori effettuati				Treni-Km. misti effettuati				Totale	Treni-Km. merci effettuati				Totale
	con locomotive	con locomotive a vapore	con locomotive a vapore	con locomotive a vapore	con locomotive a vapore	con locomotive a vapore	con locomotive a vapore	con locomotive a vapore		con locomotive a vapore	con locomotive a vapore	con locomotive a vapore	con locomotive a vapore	
elettriche	carbone	nafta	carbone	carbone	nafta	carbone	nafta	carbone	nafta	carbone	nafta	carbone	nafta	
190388	-	-	24605	76613	22266	-	-	107320	427	-	6434	21318	3526	3627

2227

COMPARTIMENTO DI BOLOGNA.....

TRASPORTATI E TRENI-KM. PERCORSI PER IL PERIODO DAL 1° gennaio 1945 AL 31 dicembre 1945

		TRENI - KM. PERCORSI										
n. viaggiatori		Totale	Treni-Km. misti effettuati			Totale	Treni-Km. merci effettuati			Totale	Totale	
		le	con	Con locomotive a vapore	con	le	con	Con locomotive a vapore	con	le	le ge-	
		tre- ni viaggiatori	loco- moti- ve e giri	car- bone	nafta	loco- moti- ve e giri	loco- moti- ve e giri	car- bone	nafta	loco- moti- ve e giri	tre- ni merci	nerale viaggiatori, ristoranti e merci
		le	loco- moti- ve e giri	car- bone	nafta	loco- moti- ve e giri	loco- moti- ve e giri	car- bone	nafta	loco- moti- ve e giri	le	le ge-
		le	loco- moti- ve e giri	car- bone	nafta	loco- moti- ve e giri	loco- moti- ve e giri	car- bone	nafta	loco- moti- ve e giri	le	le ge-
24605	76513	2266	-	-	107	320	427	-	6434	21318	3526	36278 68971

11/11/45

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FOR/AV

43E/6

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

12 April 1945
Tel : 243238
Our ref: 10/432/In.4

TO : Regional Transportation Officer
Emilia Region

SUBJECT: Rimini-Montecatini Railroad.

1. Reference your letter File RIX/TP/5.10 of 21 March.
2. The Management of the Rimini Mercantino Railroad should apply direct to the General Inspectorate M.C.T.C. for financial assistance under the decree of October 1944.
3. This would also apply to the Rimini S. MARINO Railway as mentioned in your report file R IX/TP/6.5 of 4 April.
4. This Sub-Commission is not in a position to authorize rehabilitation of either the Rimini S. Marino Railway or the Rimini-Mercantino Railway at this time due to the shortage of materials which are required for more important work. However where local materials and labor can be utilized to advantage in starting reconstruction under the Railways own responsibility no objection is made.
5. A copy of your letter dated 21 March was forwarded to the General Inspectorate M.C.T.C. April 13 for his consideration.

Ch. M. F.
Director.

833

TO : REGIONAL INSPECTOR GENERAL
Emilia Region

SUBJECT: Rimini-Montecatini Railroad.

1. Reference your letter File RIX/TP/5.10 of 21 March.
2. The Management of the Rimini Mercantino Railroad should apply direct to the General Inspectorate M.C.T.C. for financial assistance under the decree of October 1944.
3. This would also apply to the Rimini S. MARINO Railway as mentioned in your report file R IX/TP/5.5 of 4 April.
4. This Sub-Commission is not in a position to authorize rehabilitation of either the Rimini S. Marino Railway or the Rimini-Mercantino Railway at this time due to the shortage of materials which are required for more important work. However where local materials and labor can be utilized to advantage in starting reconstruction under the Railways own responsibility no objection is made.
5. A copy of your letter dated 21 March was forwarded to the General Inspectorate M.C.T.C. April 13 for his consideration.

Antonio...
Director.

2226

43E/5
PGM/lc

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

3 April 1945

Tel. 843238
Ref. AC/43E/Tn 4

TO : Ministry of Transport
General Inspectorate MCTC

SUBJECT : Railway Service Rehabilitation Rimini-Mercatino Railroad.
504 5/44

1. Note attached copy of letter received from our transportation officer of the Emilia Region.
2. This is a subject that should be handled directly between the Railroad concerned and the general Inspectorate.
3. The Transportation Sub-Commission is not interested in the rehabilitation of this railroad for the time being.

For the Chief Commissioner :

P.G. MATTEO, Major T.C.

Copy to: MRS - Building.

2225

HEADQUARTERS MILITIA REGION
ARMED MILITARY GOVERNMENT
APO 394

REF : MIL/TP/5.10

21 March 1945

SUBJECT : Rail Transport.

TO : Rail's Division, Transportation Sub-Commissioner, H.M. A.C.

Rimini - Aspromonte Railroad.

1. It is requested that you inform this Headquarters of any instructions you have in respect of narrow gage railroads running from Rimini to Aspromonte, H.M.S. have been contacted and have stated that they have no operational interest in this railway. It is also understood from the Rail's Officer that H.M. that instructions from yourselves were asked for on the 21st November, 1st December and 1st January, 45 for no reply has been received. This Railway is in the employees have not been paid for the past 3 months. A loan of 920,300 Lire was applied for on the 17th February 1945 from A.M.G. funds but was not approved on the grounds that A.M.G. cannot help the Railway.

It is requested that instructions be given regarding the payment of the Railway personnel. I have issued instructions regarding to the Rail's Officer that only necessary workmen and maintenance personnel are to be employed. Will you please confirm as to whether you are not in agreement with this. The present position of the Railway is broadly as follows:

- (a) Rail Stocks - Good.
- (b) Workshop Machinery - Good.
- (c) Permanent Way and Track Installations - Bad.
- (d) Personnel - Excessive.
- (e) Finance - Bad.

2. The Rail Officer has suggested that a meeting of the Company Directorate plus a representative of the Ministry of Communications and other interested parties be held to discuss the winding up of the Company, either temporarily or permanently. The Commission Section at this Headquarters have stated that they have no interest in this Railway. Service suggested near the Railway are being worked and their progress being taken away by road. I have not made a survey of this Railway myself, but have formed the opinion that so far as this Region is concerned at the moment, it is not worth re-activating. It is however, requested that some instructions should be given in order that the

1. It is requested that you inform this Headquarters of any instructions you have in respect of narrow gauge railroad running from Rimini to Mercatino, S.S.G. have been contacted and have stated that they have no operational interest in this railway. It is also understood from the Rail Officer this H.Q. that instructions from yourselves were asked for on the 21st November, 1st December and 1st January. So far no reply has been received. This Railway is in the employes have not been paid for the past 3 months. A loan of 922,300 Lira was applied for on the 17th February 1945 from A.M.O. funds but was not approved on the grounds that A.M.O. cannot help the Railway.

It is requested that instructions be given regarding the payment of the Railway personnel. I have issued instructions meanwhile to the Rail Officer that only necessary watchmen and maintenance personnel are to be employed. Will you please confirm as to whether you are not in agreement with this. The present position of the Railway is broadly as follows:

- (a) Rail Stocks - Good.
- (b) Workshop Machinery - Good.
- (c) Permanent Way and Track Installations - Bad.
- (d) Personnel - Necessative.
- (e) Finance - Bad.

2. The Rail Officer has suggested that a meeting of the Company directors plus a representative of the Ministry of Communications and other interested parties be held to discuss the winding up of the Company, either temporarily or permanently. The Economics Section at this Headquarters have stated that they have no interest in this Railway. Quarries situated near the Railway are being worked and their produce being taken away by road. I have not made a survey of this Railway myself, but have formed the opinion that so far as this Region is concerned at the moment, it is not worth re-activating. It is however, most necessary that some instructions should be given in order that the position may be clarified.

For the Regional Commissioner:

A.M. RUGHES
Major, P.A.
Regional Cptn. Off.

ARJ/3E

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43E/4

ACP/1c

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

Tel. 843238
Ref. AC/43E/Tn 4

21 February 45

TO : Ministry of Communications
General Inspectorate MCTC
Building.

SUBJECT : Railways at Rimini.

1. Reference is to your RST 215/013/ of 10 February 45.
2. Rimini is an Army area at the moment, and railways are under the Direction of Military Railway Services.
3. Some information as to the condition of the Private Railways is contained in the enclosed reports, which please return.
4. It is regretted that at the moment it is not possible to arrange a visit to the area mentioned.

O. H. Lindberg
 O.H.LINDBERG
 Lt.Col. R.E.,
 Chief, Rail Division.

2223



16429
Rimini, February 1945

Ministero delle Comunicazioni To the Allied Commission
Headquarters

ISPELTO RATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Transportation Subcommittee
Rail Section
(Col. Lindberg)

Direzione R.S.T. Via
Post. N. 215/1013 Allegato

Responsabile N. 1
del

OGGETTO: Railways Rimini-Mercatino
and Rimini-San Marino.

It is eagerly felt the need to restore the road and railways traffic in the Rimini region which has much suffered from the war.

Most of the rolling stock of the railways Rimini-Novafeltria and Rimini-San Marino could be put into service; and the greatest difficulties for reopening of the lines are the damages to bridges and viaducts.

As, of course, at present there is no communication with the Compartmental Inspectorate of Bologna (which controlled also the Rimini region) this General Inspectorate has charged my office with inspecting the lines, if possible, together with some of your officers.

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The visit should be interesting as it could be extended to both lines .

Therefore I beg to ask if you could arrange a visit to those Lines with us; as Major Streets, some months ago, kindly arranged a visit to the railway Siena-Monteantico.

The General Inspector

M. Enrico Polkin

B/Ha/15
43E/2

TRANSPORTATION SUB COMMISSION (RAILS)

ALLIED COMMISSION

BOLOGNA DIVISION (RIMINI)

(C o n f i d e n t i a l)

C/O E.L.G.HQ.61 AREA C.M.F.

Subject:- Situation Report No 3

To:- Lt.Col.C.N.Lindberg R.E. Trans. Sub Commission (Rails)

From:- Capt. L.A Cohen R.Signals- Bologna Div. T.S.C. (Rails)

1. As instructed I reported to the D.D.Tn. Ancona and had a private interview with him. It was finally agreed that I should take up temporary quarters at Ancona with office accomodation in the D.D.Tn building and act under his direct instructions. He suggested that I should retain my office at Rimini with the nucleus of staff and spend approximately four days in Ancona and three at Rimini in each week. In this way I should be able to keep in close contact with M.R.S. and retain my liaison with I.S.R. in the Bologna Division.

2. Attended on a conference with Brig. Waghorn and Col. Farley as a result of which a directive was sent to me (copy attached). This is, of course, in very general terms, but is a definite move in the right direction.

Unfortunately, this plan is confined to lines in Region 5 which is under Capt. Smith's control, however I have informed him (Smith) as to the position. As far as my own sector is concerned i.e. Rimini forward, most of the necessary facts and figures are already in my possession and the completion of a report is comparatively easy.

I have had an interview with Lt.Col.Beer No 1 Rly.Group and discussed the matter on general lines. A further conference has been arranged for 11th January where facts and figures will be produced by both sides.

3. The question of mis-employment of I.S.R. personnel was also discussed and my suggested plan for control and employment of workshop trades at Rimini was welcomed by Lt.Col.Beer. A conference on this matter was to have taken place at my office at Rimini on the 7th and then on the 8th but the officers concerned did not turn up.

4. Appx.A is the report translated and amended on the present conditions and possibilities of reconstruction of the workshops and installations at Rimini. I have vetted the information and

21

1. As instructed I reported to the D.D.Th. Ancone and had a private interview with him. It was finally agreed that I should take up temporary quarters at Ancone with office accomodation in the D.D.Th building and act under his direct instructions. He suggested that I should retain my office at Rimini with the nucleus of staff and spend approximately four days in Ancone and three at Rimini in each week. In this way I should be able to keep in close contact with M.R.S. and retain my liaison with I.S.R. in the Bologna Division.

2. Attended on a conference with Brig. Waghorn and Col. Earley as a result of which a directive was sent to me (copy attached). This is, of course, in very general terms, but is a definite move in the right direction.

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4. Appx.A is the report translated and amended on the present conditions and possibilities of reconstruction of the workshops and installations at Rimini. I have vetted the information and checked where possible, but it will of course, need our expert advisors' survey prior to long term planning.

This report was instigated by me prior to receiving instructions from Col.Earley and is submitted to you in accordance with my original instructions.

From information I have gained via M.R.S. channels, the immediate reconstruction here is not envisaged but, this report may well serve the basis for long term planning by A.C.and I.S.R. for this terminal.

It will be noted that there is some electrical equipment, cranes etc. which need testing and I have contacted the office

2)

of I & N Sub Com. in this area but there is no possibility of power here in the immediate future.

In view of the immediate possibility of the urgent need of tools etc. for workmen in conjunction with my latest instructions, may immediate steps be taken for the salvaging of same as indicated in this appendix?

5. Appx.B. This is the independent report made by I.S.R. inspectors under my instruction as a check on that already submitted by Ing. Brigidini, who is the managing director of this railway. Information in general, tallies, but this report, being independent, is more satisfactory.

6. Appx.C. Independent report made by I.S.R. inspectors under my instructions. Observations made in foregoing para are applicable here.

Note- As these reports apply to privately and part-privately owned railways, not being operated by M.R.S, no copy has been furnished to M.R.S, although from a material point of view they may be interested, it is understood that Head Office will take action as they deem necessary.

7. As the new commitment means starting from "scratch", there is very little to report as yet, but action is being taken on the line laid down by Col. Earley.

8. Attention is again drawn to the paucity of correspondence from HQ. office, reports of meetings and general policy are being sent to all representatives excluding myself and it is felt without this information one is out of touch, may I therefore be included in this distribution?

9. As the bulk of my activities at present is confined to Ancona, I have taken up semi-permanent residence at AMG. Mess and have an office at Hq. M.R.S Ancona. For the present, please address all mail there.

I/I/1945

[Signature]
Capt

R. Signels

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CONFIDENTIAL

File 2

Transportation (Rlys.)
Camp
Ref: RDI/I3/3206

5 Jan. 45

Subject: - REHABILITATION OF ITALIAN STATE
RAILWAYS - ANCONA COMPARTIMENTO

To: - Capt. Cohen, R Signals
Ac Tn Sub Commission
c/c Ddtm (Rlys), Ancona

=====

Copies/DMRS ROME I53 Rly Op Coy RE
Tn Sub Comm ROME I89 Rly CP Coy RE
I Rly Op Gp I92 Rly Op Coy RE
5 Rly Mob Wksd RE

- I. Further to conversation between Brig. WAGHORN, Col. EARLEY and yourself, I want you to undertake in the first instance a survey of the line from ANCONA to RIMINI from the point of view of diluting military railway operating personnel by Italian State Railway employees.
2. You should approach this subject from the following points of view:-
 - (a) Division of the line into zones to be treated successively: e.g. ANCONA - MONDOLFO - RIMINI.
 - (b) Lowest grade personnel first: i.e. crossing keepers, shunters, followed at a later stage by train crews, and finally signalmen, stationmasters, etc.
3. The chief point we want to ensure is that the Italian administrative arrangements (whether with our help or otherwise) are sufficiently complete before we dilute: i.e. that housing, clothing, feeding and pay are all tied up.
4. You should first of all see CO 1 Rly Op Gp, who will give you a broad picture, and afterwards see Coy and Det commanders as necessary. They are:-

CO 1 Rly Op Gp - Lt. Col A.E. Beer - HG FALCONARA

Tn Sub Comm ROME I89 Rly Cf Coy RE
 I Rly Cp Gp I92 Rly Op Coy RE
 5 Rly Mob Wksp RE

- I. Further to conversation between Brig. WAGHERN, Col. EARLEY and yourself, I want you to undertake in the first instance a survey of the line from ANCONA to RIMINI from the point of view of diluting military railway operating personnel by Italian State Railway employees.
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3. The chief point we want to ensure is that the Italian administrative arrangements (whether with our help or otherwise) are sufficiently complete before we dilute: i.e. that housing, clothing, feeding and pay are all tied up.
4. You should first of all see CO 1 Rly Op Gp, who will give you a broad picture, and afterwards see Coy and Det commanders as necessary. They are:-
- | | | |
|-------------------|---------------------|------------------------|
| CC 1 Rly Cp Gp | - Lt. Col A.E. Beer | - HQ FALCONARA |
| CC I53 Rly Op Coy | - Maj R.D. GARDNER | - HQ FALCONEINA |
| CC I89 Rly Op Coy | - Maj G.F. ATKINSON | - HQ PESARO |
| CC I92 Rly Op Coy | - Maj G.M. WILSON | - HQ (Temp) SENIGALLIA |
| CC 5 Rly Mob Wksp | - Capt C.H.J. COLE | - HQ RIMINI |
5. Finally I must emphasise that I wish you to act in an advisory capacity until after presenting your report, and to take no executive action unless specifically requested to do so by one of the officers above mentioned.
6. As a matter of policy and security you should not, in discussion with ISR officials, discuss plans to dilute military with ISR personnel except in the most general terms.
- Col.
 DPM (Railways)
 (A.E. Barley)

(A translated and amended copy)

(I)
CONFIDENTIAL

REPORT ON THE PRESENT CONDITION OF THE WORKSHOP INSTALLATION AT FIMINI

APPX A

12/8/44

The report is divided into four parts:-

- 1) Condition of the buildings.
- 2) Condition of the machinery and work-tools.
- 3) Condition of the Personnel.
- 4) Utilization of the Workshop

Part I - Condition of the buildings

The destruction has been caused, in the greater part, by air raids dating from the 1st of Nov. 1943 and part by German acts of demolition especially during the evacuation of the city.

Practically, the Workshops ceased to function on the 1st. of January 1944, after the three successive air raids of the 28-29-30 December.

It was on this date that the German Command began to remove all useful machinery of the Workshop Dep. and ordered the movement of machinery, work-tools and implements of the Workshops towards the North.

For this purpose a separated Command was formed with the explicit orders to begin and finish in the shortest time possible the transportation of the A/M material, and at the same time arrange for the movement of the personnel. The clearing began in January and continued uninterruptedly till the time of evacuation.

Situation regarding the buildings.

a) Office buildings.

Half of the building (on the Bologna side) has been destroyed by air raids. On the left side, which is in good condition, 4 rooms on the ground floor could be used and the 4 rooms above require the reconstruction of the stair, which could eventually be reconstructed on the Ancona side.

b) Janitors-House and Sanitary Service (No 17 in the Plan)

The buildings are completely destroyed.

c) Workers Cloak-room building (No 4 in the Plan)

The building is at present occupied

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The destruction has been caused, in the greater part, by air raids dating from the 1st of Nov. 1943 and part by German acts of demolition especially during the evacuation of the city.

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For this purpose a separated Command was formed with the explicit orders to begin and finish in the shortest time possible the transportation of the A/M material, and at the same time arrange for the movement of the personnel. The clearing began in January and continued uninterruptedly till the time of evacuation.

Situation regarding the buildings.

a) Office buildings.

Half of the building (on the Boligna side) has been destroyed by air raids. On the left side, which is in good condition, 4 rooms on the ground floor could be used and the 4 rooms above require the reconstruction of the stair, which could eventually be reconstructed on the ancona side.

b) Janitors-House and Sanitary Service (No 17 in the Plan)

2218

The buildings are completely destroyed.

c) Workers Cloak-room building (No 4 in the Plan)

The building is in very good condition and is at present occupied by the Military as a dormitory for the troops. All the hygienic installations have been removed and set aside. In the eventual re-installment of the



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Workshop, if the Office building (windows only missing) is not to be utilized, there are in said building a good possibility of making use of the washstands.

d) Electric Power Station and Machine Utinsil Department (N° I in the Plan)
Of the building, the outer walls are standing and these is a part of the roof covering.

The ^{transporen}transporen-cabin is in good condition and there are now ^{partial}partially destroyed by mines.

e) Water Supply (N°2 in the Plan)

The building is in excellent static condition and is at present used by the Military as Warehouse.

f) Garage (N°3 of the Plan)

It is completely destroyed.

g) Workshop-Sheds.

On the 2nd. part the condition of the sheds are described.

h) Locomotive weighing machine building (N° 19 in the Plan)

The building is in part destroyed.

i) Wagon and Vehicle weighing machine building. (N° 20 in the Plan)

The building is completely destroyed.

l) Material Warehouse (N° 14 of the Plan)

The side facing Bologna has fallen down, and the rest is in good condition.

m) Greasers-Shop (N° 15 of the Plan)

The building is in excellent static condition.

n) Tinker and Welders-cloak room (N° 16 of the Plan)

In fairly good condition, the roofing must be in part repaired.

o) Fencing.

More than half of the fencing is destroyed.

Having thus summarized, the situation of the buildings is as follows:

1) The possibility of immediate installment of the Administrative and Technical offices in the cloak room-building (new construction) which ^{as we have} we have

The building is in excellent static condition and is at present used by the Military as Warehouse.

F) Garage (N°3 of the Plan)

It is completely destroyed.

g) Workshop-Sheds.

On the 2nd. part the condition of the sheds are described.

h) Locomotive weighing machine building (N° 19 in the Plan)

The building is in part destroyed.

i) Wagon and Vehicle weighing machine building. (N° 20 in the Plan)

The building is completely destroyed.

l) Material Warehouse (N° 14 of the Plan)

The side facing Bologna has fallen down, and the rest is in good condition.

m) Greasers-Shop (N° 15 of the Plan)

The building is in excellent static condition.

n) Tinker and Welders-cloak room (N° 16 of the Plan)

In fairly good condition, the roofing must be in part repaired.

o) fencing.

More than half of the fencing is destroyed.

Having thus summarized, the situation of the buildings is as follows:

- 1) The possibility of immediate installment of the Administrative and Technical offices in the cloak room-building (new construction) which, as we have said, is in good condition-needing only the windows.
- 2) The possibility of rectoring the Workshop Storehouse upon reconstruction of the supporting-wall.
- 3) The possibility of using one or several of the sheds (which are now used by the Military as wagon-repair shop, etc) if they can be covered, for the present, with tents or any other material.



P A R T . II.

Condition of Machinery and Work Tools with a short account of the condition of the walls and of the various Departments.

1) Electricians Department (No 1 in the Plan) *Transformers*
Repair the building (transformation cabin). The six transformers forming the whole have been damaged by mines. All switch gear is unserviceable. The external supply line and the underground cables have to be examined.

2) Erecting Department (No 8 in the Plan)
Walls and roof partially damaged. Iron framework is in good condition. The following machinery is "en situ":

- 1 crane - 20 tons, with motor to be examined.
- 2 bridge-cranes 50 tons, with motors, and electric tackle to be examined.

The bridge, rails etc. have to be examined.

3) Welder Department (No 5 in the Plan)
The old part of the building is in good condition; roof needs to be covered.

Half of the new building extension is to be reconstructed (cement etc. required).

In the Department there are the following Work-Tools:

- 2 *Iron cut-off*
- 1 *1 x 1 1/2*
- 1 work bench with parallel vices.
- 1 frame for whet-stone.
- 1 cast-iron sheets for acetylene welding benches
- 2 bridge-cranes (15 tons.) (to be examined) **2216**

the rails of the crane and the air pipes to be examined.

4) Carpenters - Shop. (No 5 in the Plan)
The building must be completely re-built. In the shop there are the following tools:

1 saw (band) can be repaired if the upper part if it can be salvag-

Walls and roof partially damaged. Iron framework is in good condition. The following machinery is "en situ":

- 1 crane - 80 tons, with motor to be examined.
- 2 bridge-cranes 50 tons, with motors, and electric tackle to be examined.

The bridge, rails etc. have to be examined.

3) Tender Department (N°5 in the Plan)

The old part of the building is in good condition; roof needs to be covered.

Half of the new building extension is to be reconstructed (cement etc. required).

In the Department there are the following Work-Tools:

- 2 *Iron cut-plans 2 x 1 m.*
- 1
- 1 work bench with parallel vices.
- 1 frame for whet-stone.
- 1 cast-iron sheets for acetylene welding benches
- 2 bridge-cranes (15 tons.) (to be examined)

The rails of the crane and the air pipes to be examined.

4) Carpenters - Shop. (N° 5 in the Plan)

2216

The building must be completely re-built. In the shop there are the following tools:

- 1 saw (band) can be repaired if the upper part if it can be salvaged.
- 2 circular saws in good condition.
- 1 Wood -- lathe. in good condition.

5) Coppersmiths - Shop (N°5 in the Plan)

The building is good; repair and cover the roof.

There is no machinery (hand scissors, mangle, folding machine etc.

6) Paint and Varnish Shop (N°5 in the Plan)

The building is good; the roof is to be repaired and re-covered.



(4

There is no paint on any machinery.

7) Loco Disassembling Shop (N° 6 in the Plan)

The building must be re-built. The following machinery and tools exists:

- 4 large flushing tanks.
- 1 Steam-boiler (200 lbs. per sq.inch.).
- 1 bridge-crane (10 tons.) with motor and electric tackle to be examined. The rails of the crane, piping, steam etc. are to be examined.

8) Coppersmiths-Shop (N° 8 in the Plan)

Repair and re-roof the building the work-tools buried under the ruins are to be salvaged.

9) Turning-Shop (N° 9 in the Plane)

The building is in good condition, the roof is to be re-covered. The iron framework is good. There are no tool machines.

The over-head main transmission is in good condition (less driving belts) 3 bridge-cranes (6 tons) with motor to be examined. The rails of the crane are to be examined.

10) Welding Shop (N°10 in the Plan)

Roof needs repairs, pipes to be examined. There are no tools or machines.

11) Smiths -Shop (N°11 in the Plan)

The building used by the Managers of the Shop is in good condition; the Smiths-Shop and Machinery Shop are in good condition. Roof to be repaired.

There are the following tools:

- 4 forges (fire)
- 4 cranes (turning arms)
- 1 checking plate.
- There are no common tools (wallets, hammers, pincers etc.)

12) Boilers- Shop (N°12 in the Plan)

The two buildings (of recent construction) to be used as Managers- Office are in excellent condition (N°21 - 22 in the Plan).

In the Machinery and Repair Shops some walls are to be re-built. Roofing.

The iron framework is in good condition.

There are the following tools:



are to be salvaged.

9) Turnings-Shop (N° 9 in the Plane)

The building is in good condition, the roof is to be re-covered. The iron framework is good. There are no tool machines.

The over-head main transmission is in good condition (less driving belts) 3 bridge-cranes (5 tons) with motor to be examined. The rails of the crane are to be examined.

10) Welding Shop (N°10 in the Plan)

Roof needs repairs, pipes to be examined. There are no tools or machines.

11) Smiths -Shop (N°11 in the Plan)

The building used by the Managers of the Shop is in good condition; the Smiths-Shop and Machinery Shop are in good condition. Roof to be repaired.

There are the following tools:

- 4 forges (fire)
- 4 cranes (turning arms)
- 1 checking plate.

There are no common tools (mallets, hammers, pincers etc.)

12) Boilers- Shop (N°12 in the Plan)

The two buildings (of recent construction) to be used as Managers- Office are in excellent condition (N°21 - 22 in the Plan).

In the Machinery and Repair Shops some walls are to be re-built. Roofing. The iron framework is in good condition.

There are the following tools:

- 1 bridge-crane (10 tons) to be repaired.

The two cranes (20 and 10 tons) existing here are not repairable and in part destroyed.

13) Compressors- Shop (N°10 in the Plan)

Part of the building needs repairing. The compressors are missing. Two tanks for compressed air have been removed; there are 4 in good condition.

14) Gasogene Shop (N°13 in the Plan)

The building is damaged on the Ancona side. The gasogene for the production

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of acetylene is missing.

I5) Melting Shop(N°II in the Plan)

The building is to be repaired and the roof re-covered.

There are two electric furnaces - constant temperature, for the melting of white metal to be examined.

I6) Tool Repair Shop of all the Workshops (N°I in the Plan)

Part of the building is destroyed, especially on the Bologna side.

The iron framework which supports the central and Bologna side roofing is in good condition.

There are the following tools:

I Milling and Shaping Machine (Ceruti type) without its electric motor and dividing apparatus.

I Double drilling machine (Olivetti type) without electric motor and movement organs.

I Filing machine for metals (Fadeni) in part repaired. The gear is to be repaired.

2 Checking apparatuses with steel cutting instrument with eccentric for locomotives constructed by the "Zust" (one belonging to the M/Mov. Department and the other to the Workshop of Verona)
The movement and advancement gears are to be salvaged.

I Circular knife scissors for tinkers, for the cutting of plates. m/m 0.5.

Parts of a Parallel lathe "Ceruti" of the ferry boat of Messina

Parts of lathe for axle-trees (Ceruti) of the Turning Shop.

I special trestle used to lift special machine-utensile.

I Cast-iron plate for tracers (m. 3X2)

I " " " " (m. 2x1)

I " " " " (m. 1x0.50)

I Checking plate (m. I. 50x1)

I " " " (m. 1x0.50)

I " " " (m. 0.50x0.50)

2215

I7) Tools Shop for the Turning and Brecting Shops (N°8 in the Plan)

The Tools-Shop has fallen down and all the tools are under the ruins.

2213

in good condition.

There are the following tools:

- I Milling and Shaping Machine (Ceruti type) without its electric motor and dividing apparatus.
- I Double drilling machine (Clivetti type) without electric motor and movement organs.
- I Milling machine for metals (Fedani) in part repaired. The gear is to be repaired.
- 2 Checking apparatuses with steel cutting instrument with eccentric for locomotives constructed by the "Zust" (one belonging to the M/sov. Department and the other to the Workshop of Verona) The movement and advancement gears are to be salvaged.
- I Circular knife scissors for tinkers, for the cutting of plates. m/m 0.5.

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I special trestle used to lift special machine utensils.

I Cast-iron plate for tracers (m. 3X2)

- I " " " " (m. 2x1)
- I " " " " (m. 1x0.50)

2215

I Checking plate (m. I. 50x1)

- I " " " (m. 1x0.50)
- I " " " (m. 0.50x0.50)

17) Tools Shop for the Turning and Brecting Shops (N°8 in the Plan)

The Tools-Shop has fallen down and all the tools are under the ruins, and it is possible to salvage them. 2213

18) Tempering and Hardening Shop

The building is in good condition; roofing. The electric furnace for hardening is missing. There is a coal furnace.

There are in the various Departments considerable quantities of material to be salvaged (raw and manufactured working materials).



Part III

Personnel Situation.

On the 1/1/1944 the personnel situation was the following:

Functionaries.....	5
Employees.....	35
Ushers.....	3
Chief Technician.....	1
" Ist. Class.....	6
" 2nd. Class.....	2
" 3rd. Class.....	35
Sub-Chief Technicians.....	3
Chief Guard	1
Workers Ist. Class.....	234
"	164
Apprentice Workmen.....	20
Labour Foremen.....	5
Labourers.....	92
Assistant Workers.....	478
" Labourers.....	112

total 1196

The demands of transfer of the personnel began on the above date, first by the Material and Traction Service of Florence, and then by the Delegation of the same Service of Verone.

The situation of the Personnel on the 1/12/1944 is the following:

Functionaries.....	4
Employees	24
Ushers.....	3
Chief Technicians	0
" (Ist. Class).....	1
" (2nd. ").....	1
" (3rd. ").....	22
Sub-Chief "	C
Chief Guard	I
Workers - Ist. Class	196
Workers /.....	140
Apprentice Workmen	20
Labourers	80
Labour-Foremen	3
Assistant Workers	454
" Labourers.....	28

Chief Guard	1
Workers Ist. Class	234
"	154
Apprentice Workmen	20
Labour Foremen	5
Labourers	92
Assistant Workers	478
" Labourers	112

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The situation of the Personnel on the 1/12/1944 is the following:

Functionaries	4
Employees	24
Ushers	3
Chief Technicians	0
" (1st. Class) ..	1
" (2nd. ") ..	1
" (3rd. ") ..	22
Sub-Chief "	0
Chief Guard	1
Workers - Ist. Class	196
Workers /	140
Apprentice Workmen	20
Labourers	80
Labour-Foremen	3
Assistant Workers	454
" Labourers	28

2212

Total 987 +

Dismissed	94
Exonerated (off duty)	9
Deceased	9
Transferred	70
Italian Army	11
Suspended	16
Total	<u>1196</u>



At present the Agents working are 852: of the remaining 135 it is not known where they are because they evacuated during the war; but it is held that a good part will return work.

Part IVUtilization of the Workshops

The total restoration of the Workshops enters in the general picture of the Industry damaged by the war and will therefore be object of study of the Superior Office.

We may however, speak of a partial re-organization of the Workshops, employing a part of the personnel that, after having granted the demands of other Installations in Southern Italy, will remain in Italy.

Regarding the utilization of the personnel, we believe that it can be profitably be employed in the following works:

- 1) Clearing of the ruins and rubbish
- 2) Salvage of all useful materials
- 3) Partial repairs of the Installations
- 4) Restoration of a reduced Service

I & 2 Clearing and Salvage

As we have already stated in the 2nd. Part, there are still machine or parts of machines or tools buried under the ruins. They may be salvaged and thus not only some Departments would be cleared from the ruins but useful materials would be saved.

Said work could be profitably carried out by our workmen by piling all the salvaged materials in the Supply Warehouse, after having constructed the supporting wall or in other guarded premises. It is understood that said work will begin only after the withdrawal of the Military from these premises.

3 Partial Repair of the Installations

Having considered the static conditions of the different Installations, and the impossibility, owing to the present conditions, of their repairing, and considering again that following destruction and looting, the Installation has been deprived of its most important work-implements (Electric Station, Gasogene Station, Air-pump Station), its raw and manufactured material-supply, and considering the necessity and opportunity that the workmen return as soon as possible to their work, we hold it necessary to establish

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- 1) Make use of only some Departments providing the covering of them with metal plates or any other means which can be obtained.
- 2) Re-installment of the Electric Station and Feeder.

With said re-installment it would be possible to examine all electric cranes of the various central apparatuses.
3) Re-installment of a reduced Department for electric and oxyethylene welding. For this purpose it is necessary to provide the Installation with:

I Gazogene (Vol. 50 kg.)



- 1 Gazogene (Vol. 16 kg.)
 - 2 Electric solders and at least 6 solder tubes and 2 for cutting
- 4) Equip the Installation with the following machinery:

Machinery for the Turning Shop

- 1 Lathe for motor pistons
- 1 Vertical lathe for elastic rings
- 1 Lathe for axle and connecting-rod bearings
- 1 " " mechanism and taps
- 1 Rectifier for pivots
- 1 Universal milling machine
- 1 Drilling machine - diam. to 50 m/m
- 1 " " " 40 m/m
- 1 " " " 10 m/m (hand)
- 2 Filing machine for metals
- 1 Boring machine for distributors
- 1 Alternating saw for metals
- 2 Common whet-stones

Machinery to be added to the preceding for a greater development of production:

- 1 Lathe (medium) for piston distributors
 - 1 " for mechanism and taps
 - 1 " (revolver) for brakes
 - 1 Whet-stone for Milling machines
- Necessary machinery if an Erecting Shop is installed:
- 1 Lathe for external tyre turning (for driving wheel)
 - 1 " " " " tender
 - 1 " " turning pivots of the axles

If it is not possible to furnish the Turning Shop with the machinery for turning, it is necessary to establish a shop where the axles may be re-paired and tyres changed.

Work Tools for the Forging Shop

- 2 Hand ventilators, which will be substituted by electric fans.
- 4 Anvils, hammers, pincers etc.

- I Universal milling machine
- I Drilling machine - diam. to 50 m/m
- I " " " 40 m/m
- I " " " 10 m/m (hand)
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Work Tools for the Forging Shop

- 2 Hand ventilators, which will be substituted by electric fans.
- 4 anvils, hammers, pincers etc.

Tools for the Boilers-Shop

- I Leathe
- I Boring machine (diam. 30m/m)
- I Boring hand machine (diam. 10m/m)

All the above Departments will require the minimum of material and tools

With its forgoing, it is estimated that the following amount of repair work can be undertaken:



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(5)

I locomotive per month for Medium Repair
4 locomotives " " " general services.

This programme will be developed positively, with ^{the} reinstallation, even partial, of the services, when the examination, all the work tools in the Workshops will take place.

The entrance of the Workshops (locomotive entrance) is in good condition. Iron framework is to be examined.

Attached is a general plan of the Workshops, indicating the damages undergone by the various Installations and their present condition.

Aslam Sept.



Rimini, January 1, 1945

2979

following points discussed: the means have to be provided to be responsible as to and including detail, but he did not want us to conduct him! The workshops should not be destroyed and if we proceed to have 2000 men to maintain health. I explained that I could materially assist in this and it was advised that I should proceed through and contact all and sundry to facilitate action, reported to U.I. Reg IX at Florence and P.S. North Province. I explained my position and emphasized it was essential for us to keep as close a contact as possible with the forward U.I.S. units U.I. movements and the U.S.C. chiefs in the Bologna Area. It was agreed I should be forward to Berlin regarding the U.I.S. there.

An opportunity was offered to me to Florence for a day and on arrival interviewed Lt Col Cottrell, U.S.C. I/J representation immediately behind 5 Army. (He will be U/S Bologna Area). Following information obtained; The first line into Bologna will be Florence-Livorno, construction going forward to U.S. Army. The line between Arezzo-Florence entirely out of construction and no U.S.C. rehabilitation in progress. South of Arezzo, reconstruction is in progress and limited service running. Arezzo-Bologna line is in Bologna area, but owing to nominal control being in hands of same agency, access, no contact was possible. Non availability of transport prevented by proceeding to locate area to see for myself. Have set up shop at Berlin and close liaison exists with U.I.S.

U.I. movements and 1 Army U.I.S. Group Capt Hanson has given every assistance and through his efforts action has been expedited. It must be pointed out at this juncture, that all of Reg IX is under control of U.I.S. 5 Army and even the R.S. is subordinate in control and policy, while it remains an Army forward area. I explained to Capt Hanson that my immediate problem was to obtain as much information as possible affecting the future control of the railways in this area and to assist in the rehabilitation of the railway employees, this in itself is a major problem and there is

to save the trucks and wagon - I think even worse than it is at present.
3. Approx 500 women are being employed by the U.S.A. in this area which involves about 1500 who are just a "headache" to the local administration.

4. Practically no contact of directives have been made from Moscow and things generally are in the air. I am given to understand that the exchange here can just handle the next pay-day (21th). There appears to be nobody nominally in charge and through the good offices of G/Sgt Benson the following facilities have been brought to Rimini to assist us to straighten things out.

Ing. G. S. Constantino
Ingegnere Capo Servizio Bologna Diva
(materiale and irascibile)

Ing. SALVOZA Tomaso
Capo Cusparione, Bologna Diva.

accompanied by the s/w am proceeding tomorrow to San Marino to confer with Ing Brigante who seems to be the most influential person of the railways in this area and is in possession of details of damage to the local lines. (See enclosure) Also in response to a plea for help from the F.L.C. there, who has 200 unemployed railway men clamouring for assistance, the majority of whom are ex-~~XXXXXX~~ ex-~~XXXXXX~~ from Rimini and consider they should ~~be~~ go back there to work. To complicate matters there is a typhoid scare on the ~~22nd~~ and a ban on movement.

Have returned from S. Marino having settled and discussed following points. Rep to come to Rimini to collect their pay (only enough left for one pay day). Certain key personnel to be transported to Rimini as required. A letter to be sent from the Ministero delle Comunicazioni assuring them of their re-employment as soon as conditions will permit. (Can you arrange this please?)

Contd.

Sheet 3

Contd:-

The possibility of reopening the Rimini - S.Mario line was briefly discussed. I, personally can not visualise it operating for some time owing to lack of "juice", but the reconstruction work up to the point of electrification, would give employment to 200-300 men and would be a great "moral" booster. The rolling stock position is as shown in list No 19 except for the loss of 3 wagons. The permanent way can be repaired from stock in hand and the "overhead" is approx 50% serviceable. May a case be put forward, please?

I have been advised by It 101 Archibald Hog XII that a bid has been made for urgent movement of 5,600 tons of sulphur from PIZZICOLA for the disinfecting of wheat, this is on hand and there is more to come, in addition there are important lignite workings in this area, which is urgently needed for fuel. The road is cut with 13 bridges down and necessitates a detour of 30 miles. The nearest stn is MERZATINO with a line direct to Rimini (see list 2 No 16). A full report is being made on this project and will be forwarded.

It is suggested that approx 300 men can be usefully employed in clearing up and salvaging machinery and material in the derelict workshops here, may I have the authority to carry on?

In conjunction with A.I.G. and movements; I have facilitated the movement of key personnel to Foglia, Fabriano and Falconara, this was under instructions of D.D.In, Ancona.

I wish to bring to your notice, that every effort has been made by me to contact Col Barley, D.D.In, without avail and it is understood that he feels that my movement in this area is without his knowledge or confirmation. This is hardly so in view of my interview with his deputy Lt Col Harvey. Whilst in Ancona relieving Capt Smith, upon application to his office, the fourth time, for an interview, was informed he was away for a week at least, under the circumstances I did not feel justified in hanging about Ancona for a week, when there was so much to be done in my own divn, with the added fact that G/Capt Benson had sent me a L/3 saying he had

936

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report is being made on this project and will be forwarded.

It is suggested that approx 300 men can be usefully employed in
clearing up and salvaging machinery and material in the derelict
worksops here, may I have the authority to carry on?

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an interview, was informed he was away for a week at least, under
the circumstances I did not feel justified in hanging about Ancona
for a week, when there was so much to be done in my own town, with
the added fact that S/dayt Benson had sent me a L/S saying he had
arranged a n interview for me on wed 20th. It is my intention to
return to Ancona as soon as Col Barley returns.

It has been found impossible for me to obtain a car as yet, I
managed to get the loan of one from Regt for a few days, could you
arrange with them for me to retain it until I procure one of my own?
In this particular spot it is a necessity, not a convenience and
my constantly applying to army units for a lift wastes precious
time and does not add to the prestige of the TRANSLUCENTION Sub
Commission!

Contd:-

Sheet 4

I have the choice of two things, either to devote all my time and energy in the search for a car, almost an impossibility in this area due to the conditions, the piracy of other regions and the long period of army occupation, or to keep right ex. the job which I was sent here to do. Your assistance in this matter would be appreciated.

An office has been set up in the Jenerofo Aserrie Building, Rimini and the phone is on. Tel No HS Area 12 RMA Ex 7. This is only a temporary measure which gives no opportunity to operate from.

The foregoing is a general resumé of happenings to date and it is hoped that any action taken or intended, meets with your approval.



Captain. A. Simola.
Transportation Sub Commission (Italy)
Allied Commission.

21 Nov 1944.

Encl: Copy "Interruzioni del servizio sulla Ferrovia Rimini-S. Marino."
P.S. May a translated copy of this be forwarded to me?

22.5

1869