

ACC AC43D/TN.4 10000/148/2046 PROGRESS REPORTS
JUN. - DEC. 1945

2 2 2 4

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

48/2046 PROGRESS REPORTS: GENOA DIVISION
JUN - DEC 1945

Mr. Moss:-

43N/5

- ① If Genoa examined the figures which they supply to Rome Daily they would know that they already load well over 6000 cars per week (7200 in a recent week) The meeting seems to have spent a lot of time discussing the possibility of getting what they already possess!
- ② The idea of segregating cars, and, presumably, marking them 'Return to Genoa' is fantastic - if it were possible, it would need 10,000 cars and would involve an impractical and uneconomic amount of empty mileage.
- ③ The increase in communications with the south involved a proportional increase in Genoa Port loadings and a longer turn round of cars - This naturally reduces the cars availability at Genoa.

2406

[Signature]

2226

Genoa Portfile

A.M.G./A.C. Port Liaison Office
Port Headquarters
Ponte dei Mille
Genoa

Ref. 1.6/65/G

5 Dec 45

EF/CC

Subject : Railways situation.

To : Trans. Sub/Com.

H.Q. ALCOM

(Att: Mr. Crooks)

Trans. Sub/Com.

H.Q. ALCOM

(Att: Major Laraman)

A.M.G. Trans. Officer

(Att: Capt. Davies)

ALCOM Depot Genoa

(Att: Capt. Ualvanese)

Attached herewith please find translation of the minutes of the meeting held on 22 Nov 45 to discuss the railways situation.

[Signature]
FRANCO FERRARO
P.L.O., Genoa
Lt. (IRN)

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FRANCO FERRARO

P.L.O., Genoa

Lt. (IRN)

Rail Branch

2405

Please study with Rail

Div. Your remarks are

now awarded 

RAILWAY TRAFFIC (Translation)

In the offices of the President of the Consorzio Autonomo del Porto di Genova, Ponte dei Mille Genoa, at 10 o'clock on the morning of the 22 November 1945, a meeting was held at which the following Gentlemen were present :-

Ing. CANEPA	President of the Consorzio A. del Porto
Ing. PIUMATTI	Chief of Compartment State Railways.
Dr. GROSSI	Inspector State Railways
Mr. CROOKS	for Allied Command
Ten. FERRARO	" " "
Cap. TOSI	" " "
Col. RUFFINI	" " "

PRESIDENT - The scope of the meeting is to examine what are the actual deficiencies in the Railway Service, which, with the development of the port services has proved to be always inadequate. All the interested parties and above all the Allies and the Swiss, who are the principal importers of goods, complain of the slowness of the discharge of their Steamers at the present time, which Steamers are subjected to long delays and consequent demurrage, due to the shortage of railway trucks for the expeditions forwarding inland of the goods that could be discharged.

PIUMATTI - The potentiality of the Railways is limited. For the forwarding of goods to Lombardy, which constitutes large part of the railway traffic from the port of Genoa, we can ~~xx~~ at the present only dispose of the line Genoa-Voghera-Milan, inaugurated on the 1st inst., which is a single line and is used with the maximum intensity possible.

PRESIDENT - Even if it means making a longer journey would it not be possible to use other lines pending the re-opening of transit on the line from Alessandria-Milan per Mortara, which has been recently interrupted owing to the collapse of the bridge on the Po? Would it not be possible to use the line Alessandria-Casale-Vercelli? And also would it not be possible to reach Milan passing via Piacenza?

GROSSI - As regards the Alessandria line it must be remembered that we must provide also for the coal which is transported to San

Cap. Rossi

Col. Ruffini

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GROSSI - As regards the Alessandria line it must be remembered that we must provide also for the coal which is transported to San Giuseppe by the funivia from Savona and we must also provide for the forwarding of goods which from that port are sent to Piedmont, via Genoa, the line Savona-San Giuseppe being interrupted.

PIUMATTI - Also for Piacenza it is difficult to pass, that station being overtaxed with railway movements.

GROSSI - All possible means to remedy as far as possible, the deficiencies of the services have been excogitated.

PIUMATTI - The superior authorities in Milan have pointed out to me that we must avoid sending trains via Casale-Vercelli as our

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supplies of coal are becoming exhausted.

FERRARO - Would it not be the case to examine the possibility of reducing the passenger service? *via Napoli*

PIUMATTI - The Compartment of Milan can only reduce a couple of train between Milan and Pavia.

PRESIDENT - Of the 10000 tons daily which we must forward by railway how much can you load with the rolling stock at your disposal?

GROSSI - It is not so much a question of shortage of wagons which however exists, but above all the kind of the wagons. We are short of closed wagons which are necessary for grain and salt. Open wagons could be used for this traffic but there is a shortage of tarpaulins.

FERRARO - Basing on a traffic of 10000 tons daily how many wagons could be reserved for the port of Genoa.

PIUMATTI - For the transportation of 12000 tons including the Swiss traffic, about 800 wagons daily are required and, calculating one week for the return journey, a total of 6000 wagons at the disposal of the port of Genoa would be necessary.

The present average loaded is only 6000 per week. They
FERRARO - However from that total must deducted those for Switzerland and therefore base on a total of 5000 wagons.

PRESIDENT - It would be necessary however that Swiss should exclusively provide their own means for the transport of their goods.

GROSSI - I am informed that the Swiss Legation in Rome has telegraphed to Berna in this sense. It appears that the wagons could not come regularly forward owing the floods but it is stated that in future the supply of wagons will be regular.

FERRARO - Is it not possible to have statistics of the wagons actually existing in the ~~northern~~ North of Italy so that for instance there were 7000 wagons, if not 5000 at least the greatest number possible might be allocated to Genoa. Is it not possible to have an

*Speedier discharge of ships.
The long collision might be
obviated by use of this line*

2231

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FERRARO - Is it not possible to have statistics of the wagons actually existing in the ~~work~~ North of Italy so that for instance there were 7000 wagons, if not 5000 at least the greatest number possible might be allocated to Genoa. Is it not possible to have an idea of the rolling stock actually existing?

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PIUMATTI - Today it is not possible to give an exact indication in this respect. I can only say that we have in the compartment of Genoa as I have no precise particulars regarding the compartments of Milan and Turin. *These figures seem to be easily obtainable.*

GROSSI - We are subsidized by Milan and Turin. From inland stations we no longer accept goods with a view to increasing, and to serve, the traffic of the port.

PIUMATTI - If there were not Milan and Turin who subsidize us with empties we could not work.

GROSSI - Between the compartment of Milan and that of Turin they should give us 550 wagons daily but they do not succeed in sending us them.

PRESIDENT - To these should be added also those of the compartment of Genoa.

GROSSI - The daily figures were fixed by Rome on the basis of the quantities that were made for Milan and Turin. For Genoa the daily figures has always been of little importance. To remedy the grave deficiency of Milan and Turin in supplying the port we must reduce the quantities of inland services. We are continually asked for wagons for the transport of cement and other goods of first necessity and we always struggle with great difficulty to meet such demands.

FERRARO - It would be advisable to establish that the number of wagons necessary for our port were given a special mark and were considered as always belonging to our compartment.

GROSSI - That is practically what happens. We have places of concentration and in the past we always did so. We assure ourselves of the daily supply from Turin and Milan and the concentrated between Novi, Arquata and Campasso the quantity for three days. Now, however, we are short of parking and shunting and sorting centres.

PRESIDENT - If possible the port railway plant could also be used to the maximum.

GROSSI - In the port is not possible, because if we commence to use the available spaces to park wagons we will finish up by not being able to do the necessary shunting and sorting.

PIUMATTI - From this arises the necessity of the depot at Campasso on which I have always insisted. Now the sleepers and rails are arriving.

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PRESIDENT - I have noticed that there has been a greater shortage of wagons in the port since the railway communications between the North and South have been increased, and foresee that the day the line between Genoa-Spezia and Rome is again working the difficulties with further increase.

FERRARO - In relation to what the President has just said, seeing that later there may be a further decrease of wagons available for the port, it would be opportune, as already mentioned, if we could have a series of wagons exclusively destined for the port.

PORT SERVICE ONLY?

FIUMATTI - In the past the experiment has already been tried, placing on the wagons the Special mark "C" but these wagons finished up all over the place, even in Sicily.

GROSSI - There are wagons needing extensive repairs, however these have not yet been put in hand because they are foreign wagons, which we don't know if afterwards, when repaired, may be considered as a property of the State Railways and reserved therefore for our traffic, or if eventually they will be withdrawn by others. *Yes - L.S.R. are now doing minor repairs to foreign*

FERRARO - We have talked of 5000 wagons per round trip. I maintain that if we could succeed, through the Allies, in gathering only 3000 tarpaulins assigned to Genoa, there could be sufficient and this would greatly facilitate from all points of view. This would be the least difficult solution. *Intended Now*

GROSSI - If Rome increased the daily supply of wagons, even open wagons, and we had the tarpaulins the matter would be greatly facilitated.

PRESIDENT - Then summing up, we could ask by means of the Allies that the State Railways concede a weekly supply of at least 5000 wagons for the port of Genoa, distributed so as to have 800 wagons daily destined to the port. With these wagons a discharge of 12000 tons daily could be assured while is the quantity the port is now in condition to receive and discharge. As most of these wagons are open, they should for the greater part be used only if covered by tarpaulins, of which latter, thanks to the opportune findings of the State Railways, the number could be only 3000. There is also another question. We have many German, French and Hungarian wagons which are here and which are in condition to be repaired. Who will repair them? It will be necessary to solve the problem to know who has to bear the cost of the repairs to these wagons, seeing that they might be returned repaired in exchange for our wagons still to be repaired and therefore not immediately serviceable.

2401

GROSSI - These repairs would entail heavy expense and we are precisely preoccupied because such wagons, after repairs, might be taken from us. There are thousands of such wagons and the problem is very important indeed.

FERRARO - If it were possible to obtain a quantity of tarred cloth, a quantity of 30/40 tons of same could serve for the repairs. | X

PIUMATTI - Undoubtedly it would be a great help.

PRESIDENT - Returning to the possibility of using the actual railway lines, it would be necessary that the allies removed the prohibition to use the line Alessandria-Casale-Vercelli to go to Milan and that they furnished therefore the coal necessary for the service and this until such time as it is not possible to re-establish the bridge Torrebaretti for the line Alessandria-Cortara-Milan.

FERRARO - ~~When~~ Mr. Crooks was still here in our port for account of the allies, we discharged several Steamers with salt and we did not find ourselves up against the problem of tarpaulins. Now is it that now there is so much need of them?

GROSSI - Then we were in summer and now we are in autumn with the danger of rain and further tarpaulins are necessary to avoid theft.

PIUMATTI - A large part of our tarpaulins, which went to the South have been lost.

FERRARO - At present a good number of receivers have each single wagon escorted by their dependents to avoid theft. The Montecatini, for instance, transports 20000 tons of salt and if on arrival there are instead only 15000 tons the Society not only loses the quantity lost but on the missing quantity of 5000 tons must also pay the dues of the monopoly. Have Milan and Turin been asked for the tarpaulins?

PIUMATTI - We have already asked them but only too true they have not any.

PRESIDENT - Asks Mr. Crooks to inform home so that these two principal problems, wagons and tarpaulins, may be resolved and asks also the representatives of the State Railways that the service, as far as is possible, may be improved rather than become worse.

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and this until such time as it is not possible to re-establish the bridge Torreberretti for the line Alessandria-Mortara-Milan.

FERRARO - ~~MINISTRE~~ When Mr. Crooks was still here in our port for account of the Allies, we discharged several steamers with salt and we did not find ourselves up against the problem of tarpaulins. How is it that now there is so much need of them?

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The meeting terminated at 1105 hours.

*Foreign Wagon Repair, would be well
worth the cost, from an increased
haulage point of view, at the present
moment - JD*

COMPARTIMENTO DI GENOVA

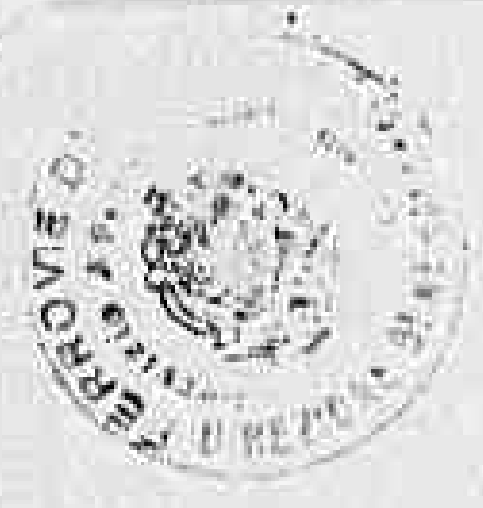
TONNELLACCIO DI MERCI ACCETTATE PER IL PERIODO DAL.....1.....				
AL.....15.....DEL MESE DIAGOSTO.....1945				
conto Forze Alleate	conto A.C.	Conto Forze Italiane	conto civili	T O T A L E
210	6048		69.629	75.887

2303

43M/H

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COMPARTIMENTO DIGANNOVA.....

SITUAZIONE DEL CARBONE	
Tonnellate consumate dal 1/1/45.....al.....	Tonnellate in rimanenza al 15/3/45.....
698	3.636

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COMPARTIMENTO DI G. SMOVA

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

DEL MESE DI 1945															
TRENI - KM. PERCORSI															
Viaggiatori trasportati	Treni-Km. viaggiatori effettuati				Totale	Treni-Km. misti effettuati				Totale	Treni-Km. merci effettuati				Totale
	con locomotivi a vapore	con locomotivi a vapore	con locomotivi a vapore	con locomotivi a vapore		con locomotivi a vapore	con locomotivi a vapore	con locomotivi a vapore	con locomotivi a vapore		con locomotivi a vapore	con locomotivi a vapore	con locomotivi a vapore	con locomotivi a vapore	
	carbone	carbone	carbone	carbone		carbone	carbone	carbone	carbone		carbone	carbone	carbone	carbone	
N°	lettri- che	carbone	carbone	carbone	lettri- che	carbone	carbone	carbone	lettri- che	carbone	carbone	carbone	lettri- che	carbone	carbone
687584	45132	2100	5940	-	53172	-	4856	-	-	4866	21583	7569	-	-	2915

2397

43N/1

Put back at
end of month

AHS/em

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

as per communication
note for C.M.F. dated
5/1/45

15th June 1945

Tel : 643239
Ref : AC/Tn/15 C.E.

SUBJECT : Reports

TO : Chief of Rail Division.

OK
File after
Northrup

1. Herewith report on work in Geneva Division as
at 7th June.

A.H. Street
A.H. STREET, Major.

2242

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

Railway Construction Contract Work under Control of Allied Commission

7th

Line 62 Rome-Youthimidia

Date of work as at present

Job No.	Agency	Location	Description	Size	Progress	Date of completion
33/61/ 18	BIRDA	Parricelli (Jogolito - Varese)	Bridge	Span 14,80 m	Temporary structure completed	19/5/45
40/61/ 78	Pirpa	Grappeto (Varese - Cello)	Tunnel	Span: 4,70 m	75%	15/6/45
35/61/ 38	Giorgini	Castello (Celle- Albionola)	Tunnel	Span: 4,70 m	80%	15th June
30/61/ 48	Giorgini	Termino (Albionola- Savona)	Tunnel	Span: 4,70 m	70%	15th June
40/61/ 58	Railway Staff & Pira Pissone	Quileno (Savona- Vado)	Bridge	Span 24,60 m		
40/61/ 68	Chiglier -28	Felt (Velli- Varigotti)	Tunnel	Span: 4,70 m	40%	20th June
40/61/ 78	Chiglier -28	Silvato (Varigotti -Vinalpia)	Tunnel	Span: 4,70 m	35%	30th June
40/61/ 88	Ruffino Melfredi	S. Spirito (Borghetto -Gerale)	Tunnel	Span 4,70 - 5,20 m	70%	20th June



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7th Jun 1945

Description		Span	Progress	Date of completion	Remarks
Bridge	Bridge	Span 17,8 m	Temporary structure completed 19/5/45		
Tunnel	Tunnel	Span: 4,70 m	75%	15/6/45	difficulties for night work (lights)
Tunnel	Tunnel	Span: 4,70 m	80%	15th June	(These projects have been delayed by interferences of C.I.N.cancelli original contract !
Tunnel	Tunnel	Span; 4,70 m	70%	15th June	
Bridge	Bridge	Span 24,80 m			completed
Tunnel	Tunnel	Span: 4,70 m	70%	20th June	depends on availability of timber
Tunnel	Tunnel	Span: 4,70 m	35%	30th June	an extra fall has been discovered inside.
Tunnel	Tunnel	Span 4,70 - 5,20 m	70%	20th June	Shortage of timber

2395

OFFICE OF THE
J. C. & B. BRANCH
NEW ITALY
OFFICIAL
NO

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2395

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

Railway Construction Contract for Under Contract of Allied Forces 7th June 1945

Line 61 Genoa-Ventimiglia

Job No.	Agency	Location	Description	Size	Progress	Date of completion	Completed
AC/61/90	Railway Staff	Vadino (Albenga-Allassio)	Tunnel				
AC/61/100	Railway Staff	3.500m Albenga-Allassio	Tunnel				Complete
AC/61/110	Maritime	Capomela Laigueglia-Andora	Tunnel	Span : 4,70m	70%	15th June	Shortage time
AC/61/120	Railway Staff	Aurelia Road km 96,700	Line at the 96,700 km				Complete
AC/61/130	Garibaldi	Capomela (Andora-Tarvo)	Tunnel	Span: 4,70 m	50%	20th June	Shortage time
AC/61/140	Garibaldi	Cape Berta (Diemo N - Oneglia)	Tunnel	Span: 4,70 m	65%	15th June	Shortage time
AC/61/150	Garibaldi	Prino (Imperia - S. Lorenzo)	Tunnel	Span: 4,70 m	65%	15th June	Shortage time
AC/61/160	Garibaldi	Prarola (Porto S. S. Lorenzo)	Tunnel	Span: 4,70 m	35%	30th June	Removal discovered damage.

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Railway Construction Contract for Under Control of Allied 7th June 1945

Ventimiglia.

State of works as at 7th June 1945
(continued)

Location	Description	Size	Progress	Date of completion	Remarks
Line 1000-1001	Tunnel				Completed
Line 1001-1002	Tunnel				Completed
Line 1002-1003	Tunnel	Span : 4,70m	70%	15th June	Shortage of timber
Line 1003-1004	Line at the 96,700 level				Completed
Line 1004-1005	Tunnel	Span: 4,70 m	50%	20th June	Shortage of timber
Line 1005-1006	Tunnel	Span: 4,70 m	65%	15th June	Shortage of timber
Line 1006-1007	Tunnel	Span: 4,70 m	65%	15th June	Shortage of timber
Line 1007-1008	Tunnel	Span: 4,70 m	35%	30th June	Removal of debris discovered further damage. Shortage of timber



Contract		Construction Contract		under Control of		Commission	
No.		Location		Name of		Project	
No.	Agency	Location	Description	Size	Progress	at completion	
78/173	SISSA	Arco (Vercelli - Arona)	Tunnel	Span: 4,70 m			
78/174	SISSA	Casale (Arona - Vercelli)	Tunnel	Span: 8,80 m	original work com- pleted		
78/175	SISSA	Valleraia	Bridge				
78/176	SISSA	Nervio	Bridge	Span: 10 m			
78/177	SISSA	Valleraia	Road Viaduct	Bridge of 3 spans of 10 m			
78/178	SISSA	Arco	Bridge	Span: 10 m			

This line will be open as far as VADO on 15 June 1965.

2396



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7th/6/45

No.	Description	Size	Progress	Remarks
	Tunnel	Span: 4,70 m		Completed
	Tunnel	Span: 8,80 m	original work com- pleted	work is still in progress to stre- ten the tunnel and removal of debris Completed
	Bridge	Span: 10 m		(It has not yet b (been established (whether these pro (jects are to be (undertaken by the (French or Italia (Authorities .At (the moment the (French forces (are in control.
	Road Viaduct	Bridge of 3 spans of 10 m		
	Bridge	4 arches 10 m spans		

will be open as far as VADO on 15th June 1945.



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

785021

Railway Construction Contract Work under Control of Allied Commission

Line 50. Genoa-La Spezia

State of Works as at.....7th June 1946

Job No	Agency	Location	Description	Size	Progress	Est'd date of completion
AC/50/1G	Contractor SIRCE	Ecgliasco	Viaduct	8 arches 18 m 5 " 6,5 m piles	14%	31st Decemb
AC/50/2G	COEDIL	Sori	Viaduct	8 arches 13,5 m 2 " 8 m piles	10%	31st Decemb
AC/50/3G		Recco	Viaduct	19 arches 13 m 1 arch 32 m Piles	no progress	
AC/50/4G	Cionfrini Pompeo	San Michele	Viaduct	5 arches 9 m piles	71%	15th July
AC/50/5G	SIRCE	Zogoli	Viaduct	6 arches 19 m 1 arch 25 m Piles		
AC/50/6G		Entella (Chiovari/ Lavagna)	Bridge	4 spans of 22, 26, 26, 22 m		
AC/50/7G	Fratelli Carletti & Tartarini	Bisagno (Netw. Moneta lia & Deiva)	Viaduct	4 arches 10 m 2 piles		
AC/50/8G	Railway Road-Men	Bonassola- Levanto	Small bridges	Span: 2,50 m		
AC/50/9G	Ing. Negri	Biassa	Tunnel	Span: 5,60 m		



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785021

Construction Contract Work under Control of Allied Commission

Spezia

State of Works as at.... 7th June 1945....

Location	Description	Size	Progress	Est'd date of completion	Remarks
Scio	Viaduct	8 arches 18 m 5 " 6,5 m piles	14%	31st December	All materials needed are missing
	Viaduct	8 arches 13,5 m 2 " 8 m piles	10%	31st December	All materials needed are missing
	Viaduct	19 arches 13 m 1 arch 32 m Piles	no progress		New contract
Chele	Viaduct	5 arches 9 m piles	7%	15th July	Small amounts of cement has been obtained. Steel beams and timber available. This
	Viaduct	6 arches 19 m 1 arch 25 m Piles			contract trouble and shortage of material
in vari/ ar)	Bridge	4 spans of 22, 26, 26, 22 m			Works not yet commenced
no Moneg- Deiva	Viaduct	4 arches 10 m 2 piles			New project in progress due to withdrawal of Florence Comp.
ola- to	Small bridges	Span: 2,50 m			Completed
	Tunnel	Span: 5,60 m			Completed



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

Sole Agent for the Commission of the European Communities

Sole Agent for the Commission of the European Communities

Sole Agent for the Commission of the European Communities

Project	Name of	Location	Description	Time	Percentage of completion	Date of completion
10/4 / 35	Varadita	Between	Tracks		90%	10/6
10/4 / 36	Varadita	Between	Tracks		80%	10/6
10/4 / 37	Varadita	Between	Tracks			
10/4 / 38	Varadita	Between	Tracks		95%	
10/4 / 39	Varadita	Between	Tracks			
10/4 / 40	Varadita	Between	Tracks			
10/4 / 41	Varadita	Between	Tracks			
10/4 / 42	Varadita	Between	Tracks			
10/4 / 43	Varadita	Between	Tracks			
10/4 / 44	Varadita	Between	Tracks			
10/4 / 45	Varadita	Between	Tracks			
10/4 / 46	Varadita	Between	Tracks			
10/4 / 47	Varadita	Between	Tracks			
10/4 / 48	Varadita	Between	Tracks			
10/4 / 49	Varadita	Between	Tracks			
10/4 / 50	Varadita	Between	Tracks			
10/4 / 51	Varadita	Between	Tracks			
10/4 / 52	Varadita	Between	Tracks			
10/4 / 53	Varadita	Between	Tracks			
10/4 / 54	Varadita	Between	Tracks			
10/4 / 55	Varadita	Between	Tracks			
10/4 / 56	Varadita	Between	Tracks			
10/4 / 57	Varadita	Between	Tracks			
10/4 / 58	Varadita	Between	Tracks			
10/4 / 59	Varadita	Between	Tracks			
10/4 / 60	Varadita	Between	Tracks			
10/4 / 61	Varadita	Between	Tracks			
10/4 / 62	Varadita	Between	Tracks			
10/4 / 63	Varadita	Between	Tracks			
10/4 / 64	Varadita	Between	Tracks			
10/4 / 65	Varadita	Between	Tracks			
10/4 / 66	Varadita	Between	Tracks			
10/4 / 67	Varadita	Between	Tracks			
10/4 / 68	Varadita	Between	Tracks			
10/4 / 69	Varadita	Between	Tracks			
10/4 / 70	Varadita	Between	Tracks			
10/4 / 71	Varadita	Between	Tracks			
10/4 / 72	Varadita	Between	Tracks			
10/4 / 73	Varadita	Between	Tracks			
10/4 / 74	Varadita	Between	Tracks			
10/4 / 75	Varadita	Between	Tracks			
10/4 / 76	Varadita	Between	Tracks			
10/4 / 77	Varadita	Between	Tracks			
10/4 / 78	Varadita	Between	Tracks			
10/4 / 79	Varadita	Between	Tracks			
10/4 / 80	Varadita	Between	Tracks			
10/4 / 81	Varadita	Between	Tracks			
10/4 / 82	Varadita	Between	Tracks			
10/4 / 83	Varadita	Between	Tracks			
10/4 / 84	Varadita	Between	Tracks			
10/4 / 85	Varadita	Between	Tracks			
10/4 / 86	Varadita	Between	Tracks			
10/4 / 87	Varadita	Between	Tracks			
10/4 / 88	Varadita	Between	Tracks			
10/4 / 89	Varadita	Between	Tracks			
10/4 / 90	Varadita	Between	Tracks			
10/4 / 91	Varadita	Between	Tracks			
10/4 / 92	Varadita	Between	Tracks			
10/4 / 93	Varadita	Between	Tracks			
10/4 / 94	Varadita	Between	Tracks			
10/4 / 95	Varadita	Between	Tracks			
10/4 / 96	Varadita	Between	Tracks			
10/4 / 97	Varadita	Between	Tracks			
10/4 / 98	Varadita	Between	Tracks			
10/4 / 99	Varadita	Between	Tracks			
10/4 / 100	Varadita	Between	Tracks			

9801



2251

7th June 1945

Description	How	Progress	Est'd Date of Completion	Remarks
Tracks		90%	10/6	
Trucks		80%	10/6	
Trucks				Completed
Trucks		95%		
Trucks				Completed
Trucks		80%	10/6	
Trucks				
Trucks		70%	10/6	
Trucks				Completed



22521

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

Italian Construction Contract No. I under control of U.S. Commission
State of works as of ...

Contract No.	Location	Description	Size	Progress	Est'd date of completion
AC/-/12G	S. Lazzaro Bassa	Tunnel	Span: 4,70 m	75%	10/6
AC/-/13G	Salatti. Assereto and Caracciolo	Wharf	Span: 8 m.	75%	10/6



2390

2253

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

Construction contract No. 1 under control of Allied Forces

Harbour State of works as at 7th June 1945 (continued)

Description	Size	Progress	Ant'd date of completion	
Tram		75%	10/6	
Tunnel	Span: 4.70 m			Awaiting removal of debris in the tunnel.
Tunnel	Span: 8 m.			Not yet contracted.
and Wharf		75%	10/6	



2390

22541

Declassified E.O. 12356 Section 3.3/NND No. 785021Railway Construction Contract Work under Control of Allied CommissionLine 61- Genoa-Milan (Granata Breasano Bottarone)

State of works as at

Job No.	Agency	Location	Description	Size	Progress	Est'd date of completion
AC/61/ 18	Sella & Granata	Staffara (Voghera-Lungavilla)	Bridge	5 spans of 12 m		

2389

22581

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

Key Construction Contract work under Control of Allied Commission

7th June 1945

(Arquata, Bressana Bottarone)

State of work as at

Description	Size	Progress	Est'd date of completion	Remarks
Bridge	5 spans of 12 m			Completed



2323

Contract Construction Contract was under control of a field commission

7th Ju

ID No.	Name	Location	Description	Size	Percent Completed	Date of completion
AC/59/ 17		Servia (Ugolino- Torres)	Bridge	21 spans of 16 m		
AC/59/ 18	Mosconi	Frankie S. Nicoló- Pinothan	Bridge	23 spans of 17 m	30%	20/67

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22571

Construction, located under control of Allied Commission.

State of works as at 7th June 1945

Description	Size	Progress	Date of completion	Remarks
Bridge	17 spans of 16 m			
Bridge	3 spans of 17 m	30%	20/67	M.R.S. have arranged to supply the timber but not yet forthcoming. Trying to arrange purchase from civil sources.



Railway Construction Contract Work under Control of Allied Commission.

7th June

Line 130. Ovada-Alessandria.

State of work as at

Job No.	Agency	Location	Description	Size	Progress	Est'd date Completion	
AG/130/19	Amaldi and Giacazio	Bonsida (Castellazzo -Alessandria)	Bridge				Work com
Line 50	(Genova-Torino-)	All temporary repairs completed. Plans being prepared for permanent					
Line 128	(Genova-Milano)	"	"	"	"	"	"
Line 61	(Genova-Milano)	"	"	"	"	"	"
Line 129	(Genova-Acqui)	"	"	"	"	"	"
Line 161	(Bressana-Broni)	"	"	"	"	"	"

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2259

Construction Contract Work under Control of Allied Commission.

7th June 1945

to-Alexandria.

State of work as at

Description	Size	Progress	Est'd date Completion	Remarks
Bridge				Work commenced on 9/6/45

-) All temporary repairs completed. Plans being prepared for permanent projects.
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[Signature]
Capt. R. Signale.

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