

ACC AC47A/TN4 10000/148/2056 REPORTS: MECHANICAL  
JUL. 1944 - JUL. 1945

148/2056 REPORTS: MECHANICAL ENGINEERS  
JUL. 1944 - JUL. 1945

08331

Ref:- 320. TSD/140.

Subject:- Loan of Tracked Crane  
Fiorentini F.B.55 No.320.

Transportation Sub-Commission A.C. (Rail Division)  
c/o Transportation (Br) Main.  
C.M.F.

---

Reference Tn (Br) Main Tn.A.2/9/6 dated  
23rd July copy to you.

For information the Fiorentini Crane FB.55  
No.320 is at present undergoing overhaul and repair  
at Fiorentini Works, and is not expected back into  
this Depot before 4th August.

It has been decided by Tn (Br) Main to issue  
on loan Fiorentini F.B.40 No.277 and arrangements will  
be made to load this crane on transporter provided by  
you calling at this depot 1 August '45.

*W. S. L. L.*

O. i/c No.320 Transportation Stores Depot.  
Capt., R.E.

In the Field.  
31st July 45.

-----  
CWC/LG.

Copy to :- Tn. (Br) Main.  
H.Q. No.3 Tn. Stores Ground R.E.

08341

Reference Tn (Br) Main Tn.A.2/9/6 dated  
23rd July copy to you.

For information the Fiorentini Crane PB.55  
No.320 is at present undergoing overhaul and repair  
at Fiorentini Works, and is not expected back into  
this Depot before 4th August.

It has been decided by Tn (Br) Main to issue  
on loan Fiorentini F.B.40 No.277 and arrangements will  
be made to load this crane on transporter provided by  
you calling at this depot 1 August '45.

*W. S. Lane*  
O. i/c No.329 Transportation Stores Depot.  
Capt., R.E.

In the Field.  
31st July 45.

-----  
CWC/LG.

Copy to :- Tn. (Br) Main.  
H.Q. No.3 Tn. Stores Group R.E.

0835

File 47A/15

MONTHLY REPORT - MECHANICAL ENGINEER BRANCH

1. RECOVERY AND REPAIR OF LOCOMOTIVE AND ROLLING STOCK.  
REHABILITATION PROGRAM.

(a) The following locomotives and Rolling Stock were put into service during the month after heavy and medium repairs.

Steam locomotives 53  
Electric " 6  
Carriage & Vans 175  
Wagons 2346

(b) THE LINE POSITION FOR LOCOMOTIVES AND ROLLING STOCK.

According to latest information available is as follows:

(i) LOCOMOTIVES:

| Available for service            |                          | I.S.R.        | W.D.    | U.S.A.   | TOTAL       |
|----------------------------------|--------------------------|---------------|---------|----------|-------------|
| Steam                            | (Main Line<br>(Shunting) | 1172 +<br>528 | 32<br>3 | 176<br>5 | 1380<br>536 |
| (+ Includes some German Engines) |                          | -             | -       | -        | -           |
| Diesel                           |                          | -             | 3       | 80       | 83          |
| Electric                         |                          | 497           | -       | -        | 497         |
| Under or awaiting repairs +      |                          |               |         |          |             |
| + Includes                       |                          |               |         |          |             |
| 531                              | Type                     |               |         |          |             |
| Beyond                           | (Main line               | 1026          | 6       | 67       | 1099        |
| Repair                           | (Shunting)               | 400           | 3       | -        | 403         |
|                                  | Steam                    | -             | 1       | 36       | 37          |
|                                  | Diesel                   | -             | -       | -        | -           |
|                                  | Electric                 | 441           | -       | -        | 441         |
| Grand total                      |                          | 4064          | 48      | 364      | 4476        |

(ii) CARRIAGES AND WAGONS

| Type         | Available for use | under and awaiting repair | Total  |
|--------------|-------------------|---------------------------|--------|
| Coaches      | 1608              | 1250                      | 2858   |
| Baggage Vans | 759               | 450                       | 1209   |
|              | 54,856            | 10,200                    | 65,056 |

According to latest information available issues follows:

(i) LOCOMOTIVES:

| Available for service              |                         | I.R.R. | V.D. | U.S.A. | TOTAL |
|------------------------------------|-------------------------|--------|------|--------|-------|
| Steam                              | (Main line<br>(Shunting | 1172   | 32   | 176    | 1380  |
|                                    |                         | 528    | 3    | 5      | 536   |
| (+ Includes some German Engines)   |                         | -      | -    | -      | -     |
|                                    | Diesel                  | -      | 3    | 80     | 83    |
|                                    | Electric                | 497    | -    | -      | 497   |
| <u>Under or awaiting repairs +</u> |                         |        |      |        |       |
| + Includes                         |                         |        |      |        |       |
| 531                                | Type                    |        |      |        |       |
| Beyond                             | (Main line              | 1026   | 6    | 67     | 1099  |
| Repair                             | (Shunting               | 400    | 3    | -      | 403   |
|                                    | Steam                   | -      | 1    | 36     | 37    |
|                                    | Diesel                  | 441    | -    | -      | 441   |
|                                    | Electric                |        |      |        |       |
| Grand total                        |                         | 4064   | 48   | 364    | 4476  |

(ii) CARRIAGES AND WAGONS

| Type         | Available<br>for use | under and<br>awaiting<br>repair | Total  |
|--------------|----------------------|---------------------------------|--------|
| Coaches      | 1608                 | 1250                            | 2858   |
| Baggage Vans | 759                  | 450                             | 1209   |
| Wagons       | 54,856               | 10,200                          | 65,056 |

3005

2. MAINTENANCE OF RAILROADS AND RAILWAY FACILITIES.

| Component                        | Shop                                  | Position and Progress.                                                                                                                                                                                                                                              |
|----------------------------------|---------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Locomotive<br>(Parts)<br>Ex. 101 | Locomotive<br>Carriages<br>Ex. 101    | Good progress work in hand<br>reconstruction. Erecting shop roof<br>2 forges put to work enter supply<br>to machine shop.<br>Reconstruction of boiler tube shop<br>and roof of white metal shop.                                                                    |
| (Locomotive)                     | Locomotive                            | Shores Messroom.<br>Repairs to 25 ton crane, 5 ton cupola<br>Boring machine and air compressor.<br>Main shed walls/ travelling overhead<br>crane track and supports.<br>Reconstruction of walls<br>in motor shed and transformer cabin.<br>Builds nearly completed. |
| Locomotive<br>Building           | Locomotive<br>Locomotive &<br>wagons. | Good progress.<br>Progress retarded due to shortage of<br>labour.<br>Repairs to machine tools progressing<br>building repairs on contract.                                                                                                                          |
| Stally                           | Locomotive                            | Repairs to shed roof on contract.                                                                                                                                                                                                                                   |
| Calabria                         | Locomotives                           | Repairs to diesel car shed held up<br>for shortage of timber.                                                                                                                                                                                                       |
| Andorra<br>(Belgium)             | Locomotive                            | Reconstruction of roof by contract.<br>Damaged walls nearly completed.                                                                                                                                                                                              |
| Peasam                           | Iron shed                             | Nearly complete machinery installed<br>and 1200 repair work in progress.                                                                                                                                                                                            |
| Hynd                             | Iron shed                             | See very shed completed.                                                                                                                                                                                                                                            |
| Foggia                           | Shop works                            | Machine shop completed<br>Spring shop now working.                                                                                                                                                                                                                  |
| Bologna                          | Locomotive                            | Machine shop rehabilitated<br>1200 shed repaired                                                                                                                                                                                                                    |
| Chapelle                         | Locomotive                            | New machinery ready to install                                                                                                                                                                                                                                      |

WYVALE FURNIS

| (Locality)          | Location            | Work                                                                                                                                                                                                                                        |
|---------------------|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| St. Mary's Hospital | St. Mary's Hospital | Repairs to 25 ton crane, 5 ton cupola boring machine and air compressor. Main shed walls, travelling overhead crane track and supports. Demolition and reconstruction of walls in motor shop and transformer cabin. Walls nearly completed. |
| Locomotive          | Locomotive          | Good progress.                                                                                                                                                                                                                              |
| Locomotive          | Locomotive          | Progress retarded due to shortage of labor.                                                                                                                                                                                                 |
| Locomotive          | Locomotive          | Repairs to shed roof on contract.                                                                                                                                                                                                           |
| Locomotive          | Locomotive          | Repairs to diesel car shed held up for shortage of timber.                                                                                                                                                                                  |
| Locomotive          | Locomotive          | Reconstruction of roof by contract. Damaged walls nearly completed.                                                                                                                                                                         |
| Locomotive          | Locomotive          | Nearly complete machinery installed and loco repair work in progress.                                                                                                                                                                       |
| Locomotive          | Locomotive          | Loco shed completed.                                                                                                                                                                                                                        |
| Locomotive          | Locomotive          | Machine shop completed.                                                                                                                                                                                                                     |
| Locomotive          | Locomotive          | Spring shop now working.                                                                                                                                                                                                                    |
| Locomotive          | Locomotive          | Machine shop rehabilitated.                                                                                                                                                                                                                 |
| Locomotive          | Locomotive          | Loco shed repaired.                                                                                                                                                                                                                         |
| Locomotive          | Locomotive          | New machinery ready to install.                                                                                                                                                                                                             |
| Locomotive          | Locomotive          | Work on good progress output 31 per month. Limited by difficulty in obtaining material.                                                                                                                                                     |
| Locomotive          | Locomotive          | Good progress output now 82 per month and increasing.                                                                                                                                                                                       |
| Locomotive          | Locomotive          | Good progress with boiler repairs.                                                                                                                                                                                                          |

3084

PERSONNEL

Tours of inspection of loco & rolling stock depots in North Italy have been carried out by Major Richter (B) and Major Jeffery (B) during the month. Capt. Bowie (B) has concentrated upon wagon repairs with personal supervision of the private firm of Benbrini P.D. at Collesarzo and wagon lifts from Capt. Philby (A) has been withdrawn for Civitanova Marche during the month, as the firm of Cecchetti is now functioning and in view of the coming release of Major Jeffery and Capt. Bowie with ego group 9.

*End*

0870

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

3003

copy

INTER-OFFICE MINUTESUBJECT : Railway Intelligence Northern Italy.TO : Rail Division Tn 4  
(attention Major Richardson).

1. Reference 224/3/Tn 2 dated 29 June 45.

2. The following condensable intelligence is forwarded as requested in abbreviated form.

Remaining information not being suitable to condense further without robbing it of its value, can only, it is regretted, be referred to in its original form.

## (a) LOCOMOTIVES

| COMPARTMENTS                 | TYPE                | AVAILABLE FOR USE | UNDER OR AWAITING REPAIR | TOTAL      |
|------------------------------|---------------------|-------------------|--------------------------|------------|
| FLORENCE                     | Steam<br>Electric   | 19<br>Nil         | 77<br>25                 | 96<br>25   |
| VIENNA                       | Steam<br>) Electric | 35<br>=           | 153<br>10                | 238<br>10  |
| VERONA<br>(Bolzano District) | Steam<br>) Electric | 44<br>72          | 26<br>64                 | 70<br>136  |
| MILAN                        | Steam<br>Electric   | 362<br>122        | 92<br>93                 | 454<br>215 |

## (b) ROLLING STOCK -

| COMPARTMENTS | TYPE                                          | AVAILABLE FOR USE | UNDER OR AWAITING REPAIR | TOTAL            |
|--------------|-----------------------------------------------|-------------------|--------------------------|------------------|
| FLORENCE     | Carriages<br>& Vans<br>Engines<br>Locomotives | 43<br>320<br>320  | ?<br>?<br>?              | 43<br>650<br>320 |

Remaining information not being suitable to condense further without robbing it of its value, can only, if it is regretted, be referred to in its original form.

## (a) LOCOMOTIVES

| COMPARTMENTS                 | TYPE               | AVAILABLE FOR USE | UNDER OR AWAITING REPAIR | TOTAL      |
|------------------------------|--------------------|-------------------|--------------------------|------------|
| FLORENCE                     | Steam<br>Electric  | 19<br>Nil         | 77<br>25                 | 96<br>25   |
| VENICE                       | Steam<br>)Electric | 35<br>---         | 153<br>10                | 238<br>10  |
| VERONA<br>(Bolzano District) | Steam<br>Electric  | 44<br>72          | 26<br>64                 | 70<br>136  |
| MILAN                        | Steam<br>Electric  | 362<br>122        | 92<br>93                 | 454<br>215 |

## (b) ROLLING STOCK -

| COMPARTMENTS                 | TYPE                | AVAILABLE FOR USE | UNDER OR AWAITING REPAIR | TOTAL |
|------------------------------|---------------------|-------------------|--------------------------|-------|
| FLORENCE                     | Carriages<br>& Vans | 43                | ?                        | 43    |
|                              | Wagons              | 850               | ?                        | 850   |
|                              | Foreign             | 320               | ?                        | 320   |
| VENICE                       | Carriages<br>& Vans | 60                | ?                        | 60    |
|                              | Wagons              | 2209              | ?                        | 2209  |
| VERONA<br>(Bolzano District) | Wagons              | 3342              | 1000                     | 4342  |
|                              |                     |                   |                          | 3962  |

(c) PRIVATE FIRMS MANUFACTURING AND REPAIRING  
RAILROAD STOCK - LOCOMOTIVES

| COMPANIES | NAME OF FIRM    | LOCATION     | PRODUCTION                                            |
|-----------|-----------------|--------------|-------------------------------------------------------|
| FLORENCE  | OFF. MARVEL     | VIAREGGIO    | Carriage & Wagons<br>Repair                           |
|           | OFF. PIAGGIO    | PISA         | Carriage & Wagons<br>Repair & Construct.              |
|           | OFF. S. GIORGIO | PIMICIA      | " "                                                   |
|           | OFF. SAUPPE     | ARREZZO      | " "                                                   |
| VERICE    | OFF. FORTNY     | CASTELFRANCO | Carriage & Wagons<br>Repair                           |
|           | OFF. STANGA     | PADOVA       | Small Type Locomos<br>& carriage &<br>Wagons repairs. |

*Donatoff*  
Chief,  
Rail Division.

| PLACES          | Carriage & Wagons<br>Repair                            |
|-----------------|--------------------------------------------------------|
| Off. PIACIO     | Carriage & Wagons<br>Repair & Construct.               |
| Off. S. GIORGIO | "                                                      |
| Off. SACERIE    | "                                                      |
| Off. FREVET     | Carriage & Wagons<br>Repair                            |
| Off. STANGA     | Small Type Locomotives<br>& Carriage & Wagons repairs. |
| VILLAGES        |                                                        |

*Enrico Saffery*  
Chief,  
Rail Division.

3001

Ext:513

TRANSPORTATION SUB COMMISSION

FPR/id

INTER OFFICE MEMO

Ref:224/3/Tn.2

29 June 1945

Subject : Railway Intelligence, Northern Italy.  
To : Rail Division Tn.4,  
(attN. Maj. E.N.B. Jeffrey)

Reference your report dated 22 June 1945.

Mr. Taylor appreciates your report and requests that you should send in a condensed analysis of it to the Planning Staff.

*F. P. Richardson Maj.*  
F. P. RICHARDSON, Major,  
Planning Staff.

MEMORANDUM

12 Jun 45

DDTn (Mech).

The following are the main points arising out of my visit to FLORENCE, BOLOGNA and PADOVA:-

1. FLORENCE, Porta Prato Workshops.

Installation of the wheel lathe ex CIVITAVECCHIA is expected to be complete by the end of this week. The lathe itself was complete, but work was continuing on the electric motor.

I examined the possibility of being able to turn journals on this lathe, but while it would be possible to increase the forward traverse of the tool rest to engage the journal, the speed of the lathe was too slow for this operation to be carried out. A journal turning lathe is situated next to this wheel lathe and repairs to it are in hand and are expected to take a month to complete.

Engine 746.110 was seen in the erecting shop virtually completed after very heavy boiler repairs, and is undergoing trials at the beginning of this week.

2. BOLOGNA.

Oil fuel storage installation was complete. Work was in hand on the Diesel oil installation and the overhead water storage tanks.

The turntable is expected to be finished by 20 Jun. There is no lack of materials for this job, and it is just a matter of slogging away at it.

Capt. Brown was in possession of a list of all the machinery which the ISR are going to install in the officina. The machinery is in an ISR store at MILAN and will be transported to BOLOGNA as circumstances permit.

The loco triangle was complete, apart from packing and ballasting on the points at each end of the spurs.

3. PADOVA.

The firm of Officina Meccanica della Stanga was visited.

(a) Locomotives

Nothing larger than a 625-class loco can be undertaken here, as the three overhead cranes in the erecting shop are of 14, 10 & 3 Tons capacity only.

They have a well equipped boiler shop capable of undertaking any class of repair, in fact entirely new boilers and fireboxes for such classes as 835, 851, 875, etc., could be manufactured here.

There is a small foundry, and castings up to 1-ton can be produced, with an output per month of 5-tons.

traverse of the tool rest to engage the journal, the speed of the lathe was too slow for this operation to be carried out. A journal turning lathe is situated next to this wheel lathe and repairs to it are in hand and are expected to take a month to complete.

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They have a well equipped boiler shop capable of undertaking any class of repair, in fact entirely new boilers and fireboxes for such classes as 835, 851, 875, etc., could be manufactured here.

There is a small foundry, and castings up to 1-ton can be produced, with an output per month of 5-tons.

The following locos were on the premises:-

|         | Under Repair | Waiting Repair |
|---------|--------------|----------------|
| 625.186 | 851.066      | 835.128        |
| 835.121 | 067          | 851.111        |
| 263     | 092          | 135            |
| 268     | 113          | 875.027        |
| 292     | 115          | 114            |
| 337     | 171          | 880.007        |
|         |              | 625.178        |
|         | Total - 18   | Total - 7      |

(b) Carriage & Wagon Shop

Output is 150 vehicles per month, rising to 200 if necessary.  
Sheet 2.....s

Sheet 2

Any class of repair can be undertaken.

(c) Organisation

Chief - Ing. Porta  
2nd i/c - Ing. Poli

The firm employs 350 to 400 personnel in the shops, excluding supervisory and clerical grades.

Ing. Porta said he was in need of the following materials:- coal, coke, timber, steel (plate, sheet and sections). He stated that, if he could be provided with MT for four days a month, he would be able to obtain this material for himself, as he knew where he could get it. The firm has no MT of its own.

4. ROVIGO

On the outward journey I noticed a large number of electric locos standing in the station, and took particulars on my return. Some ISR personnel were employed in making an inventory of the damage to these locos and said they were en route to VERONA shops. All are moveable; underframes, wheels, motors, etc., appear to be in good order. I noticed that the cab equipment had been damaged, but none had received demolition charges, and they seemed to be in a much better condition generally than some of those we have been sending into FOLIGNO shops.

Numbers are as follows:-

|         |         |         |         |
|---------|---------|---------|---------|
| 428.031 | 326.009 | 636.029 | 626.167 |
| 043     | 012     | 074     | 176     |
| 050     |         | 102     | 182     |
| 056     |         | 103     | 193     |
| 060     |         |         | 200     |
| 103     |         |         | 207     |
| 127     |         |         | 244     |
| 190     |         |         | 247     |
| 191     |         |         | 262     |
| 192     |         |         | 282     |
|         |         |         | 319     |
|         |         |         | 354     |
|         |         |         | 374     |

Ing. Porta said he was in need of the following materials:-  
coal, coke, timber, steel (plate, sheet and sections). He stated that, if he could be provided with MT for four days a month, he would be able to obtain this material for himself, as he knew where he could get it. The firm has no MT of its own.

4. ROVIGO

On the outward journey I noticed a large number of electric locos standing in the station, and took particulars on my return. Some ISR personnel were employed in making an inventory of the damage to these locos and said they were en route to VERONA shops. All are moveable; underframes, wheels, motors, etc., appear to be in good order. I noticed that the cab equipment had been damaged, but none had received demolition charges, and they seemed to be in a much better condition generally than some of those we have been sending into POLIGNO shops.

Numbers are as follows:-

|         |         |         |         |
|---------|---------|---------|---------|
| 428.031 | 326.009 | 636.029 | 626.167 |
| 043     | 012     | 074     | 176     |
| 050     |         | 102     | 182     |
| 056     |         | 103     | 193     |
| 060     |         |         | 200     |
| 103     |         |         | 207     |
| 127     |         |         | 244     |
| 190     |         |         | 247     |
| 191     |         |         | 262     |
| 192     |         |         | 282     |
|         |         |         | 319     |
|         |         |         | 354     |
|         |         |         | 374     |

Tn.A.3(M)/117

DADTn (Mech)

Holling Stock and  
Traction Service -  
Liaison Office Rome.

Rome 17 March 1945

TV.NR.224/10/2

Subject:  
Recovering of vehicles.

To Colonel Topham -

M.R.S. (Tn.3 Eng.)

- Building -

1. On a running track between Arezzo Station and Vingone river, several vehicles are located some of which could be put again in operation and the others sent to be repaired, also to the firm SACFEM of Arezzo.

2. The clearance of the track where said vehicles are located, is necessary:

- a) for works to recover the vehicles fallen into Vingone river;
- b) to rehabilitate the Vingone water pumping plant;
- c) to restore the destroyed bridge.

3. Therefore we beg you to concern the Allied Command of Arezzo, in order to get the authorization for the withdrawal of said vehicles on that station and their replacement.

Capo Servizio

Signed. (P.W. Tn. 3 Eng. Co. Bellini)

Mi.19.cb.





Subject

The tour was with the object of obtaining locomotive data and repair shop intelligence. Information respecting other railway activities was also obtained.

Places visited

The following depots and works visited during the tour, and the technical information and data obtained is set out in attached appendices as detailed on page 4.

| (a) | <u>Place</u><br>Planned | <u>Actual</u><br>Visited | <u>Office and works visited and<br/>officer contacted.</u>                                 |
|-----|-------------------------|--------------------------|--------------------------------------------------------------------------------------------|
| (b) | Porto                   | WFO                      | (1) A.D.W. Office Major Blair<br>(2) Remble Lane Depot I.D.W.<br>L.D. Michael W. (S.D.W.)  |
| (c) | Batus                   | WFO                      | (111) Porto Porto loco and carriage shops<br>I.D.W. Dept. (S.D.W.) (S.D.W.)                |
| (d) | Tanjung                 | WFO                      | (1) A.D.W. Provincial Commissioner<br>(11) loco depot I.D.W. loco depot<br>I.D.W. Raildep. |
| (e) | Flouren                 | WFO                      | (1) B.D.W. H.D.W. S.D.W. S.D.W.<br>(11) H.D.W. 2 Ex-Op. Sp. Lt. S.D.W. S.D.W.              |
| (f) | Tanjung                 | WFO                      | (111) I.D.W. loco depot, materials &<br>transmission depots, S.D.W.                        |
| (g) | Tanjung                 | WFO                      | (1) L.D.W. Locomotive Depot.<br>(11) Locomotive Depot.<br>(111) Locomotive Depot.          |



(11) Total Tax Payable 100.00

David T. Lewis, III  
4001  
1997

Ting, Xueping, 1990. *Yup'ik to Collumuk*.(111)  $\text{La}_{1-x}\text{Ce}_x\text{FeO}_3$  (TTF) 350000

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(A)  $\frac{1}{2} \log \frac{1}{2}$  or  $\frac{1}{2} \log 2$  is the value

Patent by Clements Block

Ergebnis

[illegible]

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Notes

42 June 15

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2000

1.  $\vec{v} = \vec{v}_1 + \vec{v}_2 + \vec{v}_3 + \dots + \vec{v}_n$  (n is arbitrary)

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Q. 2



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Appendix I (A)(B)

Transportation Sub-Commission, AC

RAIL DIVISION

Rail Intelligence Report

Area Compartment of Florence  
Date: 2 June 1945 Report by Sezione Movimento e Trazione

| Item                                                                                                   | Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                   |           |             |     |                          |     |                          |     |                         |     |                     |     |
|--------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-----------|-------------|-----|--------------------------|-----|--------------------------|-----|-------------------------|-----|---------------------|-----|
| (a) 1. Section of line<br>open to traffic<br>(a) Steam (b)<br>(b) Electric                             | <p>Steam Grosseto-Vada, Campiglia-Porto Vecchio<br/>di Piombino, Saline di Volterra-Volterra,<br/>Vada-Rosignano, Vada-Colle Salvetti-Pisa,<br/>Colle Salvetti-Livorno, Livorno-Pisa, Pisa-<br/>Lucca-Pistoia, Pisa-Napoli-Firenze, Empoli-<br/>Castelfiorentino, Pistoia-Prato-Firenze,<br/>Arezzo-Chiusi, Arcola-La Spezia, La Spezia-<br/>Deiva.</p> <p><u>Diesel-Electric: Prato-Grizzana.</u></p>                                                                                                                                                                                                                                                                                                                                                                                                                  |                   |           |             |     |                          |     |                          |     |                         |     |                     |     |
| (b) 2. Sections of line<br>Closed to Traffic<br>and estimated time<br>necessary to repair<br>& reopen. | <p>Porto Vecchio di Piombino-Piombino, Cecina-<br/>Saline di Volterra, Asciano-Montepescali,<br/>Santo Stefano Magra-Pornovo, Aulla-Minucciano,<br/>Lucca-Viareggio, Lucca-Pontedera, Lucca-Piazza<br/>al Serchio, Firenze-Fienza, Pontassieve-Borgo<br/>S. Lorenzo.</p> <p>We cannot yet foresee when the above<br/>mentioned lines will be reconstructed and<br/>opened.</p> <p>the following lines will be opened probably<br/>within the time marked for each one:</p> <table> <tr> <td>Rosignano-Livorno</td><td>18 Months</td></tr> <tr> <td>Pisa-Arcola</td><td>5 "</td></tr> <tr> <td>Vezzano-S. Stefano Magra</td><td>5 "</td></tr> <tr> <td>S. Stefano Magra-Sarzana</td><td>6 "</td></tr> <tr> <td>Apuania Carrara-Carrara</td><td>5 "</td></tr> <tr> <td>Firenze-Pontassieve</td><td>2 "</td></tr> </table> | Rosignano-Livorno | 18 Months | Pisa-Arcola | 5 " | Vezzano-S. Stefano Magra | 5 " | S. Stefano Magra-Sarzana | 6 " | Apuania Carrara-Carrara | 5 " | Firenze-Pontassieve | 2 " |
| Rosignano-Livorno                                                                                      | 18 Months                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                   |           |             |     |                          |     |                          |     |                         |     |                     |     |
| Pisa-Arcola                                                                                            | 5 "                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                   |           |             |     |                          |     |                          |     |                         |     |                     |     |
| Vezzano-S. Stefano Magra                                                                               | 5 "                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                   |           |             |     |                          |     |                          |     |                         |     |                     |     |
| S. Stefano Magra-Sarzana                                                                               | 6 "                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                   |           |             |     |                          |     |                          |     |                         |     |                     |     |
| Apuania Carrara-Carrara                                                                                | 5 "                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                   |           |             |     |                          |     |                          |     |                         |     |                     |     |
| Firenze-Pontassieve                                                                                    | 2 "                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                   |           |             |     |                          |     |                          |     |                         |     |                     |     |

di Piombino, Saline di Volterra-Volterra,  
Vada-Rosignano, Vada-Colle Salvetti-Pisa,  
Colle Salvetti-Livorno, Livorno-Pisa, Pisa-  
Lucca-Pistoia, Pisa-Empoli-Firenze, Empoli-  
Castelfiorentino, Pistoia-Prato-Firenze,  
Arezzo-Chiusi, Arezzo-La Spezia, La Spezia-  
Deiva.

Diesel-Electric: Prato-Grizzana.

(b). 2 Sections of line  
Closed to Traffic

and estimated time  
necessary to repair  
& reopen.

Portovecchio di Piombino-Piombino, Cecina-  
Saline di Volterra, Asciano-Montepescali,  
Santo Stefano Magra-Pornovo, Aulla-Minusciano,  
Lucca-Viareggio, Lucca-Pontedera, Lucca-Pianza  
al Serchio, Firenze-Pienza, Pontassieve-Borgo  
S. Lorenzo.

We cannot yet foresee when the above  
mentioned lines will be reconstructed and  
opened.

The following lines will be opened probably  
within the time marked for each one:

|                                |           |
|--------------------------------|-----------|
| Rosignano-Livorno              | 18 Months |
| Pisa-Arcola:                   | 6 "       |
| Vezzano-S. Stefano Magra:      | 5 "       |
| S. Stefano Magra-Sarzana:      | 6 "       |
| Apuania Carrara-Carrara:       | 6 "       |
| Firenze-Pontassieve:           | 2 "       |
| Pontassieve-Arezzo:            | 12 "      |
| Chiusi-Siena-Castelfiorentino: | 18 "      |

## Appendix I (c)

Florence

## Steam Locomotives

## Appendix I (c)

| <u>DEPOT</u>    | <u>Available<br/>for use</u> | <u>Waiting<br/>Shops</u> | <u>In<br/>Shops</u> | <u>Beyond<br/>Repair.</u> |
|-----------------|------------------------------|--------------------------|---------------------|---------------------------|
| Firenze         | 5                            | 1                        | 6                   | 10                        |
| Siena           | 2                            | 0                        | 1                   | 10                        |
| Chiusi          | 0                            | 0                        | 0                   | 1                         |
| Pistoia         | 1                            | 0                        | 1                   | 1                         |
| Livorno C.le    | 0                            | 0                        | 0                   | 3                         |
| Livorno S.M.    | 7                            | 0                        | 1                   | 0                         |
| Pisa            | 0                            | 0                        | 0                   | 3                         |
| Grosseto        | 4                            | 0                        | 0                   | 0                         |
| Out of Depot    | 0                            | 7                        | 0                   | 32                        |
| <u>Electric</u> |                              |                          |                     |                           |
| Firenze         | 0                            | 0                        | 0                   | 8                         |
| Siena           | 0                            | 0                        | 0                   | 0                         |
| Chiusi          | 0                            | 0                        | 0                   | 2                         |
| Pistoia         | 0                            | 0                        | 0                   | 0                         |
| Livorno C.le    | 0                            | 0                        | 0                   | 2                         |
| Livorno S.M.    | 0                            | 0                        | 0                   | 0                         |
| Pisa            | 0                            | 00                       | 0                   | 00                        |
| Grosseto        | 0                            | 0                        | 0                   | 0                         |
| Out of Depot    | 0                            | 5                        | 0                   | 8                         |



DISTRIBUTION OF MATERIAL, REPTI CARD (Coach, Baggage, Cars & Tanks) and the following.  
Rolling Stock Available

| Cars   | Baggage | Box | High Gun | Low Gun | Flat | Tank | Foreign | Mail Van | Foreign Tank |
|--------|---------|-----|----------|---------|------|------|---------|----------|--------------|
| (+) 35 | 8       | 318 | 385      | 105     | 6    | 35   | 345(++) | 1        | 5            |

(+) 24 lying at Livorno S.M. which are part of hospital train.

(++) For foreign cars it is not possible to state series unless on location.

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

Florence 31 May 1945

APPENDIX I (D)

Available (Coach, Baggage, Cars & Tanks) and the following.

| Box | High<br>Car | Low<br>Car | Flat | Tank | Foreign | Mail<br>Van | Foreign<br>Tanks | Annotation |
|-----|-------------|------------|------|------|---------|-------------|------------------|------------|
| 318 | 335         | 105        | 6    | 35   | 315(++) | 1           | 5                |            |

Avonno S.M. which are part of hospital train.

It is not possible to state series unless on location.

APPENDIX I (D)

## Appendix I (e)

## Appendix "I"(e)

| Item                                                                                                | Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Main Marshalling Yards</u><br><u>&amp; Sidings.</u><br>(Location, Condition<br>& Capacity, Etc.) | <p>Capacity: Before the War: After the War</p> <p>Firenze P. Prato 150 50</p> <p>Firenze C. Marte 800 250</p> <p>Firenze-Mifredi 600 400</p> <p>Arezzo 200 100</p> <p>Terontola 200 50</p> <p>Chiusi 400 80</p> <p>Prato 500 350</p> <p>Pistoia 200 50</p> <p>Lucca 200 20</p> <p>Pisa C. 350 200</p> <p>Pisa S.R. 750 --</p> <p>Viareggio 250 --</p> <p>Sarzana 250 --</p> <p>La Spezia V. 450 --</p> <p>La Spezia C. 150 --</p> <p>Fornovo 200 --</p> <p>Livorno S.M. &amp; Bivi 550 400</p> <p>Livorno C. 400 --</p> <p>Empoli 200 70</p> <p>Siena 150 --</p> |

0 8 6 3

|                     |     |     |
|---------------------|-----|-----|
| Terontola           | 200 | 50  |
| Chiusi              | 400 | 80  |
| Prato               | 300 | 350 |
| Pistoia             | 200 | 50  |
| Imperia             | 200 | 20  |
| Pisa C.             | 350 | 200 |
| Pisa S.R.           | 750 | --  |
| Viareggio           | 250 | --  |
| Sanzana             | 250 | --  |
| La Spezia V.        | 450 | --  |
| La Spezia C.        | 150 | --  |
| Fornovo             | 200 | --  |
| Livorno S.M. & Bivi | 550 | 400 |
| Livorno C.          | 400 | --  |
| Empoli              | 200 | 70  |
| Siena               | 150 | --  |

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Appendix I, (F)

Locomotive Depots Florence

## Compartments

Location: Florence Siding is connected with the station of Florence S.M.N. and with

Connection of Florence Rifredi-Florence C. Maria.

Depot Capacity Locomotives No. 40Accumulable Coal, 7500 TonsWatering Station, In efficiency C. Motors 400-the implementation of the operator is efficient.Means for Repairs.

6 Parallel Lathe 1, Vertical Lathe 1, Revolver Lathe 1, Milling Machine,  
 2, Filing Machines 2, Column Drilling machines 1, Small drilling machine  
 1, Sharpener, 1, Grindstone, 1, air compression tappet Hammer, 1, crane of  
 80 Ton capacity and 1, crane of 20 Ton cap; 1, couple of trestles of  
 80 Ton Cap;

Number of Workers: 501 - (201 Adjusters, 25 boiler makers, 3 cooper smiths, 4 forging machinist,  
 16 Turners, 18 metal painters, 1 Turner, 25 electricians, 1 upholsterer,  
 6 Machine Guilders, 9 Autogun Soldiers, 4 Carpenters, 3 Varnishers,  
 27 Motorists and 20 electrical adjusters.

Locomotive Depot SienaLocation: Is directly connected with the station of Siena.Depot: Capacity Locomotives No. 20 of which 4 under shed.Accumulable Coal: 5000 Tons.Watering Station: Destroyed - There exists only a temporary supply of the capacity of  
 16 C. Motors.Means for Repairs.

1 Small drilling machine, 1 Forging machine, 1 couple of trestles of  
 80 Ton Cap; and one of 40 Ton Cap;

Number of Workers: 44 - (17 Adjusters, 14 Boiler Makers, 2 Forging machinists, 5 Turners,  
 1 Electrician, 1 Machine Gilder, 1 Autogun Soldier, 4 Motorists,  
 2 Locomotive Erectors, 2 Vehicle Erectors).

Locomotive Depot ChiusiLocation: Directly Connected with the station of Chiusi.Depot: Capacity Locomotives No. 15.Accumulable Coal: 5000 Tons.Watering Station: Destroyed, there exists a supplier furnished by the Allied Authorities  
 of unknown capacity.Means for Repairs: 2 Slide Lathe, 2 Drilling machines, 1 Forging machine,

Number of Workers: 23 - (16 Adjusters, 6 Boiler makers, 1 Forging machinist, 1 Turner,  
 1 Machine Gilder, 1 Autogun Soldier, 1 Carpenter, and 1 Motorist.

Locomotive Depot PistoiaLocation: Directly Connected with the station of PistoiaDepot: Capacity Locomotives No. 10Accumulable Coal: 5000 Tons.Watering Station: Destroyed. There exists a supplier furnished by the Allied Authorities  
 of 400 C. Motors Cap;Means for Repairs: 2 Slide Lathe, 1 Drilling machine, 1 Grinding machine, 8 Forging machines,

Number of Workers: 33 - (16 Adjusters, 3 Boiler Makers, 3 Turners, 1 Electrician, 14 Motorists,  
 3 Vehicle Erectors and 1 Decorator.

Number of Workers: 301 - (301 Adjusters, 23 boiler makers, 3 cooper smiths, 1 forging machinist, 18 turners, 2 panel painters, 1 turner, 25 electricians, 1 upholsterer, 6 machine fitters, 9 autogeno welders, 4 carpenters, 3 varnishers, 27 motorists and 20 electrical adjusters.)

#### Locomotive Depot Siena.

Location: Is directly connected with the station of Siena.

Depot: Capacity Locomotives No. 20 of which 4 under shed.

Accumulable Coal: 8000 Tons.

Watering Station: Destroyed. There exists only a temporary supplier of the capacity of 16 G. meters.

Means for Repairs: 1 Small Drilling machine, 1 Forging machine, 1 couple of Trestles of 30 Ton Cap: and one of 40 Ton Cap:

Number of Workers: 44 - (17 Adjusters, 11 Boiler Makers, 2 Forging machinists, 3 Turners, 1 Electrician, 1 Machine fitter, 1 Autogeno welder, 4 Motorists, 2 Locomotive fitters, 2 Vehicle fitters.)

#### Locomotive Depot Chiusi.

Location: Directly Connected with the station of Chiusi.

Depot: Capacity Locomotives No. 15.

Accumulable Coal: 5000 Tons.

Watering Station: Destroyed. There exists a supplier furnished by the Allied Authorities of unknown capacity.

Means for Repairs: 2 Slide Lathes, 2 Drilling machines, 1 Forging machine,

Number of Workers: 28 - (16 Adjusters, 6 Boiler makers, 1 Forging machinist, 1 Turner, 1 Machine fitter, 1 Autogeno welder, 1 Carpenter, and 1 Motorist.)

#### Locomotive Depot Pistoia

Location: Directly Connected with the station of Pistoia

Depot: Capacity Locomotives No. 10

Accumulable Coal: 3000 Tons.

Watering Station: Destroyed. There exists a supplier furnished by the Allied Authorities of 100 G. meters Cap:

Means for Repairs: 2 Slide Lathes, 1 Drilling machine, 1 Grindstone, 3 Forging machines,

Number of Workers: 33 - (16 Adjusters, 5 Boiler Makers, 3 Turners, 1 Electrician, 1 Motorist, 3 Vehicle fitters and 1 Decorator.)

Sheet No. 2

Appendix "T" (P) (continued)

Locomotive Depot, Laverne, Cal.Location: Near Laverne Central Station.Depot: Capacity Locomotives None.Accumulable Coal: 11377 tons.Watering Station: Destroyed.Plans for Rebuilding: None.Number of Workers:

(Great part of work workers are at present working at Laverne S. M. Northern Co. No. 46. - (70 Adjusters, 13 Boiler Makers, 1 Cooper Smith, 4 Fitting machinists, 17 Tinsmiths, 10 Welders, 16 Electricians, 5 Machine Builders, 2 Substation Holders, 1 Carpenter, 3 Painters, 2 Electricians, 4 Wheel Turners.)

Locomotive Depot, Laverne S. M. (Destroyed)Location: Connected with the Station of Laverne S. M.Depot: Capacity Locomotives; At present utilized only for U.S.A. Locomotives.Accumulable Coal: 9450 tons - (The area occupied by the Allied authorities has been setup with tanks for water)Watering Station: There exists a supply of water provided by the Allied authorities of Laverne Capacity.Plans for Rebuilding: At present making only repairs necessary for U.S.A. Locomotives with equipment furnished by Allied authorities.Number of Workers: See Laverne Central.Locomotive Depot, LaverneLocation: Near the Mine Central Station.Depot: Capacity Locomotives None (Due to complete destruction by German forces.)Accumulable Coal: None.Watering Station: Destroyed.Plans for Rebuilding: None.Number of Workers: 75 - (30 Adjusters, 10 Boiler Makers, 1 Cooper Smith, 3 Fitting machinists, 5 Tinsmiths, 1 Electrician, 2 Substation Holders, 1 Carpenter, 2 Painters, 10 Motorists, and 1 Locomotive Driver).Locomotive Depot, CrescentLocation: Near the P.V. of the Crescent Station.Depot: Capacity Locomotives No. 10Accumulable Coal: 1200 tons.Watering Station: Destroyed - There exists a supply of water setup by the Allied authoritiesPlans for Rebuilding: None.Number of Workers: 10 - (9 Adjusters, and 1 Fireman).

Locomotive Depot Havana 5, Havana (Military)

Location: Connected with the Station of Havana 5, Havana.  
Depot: Capacity Locomotives; At present utilized only for U.S.A. Locomotives.  
Accumulable Coal: 9,500 tons - (The area occupied by the Allied authorities has been setup with rails for tracks)

Entrance Station: There exists a supply of fuel furnished by the Allied authorities of unknown capacity.  
Means for Repairing: At present making only repairs necessary for U.S.A. Locomotives with equipment furnished by Allied authorities.  
Number of Workers: See Havana Central.

Locomotive Depot Pinar

Location: Near the Pinar Central Station.

Depot: Capacity Locomotives None (Due to complete destruction by bombardment.)  
Accumulable Coal: None.

Entrance Station: Destroyed.  
Means for Repairing: None.

Number of Workers: 75 - ( 33 Adjusters, 10 Boiler makers, 1 Cooper and 2, 3 Sizing machinists, 5 Turners, 1 Welder, 1 Blacksmith, 2 Auto and solderers, 1 Carpenter, 2 Painters, 10 Motorists, and 1 Locomotive Driver).

Locomotive Depot Ciego de Avila

Location: Near the E.V. of the Ciego de Avila Station.  
Depot: Capacity Locomotives None, 10

Accumulable Coal: 1200 tons.

Entrance Station: Destroyed - There exists a supply of fuel by the Allied authorities of unknown capacity.  
Means for Repairing: None.

Number of Workers: 10 - (9 Adjusters, and 1 Turner).



Present Condition: Part-Destroyed by Bombardment, left in an area for repairs and reconstruction, already in operation. The machine is independent of machinery and working parts. Great part of rail track destroyed.

Steam Locomotive Depot

Location:

Directly connected with station of station.

Depot: Capacity 1 locomotive No. 4

Part of existing Daily maintenance, no addition, just repairs for the changing of rolling

stock, changing of tires, repairs to machinery, repairs, and repairs.

Capacity: Average 12 locomotives, including per month.

Condition of facilities: rails in good condition, allowing all normal machines and great part of working parts.

Steam Locomotive Depot (Ship)

Location: Directly connected with station of station.

Depot: Capacity 2 locomotives.

Part of existing Daily maintenance.

Capacity: - - - -

Condition of facilities: Generally damaged by bombardment, of which repairs are in course, the normal machines in operation strictly these machines.

Steam Locomotive Depot (Ship)

Location: Directly connected with station of station.

Depot: Capacity 4 locomotives.

Part of existing Daily maintenance, repairs, special repairs of slight importance to medium and heavy (changing of rolling stock, repairs, etc., application of parts) repairs to repairs and repairs.

Capacity: 2 locomotives of special repairs per month.

Condition of facilities: Out to totally destroyed by bombardment, the entire section has been reconstructed with a system of normal machines and some other divisions.

Steam Locomotive Depot (Ship)

Location: Near Lovers Central station.

Capacity: Very small, damaged by bombardment, machinery and reconstruction to the normal; already existing is in course.

Steam Locomotive Depot (Ship)

Location: Connected with the station of Lovers, working at present at disposition of Allied authorities with material furnished by them, for the daily maintenance of the U.S.A. locomotives.

Steam Locomotive Depot (Ship)

Location: Near Plan central station, totally destroyed by bombardment and the reconstruction is in progress.

Steam Locomotive Depot (Ship)

Location: The 7% of the German station, totally destroyed by bombardment.

Carriage and wagon repair shops

Stationary equipment

Appendix "I" (H)

### Vehicle Repair Shop - 1st Avenue S.W.

Location: Near the Park of Miras S.W., Station.

Capacity: Locomotives No. 100 cars in shelter and 65 in repair.

Sort of repairs: Average repairs, for reconstruction, small repairs.

Output: From 20 to 30 cars of average repairs per month.

Cost of establishment: Very badly damaged by destruction the reconstruction of the buildings is in order, and quite completed the equipping of the machinery and of working means, full-train all efficient.

### Vehicle Repair Shop - 2nd Avenue S.W.

Location: Opposite the P.V. of Plan central station.

Capacity: Locomotives No. 60 cars in repair.

Sort of repairs: Small repairs.

Output: From 100 to 120 cars of small repairs per month.

Cost of establishment: Completely destroyed by destruction, the engine that has been reconstructed and the placement of the machines in railway, full-train all efficient.

### Vehicle Repair Shop - 3rd Avenue S.W.

Location: Near the P.V. of Miras S.W., Station.

Capacity: Locomotives No. 60 cars in repair.

Sort of repairs: Small repairs.

Output: From 100 to 500 cars of small repairs per month, through the help of various sections.

Cost of establishment: Completely destroyed by destruction the reconstruction of the

big shed for repairs in the project, of the machines only a

reconstruction and full-train has been installed, full-train all efficient.

Lamborghini Ordered to the P.V. of 22nd Central Station.  
Delivered Capacity Locomotives No. 60 cars in repairs.  
Set of repairs: Small repairs.  
Output: From 100 to 120 cars of small repairs per month.  
Cost of repairs: Completely destroyed by handicraft. The engines that has been  
remanufactured and the placement of the machines in underway.  
Small trucks all efficient.

Vehicle Number 100-1000 Liverpool.

Locomotives From the P.V. of Liverpool S. 1000.  
Locals Capacity No. 60 cars in repairs.  
Port of Liverpool: Small repairs.  
Output: From 100 to 500 cars of small repairs per month. Through the help of London  
Locals.  
Cost of repairs: Completely destroyed by handicraft the remanufacturing of the  
Big that the repairs is in handicraft of the machines only a  
remanufactured and the placement of the machines in underway.

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the private workshops for vehicle repairs and construction at the dependence of the  
 THE OFFICE OF THE FLAVOUR  
 THE OFFICE OF THE FLAVOUR

FLAVOUR (4)

# THE OFFICE OF THE FLAVOUR

The private workshops for vehicle repairs and construction at the dependence of the  
 THE OFFICE OF THE FLAVOUR

Workshop "FLAVOUR" - FLAVOUR  
 CAR repairs of all types, (as at present repairing and  
 will soon handle the repairing of cars, however effects  
 limitations.)

Workshop "FLAVOUR" & C. - FLAVOUR  
 Repairs of all types and construction of all types -  
 construction of cars of all types, (as at present  
 repairing, but has already started the repairing and  
 construction of cars).

Workshop "FLAVOUR" - FLAVOUR  
 Repairs and construction of all types of vehicles.  
 (Although in a state of repairing, has started the  
 repairing, the construction and construction of all types  
 of vehicles and bodies has undertaken the construction  
 of the cars).

Workshop "FLAVOUR" - FLAVOUR  
 Repairs and construction of vehicles of all types.  
 (Although in a state of repairing, has started repairs  
 construction and construction of cars).

(There are no private workshops for repairs and construction of locomotives).

FLAVOUR, 1. June, 1945

FLAVOUR OF THE OFFICE

Workshop "S. GUMINOV - VIKTORIA"

Workshop "S. GUMINOV" ALKHO

Plano, 1. June. 1945

(There are no private workshops for Repairs and Construction of Locomotives).

UNIT OF WORK UNITS

Repairs and construction of all types of vehicles.  
(Although in a state of reorganization, has started the repairing, the transformation and installation of all types of vehicles) and besides has undertaken the construction of the cars 7.).

Repairs and construction of vehicles of all types.  
(Although in a state of reorganization, has started repairs transformation and installation of cars).

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APPENDIX 1 (1)F L O R E N C ECompartimento Office

|                        |                        |
|------------------------|------------------------|
| Capo Compartimento     | Ing. Severo RINOCCHI   |
| Ser. Movimento         | Comm. Vincenzo IZZO    |
| " Commerciale          | Det. Elvio RIZAZZI     |
| " Trazione e Materiale | Ing. Corrado SIBIRIENI |
| " Lavori               | Ing. Carlo PONTI       |
| " I.E.S.               | Ing. Nelson CIAMPOLINI |

TRACTION SERVICE :

|                              |
|------------------------------|
| Prof. Dott. Guido CORBELLINI |
| Ing. Ubaldo GIANNAZZI        |

WORKSHOPS :

|                  |                        |
|------------------|------------------------|
| Capo officina    | SCIOMACHEN             |
| Electrical Asst. | Ing. PERA (Electrical) |
| Loco             | Ing. GRANDINETTI       |
| Plant            | SERAFINI               |
| C & W            | MASIMO                 |

|               |                                                |
|---------------|------------------------------------------------|
| Mr STRACCIANI | Ser. Lavori in charge of reconstruction works. |
|---------------|------------------------------------------------|

LOCOMOTIVE DEPOT :

|                        |          |             |       |
|------------------------|----------|-------------|-------|
| Loco Erecting Shop     | Guerrini | Millwrights | DANTI |
| " Boiler               | "        | MARCHI      |       |
| Smiths & Welding Shops | .....    | BARANI      |       |
| Foundry Shop           |          | VOLEPI      |       |
| C & W Metal Shop       | ...      | MELESOR     |       |
| Carpenters & Joiners   |          | BIACINI     |       |

TRACTION SERVICE :

Prof. Dott. Guido CORNELLINI  
Ing. Ubaldino CIANNAZZI

WORKSHOPS :

Cape Office SOLOMACHEN  
Electrical Asst. Ing. PERA (Electrical)  
Loco Ing. GRANDIENZI  
Plant SERAFINI  
C & W MARINO

Mr. STRACCIATI Sec. Lavori in charge of reconstruction works.

LOCOMOTIVE REPAIR :

|                              |          |             |       |
|------------------------------|----------|-------------|-------|
| Loco Erecting Shop           | Quercini | Millwrights | DANTI |
| " Boiler "                   | MARCHI   |             |       |
| Smiths & Welding Shops ..... | PAPALI   |             |       |
| Foundry Shop                 | VOLPINI  |             |       |
| C & W Metal Shop ...         | MELESOR  |             |       |
| Carpenters & Joiners         | BIACINI  |             |       |
| Painter                      | CALISSI  |             |       |
| Upholstery                   | TILZONT  |             |       |

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SECRET - "A" (S)

MINOR 206 1945

Full Name of the Company

| Location                                  | Area sq. ft.     | Coal Capacity in Tons | Remarks                                                                                                                                                        |
|-------------------------------------------|------------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PARSONS, S. E. H.                         | 2500             | 7300                  |                                                                                                                                                                |
| " P. BRADY                                | /                | /                     | Area occupied by ALLIED TROOPS.                                                                                                                                |
| BRILL<br>Pittsburgh                       | 1050             | 3000                  | Mining Machine<br>Area not as yet located in available area.                                                                                                   |
| FLM Central<br>" S. ROSSMAN               | /                | /                     | Area was retained. Relieved by Postmaster.<br>Same as above                                                                                                    |
| Maryland C. Co<br>" C. Station            | 4244<br>20000    | 11,377<br>5000        | Before the two rail cars are available for use<br>it is necessary to build the rail tracks.<br>Area at present occupied by ALLIED AUTHORITY.<br>GATES as above |
| " S. Mervin<br>" P. Mervin<br>" P. Mervin | 3900<br>/        | 3050<br>/             |                                                                                                                                                                |
| 220,500                                   | 400              |                       |                                                                                                                                                                |
| Cedra                                     | 200              | 570                   |                                                                                                                                                                |
| Campiglia<br>P. V. Mambano                | 190              | 300                   | Rail yard located by Postmaster.                                                                                                                               |
| CRONSTON<br>HARDY                         | 400<br>4 + 5 + 5 | 1200<br>/             | Area provided is occupied by ALLIED AUTHORITY.<br>Remains to discuss same. Available Locality.                                                                 |
| PISTOLA<br>LROCA                          | 4030<br>700      | 3000<br>2000          | Prolonging 40 Motors of trucks can take over 3000.<br>Mining Machine Trucks.                                                                                   |
| VIAREGIO                                  |                  |                       |                                                                                                                                                                |
| S. Valtorta<br>FOOTBALL<br>SIRIA          | 150<br>4<br>557  | 500<br>40<br>2000     |                                                                                                                                                                |
| BONDO C. LON.<br>NARVALI                  | 2375<br>360      | 7000<br>800           |                                                                                                                                                                |
| FRANCIS C. MAYER<br>POTTERVILLE           | /                | 1254                  | Area occupied by ALLIED AUTHORITY.                                                                                                                             |
| S. Giovanni V.<br>AREZZO                  | 40               | 120                   |                                                                                                                                                                |
| C. S. MANTOLA<br>CENTRI                   | 700<br>1750      | 2000<br>5000          | Area to be rehabilitated on station. Rail-tracks.                                                                                                              |
| THIENEOLA ST.                             | 180              | 500                   | Area, built by Germans, but at present unknown if<br>in future can always be used.                                                                             |

|                  |         |        |                                                                                                                                                                               |
|------------------|---------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Laurens C. 1a    | 4204    | 14,377 | Before the two rail yards are available for use<br>it is necessary to build the rail tracks.<br>AREA at present occupied by Allied authorities.<br>AREA an ACCT               |
| " C. Station     | 2000    | 2000   |                                                                                                                                                                               |
| " S. 1st         | 3000    | 3000   |                                                                                                                                                                               |
| " P. 1st         | 220,900 | 400    |                                                                                                                                                                               |
| Cocina           | 200     | 570    |                                                                                                                                                                               |
| Campagna         | 190     | 300    |                                                                                                                                                                               |
| P.V. Planchino   | 400     | 1200   | Rail yard occupied by headquarters.                                                                                                                                           |
| GRONOSO          | 4.45 +3 | 3000   | AREA provided is occupied by Allied authorities.<br>Remains in these two telephone locality.<br>Extending 40 meters of tracks can take over 3000.<br>Missing entrance tracks. |
| PISTOLA          | 700     | 2000   |                                                                                                                                                                               |
| LUCCA            |         |        |                                                                                                                                                                               |
| VIAREGIO         |         |        |                                                                                                                                                                               |
| S. Vellera       | 120     | 500    |                                                                                                                                                                               |
| POGGIORE         | 4       | 40     |                                                                                                                                                                               |
| STENA            | 337     | 3000   |                                                                                                                                                                               |
| PORTO S. MARCO   | 2375    | 7000   |                                                                                                                                                                               |
| MARONE           | 340     | 300    |                                                                                                                                                                               |
| PIRELLA C. MARCO |         |        | AREA occupied by Allied authorities.                                                                                                                                          |
| PONTASSIEVE      | 432     | 1234   |                                                                                                                                                                               |
| S. Giovanni V.   | 40      | 120    |                                                                                                                                                                               |
| AREZZO           | 700     | 2000   | AREA to be built on station rail-tracks.                                                                                                                                      |
| C. TIRRENIA      | 4750    | 5000   |                                                                                                                                                                               |
| CINQUE           |         |        |                                                                                                                                                                               |
| TERRELLA 12.     | 180     | 500    | After built by Germans, but at present unknown if<br>in future can always be used.                                                                                            |

2951

**Figure 1**

1997

### READING GOAL

(4) *Health*

Train Depot and the Railway Station and yard were bombed in  
tion and has been very badly damaged all four great buildings being  
destroyed.

(b) Exemptions from the above obligation

T70-269 Helen Good Kaysen, 1912-1982

[illegible]

875-303 General beyond repair

[illegible]

(a) *Analysis* and *Interpretation*

all machines tools received by the Company & have books also expended for heavy engine repairs.

Germany and Japan. The latter is a major + ethical issue for most nations but hydroelectric power and conservation planning is national in scope. The center developed over almost equally distributed and electricity systems created by Germany. Many nations are parties in Geneva. The center does not as a whole have developed plans that have been by Germany.

(a)  $\frac{1}{2} \times 10^{-12}$

Chem. Abstr. 50:10730 (1955) 36, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865,

city school.

www.elsevier.com/locate/jmb

12345678910111213141516171819202122232425262728293031323334353637383940414243444546474849505152535455565758596061626364656667686970717273747576777879808182838485868788899091929394959697989910010110210310410510610710810911011111211311411511611711811912012112212312412512612712812913013113213313413513613713813914014114214314414514614714814915015115215315415515615715815916016116216316416516616716816917017117217317417517617717817918018118218318418518618718818919019119219319419519619719819920020120220320420520620720820921021121221321421521621721821922022122222322422522622722822923023123223323423523623723823924024124224324424524624724824925025125225325425525625725825926026126226326426526626726826927027127227327427527627727827928028128228328428528628728828929029129229329429529629729829930030130230330430530630730830931031131231331431531631731831932032132232332432532632732832933033133233333433533633733833934034134234334434534634734834935035135235335435535635735835936036136236336436536636736836937037137237337437537637737837938038138238338438538638738838939039139239339439539639739839940040140240340440540640740840941041141241341441541641741841942042142242342442542642742842943043143243343443543643743843944044144244344444544644744844945045145245345445545645745845946046146246346446546646746846947047147247347447547647747847948048148248348448548648748848949049149249349449549649749849950050150250350450550650750850951051151251351451551651751851952052152252352452552652752852953053153253353453553653753853954054154254354454554654754854955055155255355455555655755855956056156256356456556656756856957057157257357457557657757857958058158258358458558658758858959059159259359459559659759859960060160260360460560660760860961061161261361461561661761861962062162262362462562662762862963063163263363463563663763863964064164264364464564664764864965065165265365465565665765865966066166266366466566666766866967067167267367467567667767867968068168268368468568668768868969069169269369469569669769869970070170270370470570670770870971071171271371471571671771871972072172272372472572672772872973073173273373473573673773873974074174274374474574674774874975075175275375475575675775875976076176276376476576676776876977077177277377477577677777877978078178278378478578678778878979079179279379479579679779879980080180280380480580680780880981081181281381481581681781881982082182282382482582682782882983083183283383483583683783883984084184284384484584684784884985085185285385485585685785885986086186286386486586686786886987087187287387487587687787887988088188288388488588688788888989089189289389489589689789889990090190290390490590690790890991091191291391491591691791891992092192292392492592692792892993093193293393493593693793893994094194294394494594694794894995095195295395495595695795895996096196296396496596696796896997097197297397497597697797897998098198298398498598698798898999099199299399499599699799899910001001100210031004100510061007100810091010101110121013101410151016101710181019102010211022102310241025102610271028102910301031103210331034103510361037103810391040104110421043104410451046104710481049105010511052105310541055105610571058105910601061106210631064106510661067106810691070107110721073107410751076107710781079108010811082108310841085108610871088108910901091109210931094109510961097109810991100110111021103110411051106110711081109111011111112111311141115111611171118111911201121112211231124112511261127112811291130113111321133113411351136113711381139114011411142114311441145114611471148114911501151115211531154115511561157115811591160116111621163116411651166116711681169117011711172117311741175117611771178117911801181118211831184118511861187118811891190119111921193119411951196119711981199120012011202120312041205120612071208120912101211121212131214121512161217121812191220122112221223122412251226122712281229123012311232123312341235123612371238123912401241124212431244124512461247124812491250125112521253125412551256125712581259126012611262126312641265126612671268126912701271127212731274127512761277127812791280128112821283128412851286128712881289129012911292129312941295129612971298129913001

- (a) Section at line open to April 6 1900 45
  - (b) Section of line allowed to traffic and return.
  - (c) Locomotive position
  - (d) Carriage and wagon position
  - (e) Marshalling yards location especially and condition
  - (f) Locomotive depots and facilities
- 
- (g) Carriage and wagon on side track and end path.
  - (h) Private firms manufacturing and repairing rolling stock.
  - (i) List of railway officials
  - (j) Coal position.



APPENDIX "I" - VENEZIAMINISTERO DELLE COMUNICAZIONIMINISTERO DELLO STATOSEZIONE LAVORI DI VENEZIA1) TRATTI DI LINEA APERTI AL TRAFFICO ED INSERITI A VAPORE  
al 6 giugno 1945a) - IN ESERCIZIO -

| TRATTI DI LINEA          | ARMAMENTI       |
|--------------------------|-----------------|
| Venezia - Mestre - Udine | Un solo vincolo |

b) - ESERCIZIO A VAPORE -

| TRATTI DI LINEA                                                | ARMAMENTI                          |
|----------------------------------------------------------------|------------------------------------|
| Mestre - Castelfranco - Biadene<br>Cleson.                     | della linea Mestre - Trento        |
| Mestre - Vicenza<br>Ponte di Brenta - Isernia                  | della linea Venezia - Trieste      |
| Mestre - Povegliano di Piave<br>Ponte di Brenta - Castelfranco | della linea Mestre - Portogruaro   |
| Castelfranco - Montebelluna                                    | della linea Treviso - Montebelluna |
| Treviso - Montebelluna                                         | della linea Treviso - Belluno P.C. |
| Biadene - Castelfranco                                         | della linea Biadene - Treviso      |
| Padova - Montebelluna                                          | della linea Padova - Montebelluna  |



0883

Appendix III (b)

MINISTERO DELLE COMUNICAZIONI  
FERROVIE DELLO STATO  
Sezione Lavori di Venezia

2) - TRATTI DI LINEA INTERRUPTI AL 6 GIUGNO 1945

| TRATTI DI LINEA                 | ANNOZZIONI                                                                                                                                         |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| Cismon - Padrolano              | Interrotto ponte sul Cismon                                                                                                                        |
| Vigonea - Ponte di Brenta       | Interrotto ponte sul Brenta                                                                                                                        |
| Bossello di Piave - Fortogruaro | Interrotto ponte sul fiume Piave -<br>Livorno a Fossan                                                                                             |
| Vicenza - Fonteniva             | Interrotti ponti sul Venina e sul<br>Brenta                                                                                                        |
| Montebelluna - Susegana         | Interrotto ponte sul Piave                                                                                                                         |
| Montebelluna - Gallesio P.O.    | Interrotti ponti sul Brantello, sul<br>Pontane, sul Viera, sul Cordavole,<br>sul Molin, sul Mac e fra le due<br>gallerie Gordane                   |
| Cittadella - Campeseapiero      | Interrotto ponti sul Brenta - ponte<br>km. 90+15 - sottopass. km. 90+264 -<br>ponte f. km. 93+633 - ponte f. km.<br>106+544 - ponte f. km. 115+161 |
| Vittorio - Ponte sulle Alpi     | Interrotto Viadotto sul Reschio                                                                                                                    |
| Monterebale - Pinesano          | Interrotti i viadotti sul Collina e<br>sul Tagliamento                                                                                             |
| Cassera - Garona                | Interruzioni varie non ancora preci-<br>sate                                                                                                       |
| Moncelice - Rovigo              | Interrotti ponti sull'Adige ed altre<br>numerosi interruzioni                                                                                      |
| Adria - Chioggia                | Ridotto lo scartamento da Adria a<br>Chioggia a 0.61 - Interrotti ponti<br>in f. sull'Adige e sul Brenta.                                          |

ABBREVIAZIONI

Interrotto ponte sul Cison  
 Interrotto ponte sul Brenta  
 Interrotto ponte sul fiume Piave -  
 Livorno e Roason  
 Interrotti ponti sul Tenina e sul  
 Brenta  
 Interrotto ponte sul Piave  
 Interrotti ponti sul Bruntello, sul  
 Fontano, sul Viana, sul Cordovolo,  
 sul Molin, sul Masè e fra le due  
 gallerie Gordano  
 Interrotto ponti sul Brenta - ponte  
 Km. 90+15 - sottopasse. Km. 90+264 -  
 ponte f. Km. 93+638 - ponte f. Km.  
 106+544 - ponte f. Km. 115+161  
 Interrotto Viadotto sul Monchio  
 Interrotti i viadotti sul Collina e  
 sul Tagliamento  
 Intervallazioni varie non ancora proci-  
 mate  
 Interrotti ponti sull'Adige ed altre  
 numerose interruzioni  
 Ridotto lo scartamento da Adria a  
 Chioggia a 0.61 - Interrotti ponti  
 in f. sull'Adige e sul Brunta.

TRATTO DI LINEA

Cison - Primolano  
 Vigana - Ponte di Brenta  
 Bonaiuto di Piave - Portogruaro  
 Vicenza - Montebelluna  
 Montebelluna - Zusegna  
 Montebelluna - Calaiso P. 6.  
 Cittadella - Campomaggiore  
 Vittorio - Ponte sulle Alpi  
 Montebelluna - Pinerolo  
 Casarsa - Gemona  
 Monfalcone - Rovigo  
 Adria - Chioggia

201

Appendix II  
(a)

STATIONARY TRANSMITTER WITH LOCOMOTIVE ENGINE AND  
COMPARTMENT IN VEHICLE, AL 11 AUGUST 1945

STATIONARY TRANSMITTER WITH LOCOMOTIVE ENGINE AND COMPARTMENT IN VEHICLE, AL 11 AUGUST 1945

| Locality | Locomotive<br>officials | In plume<br>in deposit | In item<br>signatures<br>in deposit | In item<br>signatures<br>per official |
|----------|-------------------------|------------------------|-------------------------------------|---------------------------------------|
|----------|-------------------------|------------------------|-------------------------------------|---------------------------------------|

STATIONARY TRANSMITTER WITH LOCOMOTIVE ENGINE AND COMPARTMENT IN VEHICLE, AL 11 AUGUST 1945

|                 |                  |   |    |    |
|-----------------|------------------|---|----|----|
| Vernon          | 12 tr.<br>5 max. | 4 | 11 | 4  |
| Nashua          | 16 tr.<br>6      | 9 | 22 | 21 |
| Troyton         | 18 tr.           | 8 | 7  | 10 |
| Belluno         | "                | 1 | 2  | 1  |
| Padova          | 23 tr.<br>6 max. | " | 9  | 1  |
| Fuori Possibile | "                | " | 23 | 15 |

|       |                   |    |    |    |
|-------|-------------------|----|----|----|
| TOTAL | 68 tr.<br>17 max. | 22 | 76 | 55 |
|-------|-------------------|----|----|----|

STATIONARY

|             |   |   |    |
|-------------|---|---|----|
| ALBUQUERQUE | " | " | 10 |
|-------------|---|---|----|

0 2 8 8

|         |          |    |    |
|---------|----------|----|----|
| Travis  | 6        | 22 | 21 |
| Belmont | 18 tr.   | 7  | 10 |
| Belmont | "        | 2  | 1  |
| Belmont | 21 tr.   | 9  | 1  |
| Belmont | 6 minov. |    |    |
| Belmont | "        | 23 | 10 |

TOTAL 68 tr. 76 55  
17 min.

ELABORATION

10

3020

ALLEGATO "III"  
(3)

Riferimento punto IV° del richiedente

Quantità delle carrozze e carri buoni per l'uso dei vari tipi:

Carrozze a carrelli  
di 1° classe ..... 1

" 2° " 3

" 3° " 33

Carrozze a due o tre assi

di 1° classe ..... 1

" 2° " ..... 1

" 3° " 4

Magazzini a carrelli 1 a due e tre assi 19

Carri chiusi 771

" aperti 1116

Carri basse sponde 206

" piatti 89

" tanks (cisternae) 33

Appendix III (a)

Gruppo I/14-3.1/1/7/48.9

Al trasporto, o meglio, i dati richiesti dal punto 1:  
Pianella da carico inoperanti - Pianella caricatori - Capacità.

Venezia S.L. - Rifornimento di carico e scarico (S.V.)  
capacità carri n° 15

Venezia S.L. - Rifornimento della livestica sono interrotte.  
In buone condizioni di servizio in branchio di Venezia  
S. Paolo - capacità carri n° 100

Piano Car S.V. - Capacità carri n° 10  
Piano Car S.L. - Capacità carri n° 13 (da dismettere)  
Piano Car S.V. - Controllo - Capacità carri n° 10 (buone)  
2 binari di carico e scarico alla S.V. - Capacità carri n° 40  
in buone condizioni.  
1 binario alla S.V. - Controllo (buone) capacità carri 15  
in buone condizioni.

Piano S.V. - Rifornimento capacità carri n° 20  
Piano Car S.L. - Rifornimento. Carri capacità carri n° 17  
2 binari di carico e scarico capacità carri n° 30

Piano Car S.L. - Capacità carri n° 6  
Piano Car S.L. - Capacità carri n° 22  
Capacità carri n° 17  
Piano Car S.V. - Controllo - Capacità carri n° 10  
2 binari di carico e scarico capacità carri n° 22 (II per lato)  
2 binari di carico e scarico capacità complessiva carri n° 120

Piano Car S.L. - Rifornimento S.L. - Capacità carri n° 10  
capacità carri n° 30  
Vedi binari carico e scarico diretto.

Piano Car S.L. - Controllo capacità carri n° 6  
1 binario carico e scarico S.V. - Controllo capacità carri n° 10  
Piano Car S.L. - Rifornimento capacità carri n° 16  
" Piano Car S.L. - Rifornimento capacità carri n° 10  
" 3 binari di carico e scarico capacità carri n° 30

Piano Car S.L. - Rifornimento capacità carri n° 18  
Piano caricatori comune capacità carri n° 6  
3 binari di carico e scarico capacità carri n° 30

Piano Car S.V. - Rifornimento capacità carri n° 15  
Rifornimento carri capacità carri n° 12

Veicolo - Destro. Piano per P.V. - Capacità Carri n°10  
Piano per Militare - Capacità Carri n°15 (da elicottero)  
Piano per U.V. - Capacità Carri n°10 (lunghi)  
2 binari di carico e scarico alla P.V. capacità Carri 10  
in buone condizioni.  
1 binario alla P.V. - controllo (caricatore) capacità Carri 15  
in buone condizioni.

Veicolo Co. Piano per Militare capacità Carri 10  
Piano per Caricatore e Scarico. Binari capacità Carri 17  
2 binari di carico e scarico capacità Carri n°30

Veicolo-Carico  
Autm. Piano per Caricatore capacità Carri n°6  
Piano per Militare capacità Carri n°22  
Capacità Carri n°24  
Piano per Caricatore capacità Carri n°22 (II per lato)  
2 binari di carico e scarico capacità Carri n°100

Veicolo P. Carri 10 + Piano caricatore Militare e Scarico Carri  
capacità Carri n°30  
Tutti binari carico e scarico diretto.

Completano Piano per Caricatore capacità Carri n°6  
1 binario Car. e Scarico. Controllo capacità Carri n°15  
Piano per Militare capacità Carri n°16  
" Piano per Caricatore e Scarico. Binari capacità Carri n°16  
" 3 binari di carico e scarico capacità Carri n°30

Veicolo Piano per Militare capacità Carri n°16  
Piano caricatore Caricatore capacità Carri n°6  
3 binari di carico e scarico capacità Carri n°30

Portellone Piano per Caricatore capacità Carri n°16  
Capacità Carri n°12  
5 binari di carico e scarico capacità Carri n°72

Caricatore Piano caricatore Militare capacità Carri n°10  
Piano caricatore Caricatore a larghezza Carri n°10  
1 binario di carico e scarico capacità Carri 15

Codice Piano caricatore Caricatore a larghezza Carri n°14  
1 binario di carico e scarico capacità Carri n°25

Compendario  
Piano caricatore militare capacità carri n°17  
Piano caricatore comune capacità carri n°13

Cittadella  
Piano caricatore militare capacità carri n°11  
Piano caricatore comune e Mag. Morci esp. Carri n°8  
Binari di carico e scarico capacità carri n°32

Castelfranco V.  
Piano caricatore militare capacità carri n°12  
Piano caricatore comune e Mag. Morci esp. Carri n°12  
I binari di carico e scarico capacità carri n°22

Mussano G.S.  
Piano caricatore militare capacità carri n°25  
Piano caricatore comune e Mag. Morci esp. Carri n°10  
I binari di carico e scarico capacità carri n°15

Padova G.  
Piano caricatore comune G.V. capacità carri n°6  
Mag. Morci esp. Carri n°30  
Mag. Morci esp. Carri n°18  
Vari binari di carico e scarico capacità carri n°100

Padova G.Merlo  
Piano caricatore comune G.V. capacità carri n°10

Ortignano di  
Rocco.  
Piano caricatore comune G.V. capacità carri n°15  
Piano caricatore comune e Mag. Morci esp. Carri n°4  
I binari di carico e scarico capacità carri n°18

N.B. - Per le questioni da Trovato G., e seguenti non si è in grado di  
riferire circa le condizioni dei piani caricatori, magazzini merci  
e binari di carico e scarico.

Venezia 11, 6.5.545

Gruppo 1.14

57611 122-0 001 P-1000 A/C 1111 BAC 11011000 GADT

Also on the same day, the following was received from the same source:

Downloaded from <http://ajph.org/> by guest on June 11, 2016

Vari binari di ossino e acrilico capodati 100

Please see illustration opposite page 100

Time and space are not absolute, but relative to the observer's frame of reference. This is a revolutionary idea that challenges our intuitive understanding of the universe.

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

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D.5. -- Per le stazioni da Trevian D. 4, e seguenti non si è in grado di riferire circa le condizioni dei piani orologio, ma soltanto mercol e bimari di ordine e sottoc.

Dixons L. 14

23

Locomotive depot and facilities -- Venice Compartments.APPENDIX VII  
(F)Locomotive locomotive di Venezia

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Locomotive locomotive Venezia

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Locomotive locomotive Venezia

Locomotive : 100 (100 locomotive di Venezia) con 100 locomotive di Venezia e con 100 locomotive di Venezia e con 100 locomotive di Venezia.

Uomini di rimando : 7 totali, 1 sola marciante, 2 bambini, 1 donna,  
1 uomo a ferro, due a piedi da 30 anni. In breve tempo sono  
funzionari 13 sono nati.

Uomini degli operai : 100 (50 aggiuntori, 16 addetti, 2 aggiuntori,  
7 aggiuntori, 13 bambini, 4 donne, 6 aggiuntori,  
1 addizionale, 13 addizionali, 13 addizionali, 6 addizionali.

#### Uomini di rimando

Uomini di rimando : 100 (50 aggiuntori, 16 addetti, 2 aggiuntori,  
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1 addizionale, 13 addizionali, 13 addizionali, 6 addizionali.

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7 aggiuntori, 13 bambini, 4 donne, 6 aggiuntori,  
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Uomini di rimando : 100 (50 aggiuntori, 16 addetti, 2 aggiuntori,  
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7 aggiuntori, 13 bambini, 4 donne, 6 aggiuntori,  
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Uomini di rimando : 100 (50 aggiuntori, 16 addetti, 2 aggiuntori,  
7 aggiuntori, 13 bambini, 4 donne, 6 aggiuntori,  
1 addizionale, 13 addizionali, 13 addizionali, 6 addizionali.

Uomini di rimando : 100 (50 aggiuntori, 16 addetti, 2 aggiuntori,  
7 aggiuntori, 13 bambini, 4 donne, 6 aggiuntori,  
1 addizionale, 13 addizionali, 13 addizionali, 6 addizionali.

Stazione Ferroviaria di BellunoUbicazione : Situata nella località di Belluno.Capacità : 1000 persone.Carbone consumabile : 1000Infrastruttura : Ferrovia da 100 m. ferrovia regolamentare d'acqua.Veicoli : 2 locomotive e 2 treni - 1 locomotiva - 1 treno - 1 solaVeicoli degli ospiti : 17 (12 espositivi - 2 espositivi - 1 espositivo - 1 espositivo - 1 espositivo - 1 espositivo).Officina di Riparazione

## Appendix III (h)

Ubicazione : di fronte al 1° Porto Navale in prossimità del D.L.Capacità : 10 vettureGenere di riparazione : riparazione - piccola riparazioneVeicoli : 500 vetture di manutenzione correnteCondizioni dell'impresa : nessun danno.Officina di Riparazione

Totalmente distrutta da bombardamento

Officina di RiparazioneUbicazione : lato P. d'acqua ripartito al P.V. di BellunoCapacità : 20 vettureGenere di riparazione : riparazione corrente e piccola riparazioneVeicoli : 120 vetture di P.V. e P.V. di BellunoCondizioni dell'impresa : lavori di riparazione.Officina di RiparazioneUbicazione : Treviolo CentraleCapacità : 40 vetture in riparazione

Appendix III (i)

Appendix III (i)

and major repair shops located throughout.

3000

na-500000 - 1 (na-500000).

Officina Meleco Trevino

Appendix III (B)

Ubicazione : di fronte al 1° posto fortificato in prossimità del Dolo

Capacità : 30 vetture

Genere di riparazioni : manutenzione : piccole riparazioni

Uscita : 500 vetture di manutenzione corrente mese

Condizioni dell'Impianto : buona

Officina Meleco Trevino

Solamente distribuita da bombardamenti

Officina Meleco Trevino

Ubicazione : lato P Area rispetto al P.V. di Cichidella

Capacità : 20 carri

Genere di riparazioni : manutenzione corrente e piccole riparazioni

Uscita : 150 carri di m.e. o p.v. al mese

Condizioni dell'Impianto : Lieve danni già riparati.

Officina Meleco Trevino

Ubicazione : Trevino Centrale

Capacità : 40 veicoli in riparazione

Genere di riparazioni : manutenzione corrente e piccole riparazioni

Uscita : 150 veicoli di m.e. o p.v. al mese

Condizioni dell'Impianto : Grave danno distrutto da bombardamento aereo.

Appendix III (B)

Genere and output repair shops Trevino Department.

3000

Viene manufactured in separating rolling stock  
Venice, Italy.

APPENDIX III  
(1)

Officina Ferrovie "Pavesi" Sesto San Giovanni

Allestimento carri (carri merci) e locomotive a carbone.  
Attualmente distrutta e in via di ricostruzione.

Officina Ferrovie "Stato" Padova

Allestimento locomotive tipo piombo (locomotive-tender)  
Attualmente costruita al lavoro per grandi dimensioni  
Allestimento carri (carri merci)

Stazione al 4 giugno 1945

F. de Lenc. Padova.

0.899

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

3004

P. to Inc. Production

Appendix IV"APPENDIX" IVVICTORIA LOCO DEPOT(a) Condition

This Dept. was badly bombed, 7 or 8 times but the shed itself has escaped serious damage the main destruction being on the adjacent sidings where a number of locomotives and much rolling stock suffered. Fortunately no demolition to locomotives was caused out by the Germans.

(b) Equipment

The machine shop was damaged by bombing, but as the shed is a straight shed, the availability of the shed road is not affected thereby. Machine shops. Wheel lathe, and wheel drop are untouched and are working.

(c) Locomotives

The following engines were found in the shed and adjacent sidings

| 422.021 x | 625017 x | 640.052 | 685.117 | 729.085 x  |
|-----------|----------|---------|---------|------------|
| 149       | 029 xxx  | 128     | 217     | 051        |
| 216       | 030      | 645.001 | 534     | 730.072 xx |
| 346       | 116 x    | 008 xx  | 572xx   | 083        |
| 396       | 125      |         | 597     | 089 xx     |
|           | 127      |         | 615     | 121        |
|           | 146      |         | 620     | 133        |
|           |          |         | 639     | 143        |
|           |          |         | 644     | 150        |
|           |          |         | 646     | 168        |
| 740.033   | 830.013  | 893.004 |         |            |
|           |          | 006     |         |            |
|           | 835.017  | 011 xx  |         |            |

Notes: Repairs repaired x Light xx Heavy xxx Beyond repair.

The trolley was damaged by bombing, but as the shed is a straight shed, the availability of the shed road is not affected thereby. Machine shops, Wheel lathe, and wheel drop are untouched and are working.

(c) Locomotives

The following engines were found in the shed and adjacent cutup sidings

| 422.021 x | 625017 x | 640.052 | 685.117 | 729.085 x  |
|-----------|----------|---------|---------|------------|
|           | 029 xxx  | 128     | 217     | 051        |
|           | 050      | 645.001 | 534     | 730.072 xx |
|           | 116 x    | 008 xx  | 572xx   | 083        |
|           | 125      |         | 597     | 089 xx     |
|           | 127      |         | 615     | 121        |
|           | 146      |         | 620     | 133        |
|           |          |         | 639     | 143        |
|           |          |         | 644     | 150        |
|           |          |         | 646     | 168        |
| 740.033   | 830.013  | 893.004 |         |            |
| 149       |          | 006     |         |            |
| 216       | 835.017  | 011 xx  |         |            |
| 346       |          |         |         |            |
| 396       |          |         |         |            |

Notes: Repairs repaired x Light xx Heavy xxx Beyond repair.

Appendix VRAILROADSVIETNAM RAILROADS

These roads have been bombed by the Allies and systematically dismantled by the Germans and are complete wreck, every road and with very few exceptions, all the machinery heavily damaged.

Rehabilitation in a minor way is in hand by the Allies.

One German locomotive of the 52 class lightly damaged was in the works.

VIETNAM RAILROADSAppendix VIVIETNAM RAILROADS(a) Condition

As in the case of VIETNAM, this report has been bombed by the Allies but no demolition by the Germans was effected. The engine repair shop has been damaged, but the machine shop and other facilities and the stores are intact.

(b) Equipment

Machine shop - 4 lathe 2 Drilling machine, a shaper, are in good order. Coal plant good order. Warehouse (15.4/1000 order)

(c) Locomotives

The following locomotives were found:

| German 2-8-0 1 cyl. | Locals         |         |
|---------------------|----------------|---------|
| 52.1543             | 428.317 x      | 740.023 |
| 1671 xxx            | 695.133        | 024     |
| 3128                | 647 xxx        | 027 xxx |
| 3279                |                | 095     |
| 3281 xxx            | 729.099 xx     | 122     |
| 5270                |                | 167     |
| 6978                |                | 151     |
| 6238                |                | 222     |
|                     |                | 223     |
|                     |                | 225     |
|                     | 190 xxx        | 344     |
|                     |                | 405 xxx |
|                     |                | 415     |
|                     |                | 457 x   |
|                     | <u>Slotted</u> |         |
|                     | 626.101.xx     |         |
|                     |                | 835.099 |
|                     |                | 130     |
|                     |                | 172     |
|                     |                | 231     |

Note: Repairs required

2 Light xx Heavy xxx groups

(a) Equipment  
As in the case of T1042, this Depot has been bombed by the Allies but no demolition by the Germans was effected. The engine repair shop has been damaged, but the machine shop and other officers and the stores are intact.

(b) Personnel

Machine shop, 4 lathe 2 Drilling machine, a shaper, are in good order. Only plant good order. (15.4/good order)

(c) Locomotives

The following locomotives were found:

| Locomotive | Condition | Notes    |
|------------|-----------|----------|
| 52, 1545   | OK        |          |
| 1671       | OK        |          |
| 3128       | OK        |          |
| 3279       | OK        |          |
| 3281       | OK        |          |
| 5279       | OK        |          |
| 6973       | OK        |          |
| 6238       | OK        |          |
| 428, 117   | OK        | 746, 123 |
| 605, 133   | OK        | 034      |
| 507        | OK        | 027 OK   |
| 729, 055   | OK        | 055      |
|            |           | 122      |
|            |           | 167      |
|            |           | 191      |
|            |           | 222      |
|            |           | 223      |
|            |           | 225      |
|            |           | 344      |
|            |           | 405 OK   |
|            |           | 415      |
|            |           | 437 OK   |
|            |           | 500 OK   |
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|            |           | 987 OK   |
|            |           | 989 OK   |
|            |           | 991 OK   |
|            |           | 993 OK   |
|            |           | 995 OK   |
|            |           | 997 OK   |
|            |           | 999 OK   |

Notes: Locomotives repaired OK Light OK Heavy OK Pump

NOV 2 1963

## (a) Contacts (1) 1/2/63

Visit was made to H. G. Provincial H. A. and the P. O. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

## (41) M. B. 1/2/63

Captain Hurdman (A) was seen and information obtained regarding the loss and rolling stock position in the movement of the between Bremer and Oren these related to following:

Wagon - 12, 1941, 1942

Wagon - 12, 1941, 1942  
open 1373  
loaded 1434

(including 600 with overboard grade)

Wagon -

Approximately 1000, of which 125 are damaged beyond repair.  
6 to 9 wagons are being repaired per day.

Wagon - 12, 1941, 1942

Wagon - 12, 1941, 1942  
open 1373  
loaded 1434

Total 70

Wagon - 12, 1941, 1942  
open 1373  
loaded 1434

Wagon -

30 loaded wagons of coal - 1000 tons were damaged beyond repair.  
Coal from a dump at 1000 tons was being loaded.

of origin of a large amount of this, and also the person responsible for the shipping was in Allied hands, and are being utilized with success to cut out the enemy.

It was understood that this success was being furnished to the U.S. Pacific Command, so that the restoration of machinery etc. to private and public concerns in connection with their rehabilitation should be considerably facilitated by this information.

(21) Malaya

Captain Harrison (1) was given and information obtained regarding the loss and rolling stock position it was understood the between Germany and the there existed the following:-

Reason - In need of

Heavy diesel 1933  
open 1973

Loaded diesel 1971

(including 1000 with emergency goods)

Demanded

Approximately 1000, of which 400 are damaged beyond repair.  
8 to 9 engines are being repaired per day.

Locomotives - 1000000 - 1000000

Steam Available for use  
train repair  
uniting repair  
material

Total 70

Electric Available  
Heavy repairs  
Light repairs

Coal 50 loaded wagons of coal = 1000 tons were amongst the loaded wagons.  
Coal from a dump at 1000 tons was being loaded.

2101

0000

APPENDIX VII  
(Continued)

APPENDIX VIII

(c) Locomotive Shed and yard.

This has been badly bombed but although the shed roof and walls are damaged the pits were in good order also the 20 meters turntable. A temporary coal shop has been installed between shed and turntable and the depot was open for operation.

(a) Locomotive

The following were observed in the sidings adjacent to the loco shed.

| <u>Electric</u> |        |
|-----------------|--------|
| 333.013         | 55.102 |
| 554.005         | 112    |
| 014             | 113    |
| 057             | 126    |
| 061             | 134    |
| 062             | 142    |
| 073             | 149    |
| 079             | 162    |
| 081             |        |
| 095             |        |

| <u>Steam</u> |  |
|--------------|--|
| 477.005      |  |
| 835.055      |  |

The following were observed in the sidings adjacent to the loco shed.

Electric

|         |         |
|---------|---------|
| 333.033 | 554.102 |
| 554.005 | 112     |
| 014     | 113     |
| 057     | 126     |
| 061     | 134     |
| 082     | 142     |
| 073     | 149     |
| 079     | 162     |
| 081     |         |
| 095     |         |

Steam

|         |
|---------|
| 477.005 |
| 835.055 |

3020

"APPENDIX VIII"MILANOAPPENDIX VIII(a) (a) Sonteste(1) A.C.(11) I.S.R.

Major Talbot: General position of traffic and lines open discussed

Capo Sestiere Materiale e Truppa Imp. PORTO

Locomotive power position discussed and visit to loco depots at MILAN GRUGO and SIRMIONE arranged.

Capo Ufficio di Collaudi

Re contracts made by I.S.R. with local firms for manufacture of locomotives and rolling stock.

(111) Private FirmsAcciaieria e Ferrovia Lombarda Pavia - 4 Corso Matteotti.

Re manufacture of steel plates for repair of rolling stock without having recourse to the use of cast.

This firm has electric furnaces and can manufacture steel by this method for the rolling of steel however the heating furnaces for the steel ingots, are heated by coal gas which requires 200 tons of coal for 1000 tons of steel plates.

The capacity of the firm is 10,000 tons of steel by electric furnaces and 18,000 tons by open Hearth process per month and maximum output of R.S. plate is 6000 tons per month, but for this 12,000 tons of coal per month are required and present allocation is 400 tons.

It was agreed it might be possible to convert the heating furnaces to oil fired, instead of coal gas fired, but the firm did not think the additional work and expense involved worth while unless the acute coal shortage continued.

(b) (b) Visita to Locomotive Depots.(1) (1) I.S.R. loco shell and repair shop. MILAN CENTRAL.

A tour of this depot was made with Eng. PORTO and the Capo Ufficio little damage has been incurred by bombing or demolition and the repair shop for both steam and electric locomotives and electric trains was proceeding normally.

(11) (11) I.S.R. loco shell MILANO SIRMIONE.

This depot has been damaged fairly considerably by Allied bombing but is being rehabilitated satisfactorily by the I.S.R. who are using the unemployed shed staff for the work.

None of the machine tools have been removed by the Germans and a wheel lathe was seen dismantled ready for removal by the latter.

As there is another wheel lathe in good order not dismantled it is considered that it might be advisable not to re-install

Re contracts made by I.S.R. with local firms for manufacture of locomotives and rolling stock.

(111) Private Plants

Acciaierie e Ferriere Lombardo P.I.C.H. - 4 Corso Matteotti.

Re manufacture of steel plates for repair of rolling stock without having recourse to the use of coal.

This firm has electric furnaces and can manufacture steel by this method for the rolling of steel however the heating furnaces for the steel ingots, are heated by coal gas which requires 400 tons of coal for 1000 tons of steel plates.

The capacity of the firm is 10,000 tons of steel by electric furnaces and 18,000 tons by open hearth process per month and maximum output of 3.3. plates is 6000 tons per month, but for this 11,000 tons of coal per month are required and present allocation is 400 tons!

It was agreed it might be possible to convert the heating furnaces to oil fired, instead of coal gas fired, but the firm did not think the additional work and expense involved worth while unless the acute coal shortage continued.

(b) (b) Visita to Locomotive Depots.

(1) (1) I.S.R. loco shed and repair shop. MILAN CENTRAL.

A tour of this depot was made with Ing. SUPPINO and the Depot Director. Little damage has been incurred by bombing or demolition and the repair shop for both steam and electric locomotives and electric trains was proceeding normally.

(11) (11) I.S.R. loco shed MILANO S. VINCENZO.

This depot has been damaged fairly considerably by Allied bombing but is being rehabilitated satisfactorily by the I.S.R. who are using the unemployed shed staff for the work.

None of the machine tools have been removed by the Germans and a wheel lathe was seen dismantled ready for removal by the latter.

As there is another wheel lathe in good order not dismantled it is considered that it might be advisable not to re-install the dismantled lathe but to move it to some other depot such as VIGEVANO where the urgent need exists.

"ATTENDI" IX

(see attached)

Locomotive position MILAN Commandments.

3000

## Appendix A

## I. H. Contracts of 50...

The following is the position of outstanding contracts in the  
MILAN AREA.

| Type of stock etc.             | Date of contract | Firm             | Quantity | Old completion date | Quantity outstanding 31 May 45 | Output June 45 |
|--------------------------------|------------------|------------------|----------|---------------------|--------------------------------|----------------|
| Electric locomotive type B.424 | Feb 43           | BREDA            | 25       | Feb 44              | 25                             | Nil            |
|                                | "                | O.G.S. + MARELLI | 10       | "                   | 10                             | "              |
|                                | "                | BROWN - ROBERT   | 18       | "                   | 18                             | "              |
|                                | "                | "                | 12       | "                   | 12                             | "              |
| Electric train type SL. L1     | June 39          | BREDA            | 8        | Oct. 40             | 5                              | Nil            |
| Electric Motors Type ALC. 79   | Nov. 39          | O.G.S.           | 15       | Sept. 40            | 5                              | Nil            |
| Carriages                      |                  |                  |          |                     |                                |                |
| Type AB. 8                     | Jan. 41          | BREDA            | 2        | Apr. 42             | 2                              | Nil            |
| " 62                           | "                | "                | 10       | "                   | 10                             | "              |
| Wagons                         |                  |                  |          |                     |                                |                |
| Closed type B. 100             | Dec. 42          | BREDA            | 550      | Feb. 44             | 130                            | 8              |
| " " B. 80                      | "                | "                | 575      | "                   | 575                            | Nil            |
| " " " "                        | "                | Talbot           | 500      | "                   | 381                            | "              |
| " " " "                        | "                | O.M.             | 300      | "                   | 300                            | "              |
| Open High side LC              | "                | "                | 1000     | "                   | 624                            | 13             |

Copies to:- The Director In-Chief, Commission AC (for planning etc.)  
 L.M.R.S. (for A.D. Tech. Col. Tables)  
 R.M.L.O. Rail Division Operating Branch  
 A.D. Tech. Div. Tech. C/O Lombard Region (for Major Talbot)

| Type of stock o/c.                     | Date of contract. | Firm            | Quantity | Old completion date | Quantity outstanding 31 May 45 | Output June 45 |
|----------------------------------------|-------------------|-----------------|----------|---------------------|--------------------------------|----------------|
| <u>Electric locomotive type E. 424</u> |                   |                 |          |                     |                                |                |
|                                        | Feb 43            | BREDA           | 25       | Feb 44              | 25                             | Nil            |
|                                        | "                 | C.S.B. MAGGIORI | 10       | "                   | 10                             | "              |
|                                        | "                 | BORG - ROVER    | 10       | "                   | 10                             | "              |
|                                        | "                 | BORG - ROVER    | 42       | "                   | 12                             | "              |
| <u>Electric trains type EL. L1</u>     |                   |                 |          |                     |                                |                |
|                                        | June 39           | BREDA           | 8        | Oct. 40             | 5                              | Nil            |
| <u>Electric Motors Type ALc. 79</u>    |                   |                 |          |                     |                                |                |
|                                        | Apr. 39           | C.S.B.          | 15       | Apr. 40             | 5                              | Nil            |
| <u>Carriages</u>                       |                   |                 |          |                     |                                |                |
| Type AL. 2                             | Jan. 41           | BREDA           | 2        | Apr. 42             | 2                              | Nil            |
| " 02                                   | "                 | "               | 10       | "                   | 10                             | "              |
| <u>Wagons</u>                          |                   |                 |          |                     |                                |                |
| Glased type E. C                       | Dec. 42           | BREDA           | 550      | Feb. 44             | 130                            | 8              |
| " E                                    | "                 | "               | 575      | "                   | 575                            | Nil            |
| " "                                    | "                 | PAZANO          | 500      | "                   | 361                            | "              |
| " "                                    | "                 | C.S.B.          | 300      | "                   | 300                            | "              |
| Open High side LC                      | "                 | "               | 1000     | "                   | 624                            | 13             |

Cons. to: The Assistant En. Sub-Commissioner AC (for Planning staff)  
 D.M.S.S. (for A.D. En. Tech. Col. Tolman)  
 The A.C. Rail Division Operating Branch  
 A.C. Tech. Div. Feb. 6/8 Lombardie Region (for Major Belloc)

09121

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

SITUAZIONE LOCOMOTIVE A VAPORE IN FORZA AI DEPOSITI LOCOM. DEL COMPARTIMENTO DI MILANO AL 9/6/1945

"ATTENZIONE"

SITUAZIONE LOCOMOTIVE A VAPORE IN FORZA AI DEPOSITI LOCOM. DEL COMPARTIMENTO DI MILANO AL 9/6/1945

SITUAZIONE LOCOMOTIVE A VAPORE IN FORZA AI DEPOSITI LOCOM. DEL COMPARTIMENTO DI MILANO AL 9/6/1945

| Loco<br>otivo<br>gruppo | MILANO CMT.    |                 | MILANO SCS.    |                 | ORSONOVA       |                 | LEGO           |                 | PAVIA          |                 | BORGATA        |                 | ARONA          |                 | TOT<br>ST<br>11 |
|-------------------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|-----------------|
|                         | Effi-<br>centi | Da ri<br>parare | Effi-<br>centi | Da ri<br>parare | Effi-<br>centi | Da ri<br>parare | Effi-<br>centi | Da ri<br>parare | Effi-<br>centi | Da ri<br>parare | Effi-<br>centi | Da ri<br>parare | Effi-<br>centi | Da ri<br>parare |                 |
| LOCOMOTIVE PER TRAM     |                |                 |                |                 |                |                 |                |                 |                |                 |                |                 |                |                 |                 |
| 460                     | 1              | 1               | P              | -               | -              | -               | -              | -               | -              | -               | -              | -               | 1              | -               |                 |
| 470                     | -              | -               | -              | -               | -              | -               | 4              | -               | -              | -               | -              | -               | -              | -               |                 |
| 471                     | -              | -               | 17             | 3               | -              | -               | 3              | -               | -              | -               | -              | -               | 1              | -               |                 |
| 477                     | -              | -               | -              | -               | -              | -               | -              | -               | -              | -               | -              | -               | -              | -               |                 |
| 625                     | 3              | -               | 3              | -               | 1              | -               | -              | -               | -              | -               | -              | -               | -              | -               |                 |
| 640                     | 12             | -               | -              | -               | 2              | 2               | 7              | -               | 3              | -               | 1              | 1               | 1              | -               |                 |
| 645                     | -              | -               | -              | -               | -              | -               | -              | -               | -              | -               | -              | -               | -              | -               |                 |
| 681                     | 4              | -               | 4              | -               | 2              | -               | -              | -               | -              | -               | -              | -               | -              | -               |                 |
| 682                     | -              | -               | 3              | 1               | -              | -               | 2              | -               | -              | -               | -              | -               | 2              | -               |                 |
| 685                     | 43             | 0               | -              | -               | -              | -               | -              | -               | -              | -               | -              | -               | -              | -               |                 |
| 691                     | 26             | 1               | -              | -               | -              | -               | -              | -               | -              | -               | -              | -               | -              | -               |                 |
| 729                     | -              | -               | 3              | -               | -              | -               | -              | -               | -              | -               | -              | -               | -              | -               |                 |
| 730                     | 1              | -               | 18             | 2               | 8              | 1               | -              | -               | -              | -               | 4              | 2               | 8              | 3               |                 |
| 735                     | -              | 2               | 9              | 2               | 1              | 1               | 2              | -               | -              | -               | 10             | 15              | -              | 1               |                 |
| 740                     | -              | -               | 3              | 1               | -              | -               | -              | -               | -              | -               | 1              | 1               | -              | -               |                 |
| 745                     | -              | -               | 1              | -               | -              | -               | -              | -               | -              | -               | -              | -               | -              | -               |                 |
| 746                     | 4              | 4               | -              | -               | -              | -               | -              | -               | -              | -               | -              | 1               | -              | -               |                 |
| 905                     | -              | -               | 1              | -               | 1              | -               | -              | -               | 1              | -               | -              | 1               | -              | -               |                 |
| 910                     | 2              | -               | -              | -               | -              | -               | 12             | 1               | 9              | 2               | -              | -               | -              | -               |                 |
| 9                       | -              | -               | 1              | -               | -              | -               | 1              | -               | -              | -               | -              | -               | -              | -               |                 |
| Totale                  | 95             | 14              | 65             | 9               | 220            | 4               | 26             | 1               | 12             | 2               | 22             | 23              | 10             | 2               | 25              |

LOCOMOTIVE PER MANIVELA

|        |    |    |    |   |    |   |   |   |   |    |   |   |   |   |  |
|--------|----|----|----|---|----|---|---|---|---|----|---|---|---|---|--|
| 90     | -  | -  | 4  | 4 | -  | - | - | - | - | 4  | 4 | - | - | - |  |
| 473    | -  | -  | 7  | - | -  | - | - | - | - | -  | - | - | - | - |  |
| 622    | -  | -  | -  | - | -  | - | - | - | - | 1  | - | - | - | - |  |
| 830    | 1  | -  | -  | - | -  | - | - | - | - | 1  | - | - | - | - |  |
| 836    | 2  | 2  | 4  | 2 | -  | - | 2 | 2 | 2 | 1  | 3 | 4 | 1 | - |  |
| 875    | 1  | 1  | -  | - | -  | - | - | - | 1 | 1  | - | - | - | - |  |
| 880    | 2  | 2  | 4  | - | 6  | 1 | - | - | 1 | 1  | - | - | - | - |  |
| 885    | 1  | -  | -  | - | -  | - | - | - | - | 1  | - | - | - | - |  |
| 895    | 1  | 1  | 9  | 5 | -  | - | - | - | - | -  | 1 | 1 | - | - |  |
| 896    | -  | -  | 5  | 1 | -  | - | - | - | - | -  | - | - | - | - |  |
| Totale | 15 | 11 | 47 | 8 | 10 | 1 | 7 | 3 | 5 | 10 | 4 | 5 | 2 | - |  |

09131

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

## APPENDIX IA

PROVA ESISTENTE SOTTO COMANDO DEL 9 JUNE 45

"APPENDIX IA"

MILANO

e a vapore in forze ai Depositi Locom. del Compartimento di MILANO al 9/6/1945

| NIS.  | ORIGNA |       | LEGO  |       | Pavia |       | SUSCIA |       | ARONA |       | TOTALE LOCOMOTIVE |       | TOTAL |
|-------|--------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------------------|-------|-------|
|       | Effi-  | Da ri | Effi- | Da ri | Effi- | Da ri | Effi-  | Da ri | Effi- | Da ri | Effi-             | Da ri |       |
| parco | centi  | parco | centi | parco | centi | parco | centi  | parco | centi | parco | centi             | parco |       |
| -     | -      | -     | -     | -     | -     | -     | -      | -     | 1     | -     | 4                 | -     | 5     |
| -     | -      | -     | 4     | -     | -     | -     | -      | -     | -     | -     | 2                 | -     | 2     |
| 3     | -      | -     | 3     | -     | -     | -     | -      | -     | 1     | -     | 21                | 3     | 24    |
| -     | -      | -     | -     | -     | -     | -     | -      | -     | 1     | -     | 1                 | -     | 1     |
| -     | 1      | -     | -     | -     | -     | -     | -      | -     | -     | -     | 7                 | -     | 7     |
| -     | 9      | 2     | 7     | -     | 2     | -     | 1      | 1     | 1     | -     | 32                | 3     | 35    |
| -     | -      | -     | -     | -     | -     | -     | -      | -     | -     | -     | 1                 | -     | 1     |
| -     | 2      | -     | -     | -     | -     | -     | -      | -     | -     | -     | 8                 | -     | 8     |
| -     | -      | -     | -     | -     | -     | -     | -      | -     | -     | -     | 3                 | 1     | 4     |
| -     | -      | -     | -     | -     | -     | -     | -      | 4     | 2     | -     | 45                | 7     | 52    |
| -     | -      | -     | -     | -     | -     | -     | -      | -     | -     | -     | 26                | 1     | 27    |
| -     | -      | -     | -     | -     | -     | -     | -      | -     | -     | -     | 3                 | -     | 3     |
| 2     | 8      | 1     | -     | -     | -     | -     | 4      | 2     | 3     | 3     | 31                | 6     | 37    |
| 2     | 1      | 1     | 2     | -     | -     | -     | 18     | 15    | -     | 1     | 30                | 21    | 51    |
| 1     | -      | -     | -     | -     | -     | -     | 1      | 1     | 1     | -     | 5                 | 2     | 7     |
| -     | -      | -     | -     | -     | -     | -     | -      | -     | -     | -     | 1                 | -     | 1     |
| -     | -      | -     | -     | -     | -     | -     | -      | 1     | -     | -     | 4                 | 5     | 9     |
| -     | 1      | -     | -     | -     | -     | -     | -      | 1     | -     | -     | 3                 | 1     | 4     |
| -     | -      | -     | 12    | 1     | 9     | 2     | -      | 1     | -     | 4     | 23                | 4     | 27    |
| -     | -      | -     | 1     | -     | -     | -     | -      | -     | -     | -     | 2                 | -     | 2     |
| 9     | 22     | 4     | 26    | 1     | 12    | 2     | 22     | 23    | 10    | 2     | 252               | 55    | 307   |

|      |   |   |   |   |    |   |   |   |   |   |     |    |     |
|------|---|---|---|---|----|---|---|---|---|---|-----|----|-----|
| -    | - | - | - | - | -  | 4 | 4 | - | - | - | 1   | 1  | 2   |
| -    | - | - | - | - | -  | - | - | - | - | - | 7   | -  | 7   |
| -    | - | - | - | - | -  | 1 | - | - | - | - | -   | 1  | 1   |
| -    | - | - | - | - | -  | 1 | - | - | - | - | 1   | 1  | 2   |
| -    | - | - | - | - | -  | 1 | 3 | 4 | 1 | - | 55  | 14 | 69  |
| -    | - | - | - | - | -  | - | - | - | - | - | 2   | 2  | 20  |
| 5(1) | - | - | - | - | -  | 1 | - | - | - | - | 12  | 4  | 16  |
| -    | - | - | - | - | -  | - | - | - | - | - | 1   | 1  | 2   |
| -    | - | - | - | - | -  | - | 1 | 1 | - | - | 11  | 7  | 18  |
| -    | - | - | - | - | -  | - | - | - | - | - | 5   | 1  | 6   |
| 10   | 1 | 7 | 2 | 5 | 10 | 4 | 9 | 2 | - | - | 110 | 37 | 147 |

| LOCOMOTIVE PER RANGHE |     |    |     |    |      |   |    |   |    |    |    |    |    |   |     |
|-----------------------|-----|----|-----|----|------|---|----|---|----|----|----|----|----|---|-----|
| 30                    | -   | -  | 4   | -  | -    | - | -  | - | -  | -  | 4  | 4  | -  | - | 1   |
| 473                   | -   | -  | 7   | -  | -    | - | -  | - | -  | -  | -  | -  | -  | - | 7   |
| 522                   | -   | -  | -   | -  | -    | - | -  | - | -  | -  | -  | -  | -  | - | 1   |
| 530                   | 1   | -  | -   | -  | -    | - | -  | - | -  | -  | 1  | 1  | -  | - | 55  |
| 575                   | -   | -  | -   | -  | -    | - | -  | - | -  | -  | -  | -  | -  | - | -   |
| 580                   | 2   | 2  | 1   | -  | 3(1) | - | -  | - | -  | 1  | -  | -  | -  | - | 10  |
| 585                   | 1   | -  | -   | -  | -    | - | -  | - | -  | -  | -  | -  | -  | - | 1   |
| 595                   | 1   | 1  | 2   | 2  | -    | - | -  | - | -  | -  | -  | -  | -  | - | 5   |
| 596                   | -   | -  | 5   | 1  | -    | - | -  | - | -  | -  | -  | -  | -  | - | -   |
| Totale                | 35  | 11 | 47  | 8  | 10   | 1 | 7  | 2 | 5  | 10 | 4  | 5  | 2  | - | 110 |
| TOTALE                | 130 | 25 | 112 | 17 | 32   | 2 | 33 | 3 | 17 | 12 | 26 | 28 | 12 | 2 | 162 |

(1) di cui 3 noleggiata (1/435 - 1/580 - 1/910) e (2) di cui n°50 in attesa riparazione ed invio in Officina  
 Locomotive temporaneamente radiati dalla dotazione n°27 (1/471 1/477 1/540 1/680 2/585 4/590 1/728 2/730  
 3/535 2/580 2/910

SITUAZIONE delle locomotive elettriche, elettrotreni ed elettromotrici in forza ai Depositi del Compartimento di M.

| LOCOMOTIVE<br>gruppo | MILANO CENTRAL<br>Efficienza da riparare | MILANO SINT.<br>Efficienza da riparare | LECCO<br>Efficienza da riparare | MILANO P.M.<br>Efficienza da riparare | TOTALE<br>Efficienza da riparare | LOCOMOTIVE<br>in riparazione | TOTALE |
|----------------------|------------------------------------------|----------------------------------------|---------------------------------|---------------------------------------|----------------------------------|------------------------------|--------|
| Alc                  | -                                        | 1                                      | -                               | -                                     | -                                | -                            | 1      |
| HTR                  | 3                                        | -                                      | -                               | -                                     | -                                | -                            | 3      |
| Alc 630              | 1                                        | -                                      | -                               | -                                     | -                                | -                            | 1      |
| " 790                | 6                                        | 2(2)                                   | -                               | -                                     | -                                | -                            | 8      |
| " 850                | 8                                        | 19                                     | -                               | -                                     | -                                | -                            | 27     |
| " 883                | 4                                        | 10                                     | -                               | -                                     | -                                | -                            | 14     |
| RLe 883              | 3                                        | 2                                      | -                               | -                                     | -                                | -                            | 5      |
| H.42 8               | 19                                       | 16                                     | -                               | -                                     | -                                | -                            | 35     |
| E. 626               | 13                                       | 5                                      | 5                               | 4                                     | -                                | -                            | 27     |
| H. 636               | -                                        | -                                      | 15                              | 7                                     | -                                | -                            | 22     |
| H. 330               | -                                        | -                                      | -                               | -                                     | 6                                | 7                            | 13     |
| E. 550               | -                                        | -                                      | -                               | -                                     | 13                               | 6                            | 19     |
| Alc. 310             | -                                        | -                                      | -                               | -                                     | 6                                | 2(4)                         | 8      |
| Alc. 60              | -                                        | -                                      | -                               | -                                     | 10                               | 3(2)                         | 13     |
| E. 321               | -                                        | -                                      | -                               | -                                     | 6                                | 6(3)                         | 12     |
| E. 621               | -                                        | -                                      | -                               | -                                     | -                                | 1(7)                         | 1      |
| E. 620               | -                                        | -                                      | -                               | -                                     | 4                                | -                            | 4      |
| TOTALE               | 27                                       | 37                                     | 20                              | 11                                    | 19                               | 13                           | 215    |

(b) di cui altre 2/H.60 in riparazione presso le Off. Tallero di Milano - (4) di cui 1 distrutta da incursione (3)  
 (5) di cui 1 da demolire - (6) di cui 15 da riparare ed in attesa invio in Officina - (7) da demolire.

LOCOMOTIVE-ELETTROMOTRICI - ELETOTRENI radiati temporaneamente dalla dotazione n°36 (4/Alc 790 1/Alc 890 B/8  
 7/E.626 7/E

SITUAZIONE elettromotrici tecniche in forza al Deposito di Pavia dislocate nel Compartimento di Milano al 9/6/45

ELETTROMOTRICI EFFICIENTI - n° 1 Alc 48 noleggiata alla Ferr. M.M.O

|      |   |    |    |   |    |    |    |    |   |     |       |    |
|------|---|----|----|---|----|----|----|----|---|-----|-------|----|
|      | - | -  | -  | - | -  | -  | -  | -  | - | 7   | 1     | 2  |
|      | - | -  | -  | - | -  | -  | -  | -  | - | -   | -     | 7  |
|      | - | -  | -  | - | -  | -  | -  | -  | - | -   | -     | 1  |
|      | - | -  | -  | - | -  | -  | -  | -  | - | -   | -     | 8  |
|      | - | -  | -  | - | -  | -  | -  | -  | - | -   | -     | 69 |
|      | - | -  | -  | - | -  | -  | -  | -  | - | 30  | 14    | 20 |
|      | - | -  | -  | - | -  | -  | -  | -  | - | -   | -     | 1  |
|      | - | -  | -  | - | -  | -  | -  | -  | - | 12  | 8     | 16 |
| B(1) | - | -  | -  | - | -  | -  | -  | -  | - | 1   | 1     | 2  |
| -    | - | -  | -  | - | -  | -  | -  | -  | - | 11  | 7     | 19 |
| -    | - | -  | -  | - | -  | -  | -  | -  | - | 5   | 1     | 6  |
| -    | - | -  | -  | - | -  | -  | -  | -  | - | -   | -     | -  |
| 69   | 1 | 7  | 10 | 5 | 10 | 4  | 5  | 4  | - | 110 | 37    | 14 |
| 31   | 5 | 33 | 3  | 7 | 12 | 26 | 26 | 12 | 2 | 162 | SZ(2) | 45 |

|               |     |                                            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
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| 1/380 - 1/910 | (2) | di cui n°99 in attesa di invio in officina | 1/380 | 1/381 | 1/382 | 1/383 | 1/384 | 1/385 | 1/386 | 1/387 | 1/388 | 1/389 | 1/390 | 1/391 | 1/392 | 1/393 | 1/394 | 1/395 | 1/396 | 1/397 | 1/398 | 1/399 | 1/400 | 1/401 | 1/402 | 1/403 | 1/404 | 1/405 | 1/406 | 1/407 | 1/408 | 1/409 | 1/410 | 1/411 | 1/412 | 1/413 | 1/414 | 1/415 | 1/416 | 1/417 | 1/418 | 1/419 | 1/420 | 1/421 | 1/422 | 1/423 | 1/424 | 1/425 | 1/426 | 1/427 | 1/428 | 1/429 | 1/430 | 1/431 | 1/432 | 1/433 | 1/434 | 1/435 | 1/436 | 1/437 | 1/438 | 1/439 | 1/440 | 1/441 | 1/442 | 1/443 | 1/444 | 1/445 | 1/446 | 1/447 | 1/448 | 1/449 | 1/450 | 1/451 | 1/452 | 1/453 | 1/454 | 1/455 | 1/456 | 1/457 | 1/458 | 1/459 | 1/460 | 1/461 | 1/462 | 1/463 | 1/464 | 1/465 | 1/466 | 1/467 | 1/468 | 1/469 | 1/470 | 1/471 | 1/472 | 1/473 | 1/474 | 1/475 | 1/476 | 1/477 | 1/478 | 1/479 | 1/480 | 1/481 | 1/482 | 1/483 | 1/484 | 1/485 | 1/486 | 1/487 | 1/488 | 1/489 | 1/490 | 1/491 | 1/492 | 1/493 | 1/494 | 1/495 | 1/496 | 1/497 | 1/498 | 1/499 | 1/500 | 1/501 | 1/502 | 1/503 | 1/504 | 1/505 | 1/506 | 1/507 | 1/508 | 1/509 | 1/510 | 1/511 | 1/512 | 1/513 | 1/514 | 1/515 | 1/516 | 1/517 | 1/518 | 1/519 | 1/520 | 1/521 | 1/522 | 1/523 | 1/524 | 1/525 | 1/526 | 1/527 | 1/528 | 1/529 | 1/530 | 1/531 | 1/532 | 1/533 | 1/534 | 1/535 | 1/536 | 1/537 | 1/538 | 1/539 | 1/540 | 1/541 | 1/542 | 1/543 | 1/544 | 1/545 | 1/546 | 1/547 | 1/548 | 1/549 | 1/550 | 1/551 | 1/552 | 1/553 | 1/554 | 1/555 | 1/556 | 1/557 | 1/558 | 1/559 | 1/560 | 1/561 | 1/562 | 1/563 | 1/564 | 1/565 | 1/566 | 1/567 | 1/568 | 1/569 | 1/570 | 1/571 | 1/572 | 1/573 | 1/574 | 1/575 | 1/576 | 1/577 | 1/578 | 1/579 | 1/580 | 1/581 | 1/582 | 1/583 | 1/584 | 1/585 | 1/586 | 1/587 | 1/588 | 1/589 | 1/590 | 1/591 | 1/592 | 1/593 | 1/594 | 1/595 | 1/596 | 1/597 | 1/598 | 1/599 | 1/600 | 1/601 | 1/602 | 1/603 | 1/604 | 1/605 | 1/606 | 1/607 | 1/608 | 1/609 | 1/610 | 1/611 | 1/612 | 1/613 | 1/614 | 1/615 | 1/616 | 1/617 | 1/618 | 1/619 | 1/620 | 1/621 | 1/622 | 1/623 | 1/624 | 1/625 | 1/626 | 1/627 | 1/628 | 1/629 | 1/630 | 1/631 | 1/632 | 1/633 | 1/634 | 1/635 | 1/636 | 1/637 | 1/638 | 1/639 | 1/640 | 1/641 | 1/642 | 1/643 | 1/644 | 1/645 | 1/646 | 1/647 | 1/648 | 1/649 | 1/650 | 1/651 | 1/652 | 1/653 | 1/654 | 1/655 | 1/656 | 1/657 | 1/658 | 1/659 | 1/660 | 1/661 | 1/662 | 1/663 | 1/664 | 1/665 | 1/666 | 1/667 | 1/668 | 1/669 | 1/670 | 1/671 | 1/672 | 1/673 | 1/674 | 1/675 | 1/676 | 1/677 | 1/678 | 1/679 | 1/680 | 1/681 | 1/682 | 1/683 | 1/684 | 1/685 | 1/686 | 1/687 | 1/688 | 1/689 | 1/690 | 1/691 | 1/692 | 1/693 | 1/694 | 1/695 | 1/696 | 1/697 | 1/698 | 1/699 | 1/700 | 1/701 | 1/702 | 1/703 | 1/704 | 1/705 | 1/706 | 1/707 | 1/708 | 1/709 | 1/710 | 1/711 | 1/712 | 1/713 | 1/714 | 1/715 | 1/716 | 1/717 | 1/718 | 1/719 | 1/720 | 1/721 | 1/722 | 1/723 | 1/724 | 1/725 | 1/726 | 1/727 | 1/728 | 1/729 | 1/730 | 1/731 | 1/732 | 1/733 | 1/734 | 1/735 | 1/736 | 1/737 | 1/738 | 1/739 | 1/740 | 1/741 | 1/742 | 1/743 | 1/744 | 1/745 | 1/746 | 1/7 |
|---------------|-----|--------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|

triche, elettrotreni ed elettromotrici in forza ai Depositi del Compartimento di MILANO al 11 Giugno 1945

| MILANO SOST.     |    | LUGO             |    | MILANO P.M.      |      | TOTALE           | LOCOMOTIVE  | TOTALE |
|------------------|----|------------------|----|------------------|------|------------------|-------------|--------|
| Offic. da ripar. |    | Offic. da ripar. |    | Offic. da ripar. |      | Offic. da ripar. | da riparare |        |
| -                | -  | -                | -  | -                | -    | -                | -           | 1      |
| -                | -  | -                | -  | -                | -    | 4                | 4           | 3      |
| -                | -  | -                | -  | -                | -    | 1                | -           | 1      |
| -                | -  | -                | -  | -                | -    | 6                | 2           | 8      |
| -                | -  | -                | -  | -                | -    | 5                | 19          | 27     |
| -                | -  | -                | -  | -                | -    | 4                | 10          | 14     |
| -                | -  | -                | -  | -                | -    | 3                | 3           | 8      |
| -                | -  | -                | -  | -                | -    | 12               | 16          | 39     |
| -                | -  | -                | -  | -                | -    | 16               | 9           | 27     |
| 5                | 4  | -                | -  | -                | -    | 15               | 7           | 22     |
| 19               | 7  | -                | -  | -                | -    | 6                | 7           | 13     |
| -                | -  | 5                | 4  | -                | -    | 13               | 6           | 19     |
| -                | -  | 13               | 5  | -                | -    | 6                | 2           | 8      |
| -                | -  | -                | -  | 6                | 2(4) | 10               | 3           | 13     |
| -                | -  | -                | -  | 6                | 3(2) | 6                | 6           | 12     |
| -                | -  | -                | -  | -                | 6(3) | -                | 1           | 1      |
| -                | -  | -                | -  | -                | 1(7) | -                | -           | 4      |
| -                | -  | -                | -  | 4                | -    | 4                | -           |        |
| 20               | 11 | 12               | 13 | 26               | 12   | 122              | 93(4)       | 215    |

20 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Arancione presso la Off. Tallero di Milano - (4) di cui 1 distrutta da incursione (3) di cui 2 da demolire -  
di cui 45 da espandere ed in attesa invio in Officina - (7) da demolire."

236 14/11/780 1/Alc 850 B/4.330 1/550 12/8.626

Ho in forza al Deposito di Pavia Sig. Locatelli nel Compartimento di Milano al 9/6/43

- n + 1 Abb 48 volgegnata alla Terr. M.M.O

|        |     |    |    |    |    |    |    |    |      |     |       |     |
|--------|-----|----|----|----|----|----|----|----|------|-----|-------|-----|
| Al.    | 60  | -  | -  | -  | -  | -  | -  | 10 | 3(5) | 10  | 1     | 12  |
| B.     | 321 | -  | -  | -  | -  | -  | -  | 6  | 6(3) | 6   | 6     | 12  |
| B.     | 421 | -  | -  | -  | -  | -  | -  | -  | 1(7) | -   | -     | 1   |
| B.     | 620 | -  | -  | -  | -  | -  | -  | 4  | -    | 4   | -     | 4   |
| TOTALE |     | 51 | 51 | 20 | 11 | 19 | 13 | 16 | 12   | 132 | 22(5) | 215 |

(3) di cui altre 3/5.60 in riparazione presso la Off. Tallero di Milano - (4) di cui 1 distrutta da incendio (3)  
 (5) di cui 1 da demolire - (6) di cui 45 da riparare ed in attesa invio in Officina - (7) da demolire.

LOCOMOTORE-ELETTROLOCOMOTORE - ELETTROLOCOMOTORE radiati temporaneamente dalla dotazione n°36 (4/Ala 750 3/Ala 850 3/...  
 7/2.526 7/5

SITUAZIONE automotori ferroviari in ferro al Deposito di Pavia dislocati nel Compartimento di Milano al 9/6/45

AUTOMOTORI EFFICIENTI

- n° 1 Alb 48 mologgiata alla Ferr. M.L.O
- " 6 " 64 " " " "
- " 11 Ala 556

AUTOMOTORI DI RIPARAZIONE O IN CORSO DI RIPARAZIONE - n° 1 Alb 64  
 " 10 Ala 556 (di cui 1 da demolire)

AUTOMOTORI ACCANTONATI

- n° 1 Alb 48
- " 18 Ala 556 (di cui 1 da demolire)
- " 1 Ec 84

AUTOMOTORI-VEICOLI CON A MOTORE-INTERVALLI

- n° 1 Alb 48 mologgiata alla Ferr. M.L.O.
- " 2 Ala 556

ACCANTONATI

- " 24 Ala 556
- " 16 " 56
- " 24 " 772
- " 1 ATB

SITUAZIONE carrozze motori per manovre del Compartimento di Milano al 9/6/1945

Carrozze automotori tipo V° Bogoni - efficienti n°10  
 in riparazione n°3

Milano, 14 16 Giugno 1945

|    |    |    |    |      |    |    |    |
|----|----|----|----|------|----|----|----|
| -  | -  | -  | 10 | 5(2) | 10 | 5  | 13 |
| -  | -  | -  | 6  | 6(3) | 6  | 6  | 12 |
| -  | -  | -  | -  | 1(7) | -  | 1  | 7  |
| -  | -  | -  | 4  | -    | 1  | -  | 4  |
| -  | -  | -  | -  | -    | -  | -  | -  |
| 11 | 12 | 13 | 14 | 15   | 16 | 17 | 18 |
| 11 | 12 | 13 | 14 | 15   | 16 | 17 | 18 |

zione presso la Off. Tallero di Milano - (4) di cui 1 distrutta da incendio (3) di cui 2 da demolire -  
 cui 15 da riparare ed in attesa invio in Officina - (1) da demolire -  
 ENTRATI nella 11 temporaneamente della detenzione n°36 (4/Ala 750 3/Ala 850 1/1.330 1/550 10/1.626  
 7/1.626 7/1

In forma di Deposito di Pavia depositata nel Compartimento di Milano al 9/6/45

- n° 1 Abb 48 noleggiata alla Ferr. S.S.O.  
 " 6 " 53 " " "  
 " 11 Ala 556

- n° 1 Abb 64  
 " 10 Ala 556 (di cui 1 da demolire)

- n° 1 Abb 48  
 " 18 Ala 556 (di cui 1 da demolire)  
 " 1 Ala 84

- n° 1 Abb 48 noleggiata alla Ferr. S.S.O.  
 " 2 Ala 556

- " 24 Ala 556  
 " 16 " 56  
 " 24 " 772  
 " 1 Ala

Per le manovre del Compartimento di Milano al 9/6/1945

comandi tipo IV° Reg. - affluenti n°10  
 in riparazione n°3

## LINE 257 VITERBO P.O. PIACENTINA

| NUMBER     | RAILWAY | TYPE       | CONDITION & REMARKS |
|------------|---------|------------|---------------------|
| 43695      | franco  | box        | OK for service      |
| 5398       | german  | H.S.       | light repairs       |
| 9670112    | F.S.I.  | water tank | OK for service      |
| 463712     | F.S.I.  | H.S.       | " " "               |
| 470048     | F.S.I.  | H.S.       | medium repairs      |
| 7675       | german  | H.S.       | OK for service      |
| 459247     | F.S.I.  | H.S.       | " " "               |
| 3280       | german  | box        | " " "               |
| 2505       | german  | H.S.       | " " "               |
| POZ 593677 | F.S.I.  | flat       | " " "               |
| 9049       | german  | H.S.       | " " "               |
| 24578      | german  | box        | heavy repairs       |
| 487743     | F.S.I.  | H.S.       | light repairs       |
| 1182       | german  | box        | heavy repairs       |
| 62325      | france  | box        | " " "               |
| EC 1002300 | F.S.I.  | box        | " " "               |
| 34820      | german  | H.S.       | OK for service      |
| 042103     | F.S.I.  | H.S.       | " " "               |
| EC 1000033 | F.S.I.  | box        | medium repairs      |
| 58008      | german  | H.S.       | scrap               |
| 91164      | german  | H.S.       | " " "               |
| 275240     | france  | box        | heavy repairs       |
| 3328       | german  | H.S.       | scrap               |
| 67437      | german  | H.S.       | light repairs       |
| EC 1005078 | F.S.I.  | box        | scrap               |
| 81629      | F.S.I.  | bag        | heavy repairs       |
| 36750      | german  | H.S.       | light repairs       |
| 38508      | german  | H.S.       | medium repairs      |
| 468099     | F.S.I.  | H.S.       | heavy repairs       |
| 269112     | belgium | box        | medium repairs      |
| 32825      | german  | H.S.       | " " "               |
| 466273     | F.S.I.  | H.S.       | light repairs       |
| 478480     | F.S.I.  | H.S.       | OK for service      |
| 497918     | F.S.I.  | H.S.       | scrap               |
| 471450     | F.S.I.  | H.S.       | light repairs       |

## LINE 257 GROTE SANTO STEFANO

|           |        |     |                            |
|-----------|--------|-----|----------------------------|
| E 1028831 | F.S.I. | box | very light repairs to roof |
| 90190     | german | box | OK for service             |

## LINE 257 STIPICIANO

|        |        |      |                               |
|--------|--------|------|-------------------------------|
| 261852 | france | box  | light repairs                 |
| 20276  | german | H.S. | very heavy repairs; burnt out |
| 92283  | german | H.S. | " " "                         |
| 93825  | german | H.S. | " " "                         |
| 9994   | german | box  | " " "                         |
| 51329  | german | H.S. | medium repairs                |

| LINE                          | ITEM    | QTY | UNIT | DESCRIPTION                   | REMARKS |
|-------------------------------|---------|-----|------|-------------------------------|---------|
| 62325                         | france  | 1   | box  | heavy repairs                 |         |
| Ec 1002300                    | P.S.I.  | 1   | box  | "                             |         |
| 34820                         | german  | 1   | H.S. | OK for service                |         |
| 042103                        | P.S.I.  | 1   | H.S. | "                             |         |
| Ec 1000033                    | P.S.I.  | 1   | box  | medium repairs                |         |
| 58008                         | german  | 1   | H.S. | scrap                         |         |
| 91154                         | german  | 1   | H.S. | "                             |         |
| 275240                        | france  | 1   | box  | heavy repairs                 |         |
| 3328                          | german  | 1   | H.S. | scrap                         |         |
| 67437                         | german  | 1   | H.S. | light repairs                 |         |
| Ec 1006078                    | P.S.I.  | 1   | box  | scrap                         |         |
| 81829                         | P.S.I.  | 1   | bag  | heavy repairs                 |         |
| 36750                         | german  | 1   | H.S. | light repairs                 |         |
| 38408                         | german  | 1   | H.S. | medium repairs                |         |
| 468099                        | P.S.I.  | 1   | H.S. | heavy repairs                 |         |
| 269112                        | belgium | 1   | box  | medium repairs                |         |
| 32826                         | german  | 1   | H.S. | "                             |         |
| 466273                        | P.S.I.  | 1   | H.S. | light repairs                 |         |
| 478480                        | P.S.I.  | 1   | H.S. | OK for service                |         |
| 497918                        | P.S.I.  | 1   | H.S. | scrap                         |         |
| 471450                        | P.S.I.  | 1   | H.S. | light repairs                 |         |
| LINE 257 GROTTA SANTO STREANO |         |     |      |                               |         |
| E 1000031                     | P.S.I.  | 1   | box  | very light repairs to roof    |         |
| 90190                         | german  | 1   | box  | OK for service                |         |
| LINE 257 SIRPICCIANO          |         |     |      |                               |         |
| 261862                        | france  | 1   | box  | light repairs                 |         |
| 20276                         | german  | 1   | H.S. | very heavy repairs; burnt out |         |
| 92283                         | german  | 1   | H.S. | "                             |         |
| 93825                         | german  | 1   | H.S. | "                             |         |
| 9994                          | german  | 1   | box  | "                             |         |
| 51329                         | german  | 1   | H.S. | medium repairs                |         |
| P 1009513                     | P.S.I.  | 1   | box  | very heavy repairs; burnt out |         |
| 6327                          | german  | 1   | box  | "                             |         |
| 96258                         | german  | 1   | box  | medium repairs                |         |
| 31512                         | german  | 1   | H.S. | "                             |         |
| P 1120341                     | P.S.I.  | 1   | box  | light repairs                 |         |
| 37674                         | german  | 1   | box  | very heavy repairs; burnt out |         |
| P 250998                      | german  | 1   | box  | "                             |         |
| 6820                          | P.S.I.  | 1   | box  | "                             |         |
| 22830                         | german  | 1   | H.S. | "                             |         |
| 274410                        | france  | 1   | box  | medium repairs                |         |

3027

| LINE 257  | RAILWAY | SIP-90110 | TYPE | CONDITION & REMARKS                                                                                        |
|-----------|---------|-----------|------|------------------------------------------------------------------------------------------------------------|
| NUMBER    |         |           |      |                                                                                                            |
| Hg 390658 | F.S.I.  | Trig      |      | OK for service                                                                                             |
| 10113     | German  | H.S.      |      | light repairs                                                                                              |
| 12609     | German  | H.B.      |      | heavy repairs                                                                                              |
| 24204     | German  | H.S.      |      | OK for service                                                                                             |
| 20260     | German  | H.S.      |      | heavy repairs                                                                                              |
| 10132     | German  | H.S.      |      | medium repairs                                                                                             |
| 5575      | German  | H.S.      |      | "                                                                                                          |
| 22881     | German  | H.S.      |      | OK for service                                                                                             |
| 4670      | German  | H.S.      |      | medium repairs                                                                                             |
| 6006      | German  | H.S.      |      | heavy repairs                                                                                              |
| 7388      | German  | H.S.      |      | OK for service                                                                                             |
| 82989     | German  | H.S.      |      | heavy repairs                                                                                              |
| 20273     | German  | H.S.      |      | OK for service                                                                                             |
| 30541     | German  | H.S.      |      | very heavy repairs; loaded with plant from paper mills; not to move                                        |
| 8097      | German  | H.S.      |      | heavy repairs; loaded with paper mills                                                                     |
| 44949     | German  | H.S.      |      | plant                                                                                                      |
| 47811     | france  | H.S.      |      | heavy repairs; loaded with paper mills                                                                     |
| L 496538  | F.S.I.  | H.S.      |      | plant                                                                                                      |
| 31631     | German  | H.S.      |      | same as above                                                                                              |
| 38277     | German  | box       |      | "                                                                                                          |
|           |         |           |      | "                                                                                                          |
|           |         |           |      | "                                                                                                          |
|           |         |           |      | MEDIUM REPAIRS. LOADED WITH 6 large electr. motors and 1 small el. motor, all in apparently good condition |
| 473470    | france  | box       |      | heavy repairs, loaded with paper mills                                                                     |
| 191089    | F.S.I.  | box       |      | heavy repairs, loaded with paper mills                                                                     |
| 55352     | france  | H.S.      |      | OK for service, loaded with paper mills                                                                    |
| 90222     | German  | H.S.      |      | OK for service                                                                                             |
| 47811     | france  | H.S.      |      | heavy repairs; loaded with paper plant material                                                            |
| 155553    | German  | H.S.      |      | heavy repairs, loaded as above                                                                             |

The paper plant mentioned above is the Cartiera Isola Liri

|          |        |      |                |                                                 |
|----------|--------|------|----------------|-------------------------------------------------|
| 20273    | German | H.S. | OK for service | very heavy repairs; loaded with plant from      |
| 30541    | German | H.S. |                | paper mills; not to move                        |
| 8097     | German | H.S. |                | heavy repairs; loaded with paper mills          |
| 44949    | German | H.S. |                | plant                                           |
| 47811    | france | H.S. |                | heavy repairs; loaded with paper mills          |
| L 496538 | P.S.I. | H.S. |                | plant                                           |
| 31681    | German | H.S. |                | same as above                                   |
| 38277    | German | box  |                | " " "                                           |
|          |        |      |                | " " "                                           |
|          |        |      |                | REPAIRS. LOADED with 6 large electr.            |
|          |        |      |                | motors and 1 small el. motor, all in appar-     |
|          |        |      |                | ently good condition                            |
| 473470   | france | box  |                | heavy repairs, <del>XXXXXXXXXXXXXXXXXXXX</del>  |
| 191089   | P.S.I. | box  |                | <del>XXXXXXXXXX</del>                           |
| 55352    | france | H.S. |                | heavy repairs, <del>XXXXXXXXXXXXXXXXXXXX</del>  |
|          |        |      |                | <del>XXXXXXXXXXXX</del>                         |
| 90222    | German | H.S. |                | OK for service, <del>XXXXXXXXXXXXXXXXXXXX</del> |
| 47811    | france | H.S. |                | <del>XXXXXXXXXX</del>                           |
| 155553   | German | H.S. |                | OK for service                                  |
|          |        |      |                | heavy repairs; loaded with paper plant          |
|          |        |      |                | material                                        |
|          |        |      |                | heavy repairs, loaded as above                  |

The paper plant mentioned above is the Cartiera Isola Liri

3026

COMPAGNIA INTERNAZIONALE DELLE CAROZZE CON LETTI E DEI GRANDI TRENI ESPRESSI EUROPEI

OFFICINA DI ROMA  
TELEFONO 490.133

ROMA, II 26 Febbraio 1945 Anno  
VIA UMBERTO PARTINI, 20  
(Portonaccio)

N.

OGGETTO: Elenco, con annotazioni, delle Carrozze viaggiatori verificate oggi al Parco Prenestino, col Sig. Ten. BOWIE.

Binario 36

|      |       |                    |
|------|-------|--------------------|
| ABz  | 59155 | non riparabile     |
| BCDI | 65508 | " "                |
| BCIz | 65029 | " "                |
| DR   | 68185 | " "                |
| DR   | 69223 | " "                |
| Bz   | 29470 | " "                |
| ABCz | 61008 | grande riparazione |

Binario 30

|    |       |                    |
|----|-------|--------------------|
| Cz | 32649 | grande riparazione |
| Cz | 41424 | non riparabile     |

Binario 14

|     |       |                    |
|-----|-------|--------------------|
| Cz  | 36098 | grand riparazione  |
| Cz  | 32293 | " "                |
| BCz | 66093 | " "                |
| Cz  | 32689 | non riparabile     |
| Cz  | 30451 | " "                |
| Cz  | 30012 | " "                |
| ABz | 50574 | grande riparazione |
| ABz | 50353 | " "                |
| Cz  | 32747 | " "                |
| Bz  | 20155 | " "                |
| Cz  | 30703 | non riparabile     |
| Az  | 10012 | " "                |
| Jz  | 32153 | " "                |

Binario 14

|    |       |                |
|----|-------|----------------|
| Cz | 30586 | non riparabile |
| Cz | 30109 | " "            |

Binario 13

|    |       |                |
|----|-------|----------------|
| Cz | 32552 | non riparabile |
| Cz | 32267 | " "            |

Binario 9/10

|        |       |                    |
|--------|-------|--------------------|
| Cz     | 32378 | grande riparazione |
| Bz     | 20150 | non riparabile     |
| CI     | 35260 | " "                |
| Bz     | 29322 | " "                |
| USA.L. | 64    | grande riparazione |
| Cz     | 30473 | media riparazione  |
| Cz     | 31052 | " "                |
| Cz     | 32368 | grande riparazione |
| Cz     | 32281 | non riparabile     |
| Cz     | 32697 | " "                |
| A      | 10021 | grande riparazione |

Il Capo delle Officine

*Emilio Tamen*

2395

0 2 2 3

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

## List of coaches sent to Wagon-Lits for repair

47A/8

|             |        |                                                     |
|-------------|--------|-----------------------------------------------------|
| ✓ Bz 9375   | Italy  | } probably from Smistamento                         |
| ✓ PLM 12183 | France |                                                     |
| ✓ Cz 37179  | Italy  |                                                     |
| Cz 44306    | Italy  | } better 26/2 CO 715 ROB                            |
| Cz 30388    | "      |                                                     |
| Cz 31052    | Italy  | } from Prenestina Yards (inspection Lt. Bowie 26/2) |
| Cz 30473    | "      |                                                     |

## PONTÉ PARGO SMISTAMENTO (Passio Parte II)

## Situation of Rolling Stock

| Initials  | No.         | Railway | Type       | Remarks                 |
|-----------|-------------|---------|------------|-------------------------|
| B 5t      | 7208        | France  | Pass(2)    | Medium repairs (2a)     |
| C 6t F 5  | 19521       | "       | " (3)      | " " (3a)                |
| P.L.M.    | 8731        | "       | " (2 & 3)  | " " (3a)                |
| ESSEN     | 62569       | Germany | " (3)      | " " (3a)                |
| Frankfort | 27826       | "       | " (2)      | Heavy interior (2a)     |
| PCI       | 65025       | F.S.I.  | " (3) & 2) | Medium easy (2a)        |
| BZ 4      | 29375       | F.S.I.  | " (2)      | " " (bogie)             |
| P         | 2627        | France  | " (2)      | Heavy interior (2a)     |
| H mb      | 64714       | Germany | " (3)      | " " (3a)                |
| Umo r     | 8236        | F.S.I.  | Poste      | Light repairs (2a)      |
| Umo r     | 8215        | F.S.I.  | "          | " " (2a)                |
| MNE       | 12183       | Germany | Pass(2)    | Heavy interior (bogie)  |
| Knr       | 51352       | France  | " (2)      | Medium repairs (3a)     |
| OSTEN     | 261402      | Germany | " (3)      | " " (3a)                |
| OSTEN     | 2606W703542 | "       | " (3)      | Scrap (2a)              |
| DULZ      | 2606W780539 | "       | " (3)      | " (2a)                  |
| CZ        | 94217       | F.S.I.  | Poste bag. | Medium interior (bogie) |
| BZ        | 37179       | F.S.I.  | Pass(3)    | " " ( " )               |
| BMB Ca    | 50178       | F.S.I.  | " (2)      | Scrap ( " )             |
| CMD       | 31091       | ROEMO   | " (3)      | Medium repairs (2a)     |
| WNO       | 205971      | Germany | " (3)      | Heavy repairs (2a)      |
| Wuppirtal | 55217       | France  | " (3)      | Medium repairs (3a)     |
|           | 62034       | Germany | " (2)      | Windows only (3a)       |

| Loc r       | Loc r   | MUF        | OSTEN                   | OSTEN | DUIA | CZ | PZ | PER Ge | CMD | WNO | Wupfirtal |
|-------------|---------|------------|-------------------------|-------|------|----|----|--------|-----|-----|-----------|
| 6236        | P.S.I.  | Poste      | Light repairs (2a)      |       |      |    |    |        |     |     |           |
| 8215        | P.S.I.  | "          | " (2a)                  |       |      |    |    |        |     |     |           |
| 12183       | Germany | Pass (2)   | Heavy interior (bogie)  |       |      |    |    |        |     |     |           |
| 51352       | France  | " (2)      | Medium repairs (3a)     |       |      |    |    |        |     |     |           |
| 261402      | Germany | " (3)      | " (3a)                  |       |      |    |    |        |     |     |           |
| 2606W703542 | "       | " (3)      | Scrap (2a)              |       |      |    |    |        |     |     |           |
| 2606W780539 | "       | " (3)      | " (2a)                  |       |      |    |    |        |     |     |           |
| 94217       | P.S.I.  | Poste bag. | Medium interior (bogie) |       |      |    |    |        |     |     |           |
| 37179       | P.S.I.  | Pass (3)   | " ( " )                 |       |      |    |    |        |     |     |           |
| 50178       | P.S.I.  | " (2)      | Scrap ( " )             |       |      |    |    |        |     |     |           |
| 31091       | ROEMO   | " (3)      | Medium repairs (2a)     |       |      |    |    |        |     |     |           |
| 205971      | Germany | " (3)      | Heavy repairs (2a)      |       |      |    |    |        |     |     |           |
| 55217       | France  | " (3)      | Medium repairs (3a)     |       |      |    |    |        |     |     |           |
| 62034       | Germany | " (2)      | Windows only (3a)       |       |      |    |    |        |     |     |           |

3024

REPORT OF INSPECTOR GENERAL OF THE RAILROADS  
 REPORT OF INSPECTOR GENERAL OF THE RAILROADS  
 2-10-44

SECRET

There were no undertakings to obtain information on the condition of the line and stations. It was thought that it would be necessary to use any one of the stations and to load the services, and that the only value of the line would be as a through line of C. The maintenance details of handling, road approaches, etc. at the stations were, therefore, not obtained. All stations were visited and all major bridges and culverts which were in operation were examined. The line was in good condition. Between stations, the line was left only to visit stations and adjacent to the main road, which was left only to visit stations and major bridges. It was not possible to go North of 40000.

Conditions along the line vary considerably from place to place. Demolition of all major bridges has been complete, but demolition of the track and station buildings has been carried out in a very haphazard manner. There are many small bridges and culverts which are undamaged, although a number have been destroyed. There are quite a number of bomb craters both in the centre of the track and on the sides of the embankments. Between 40000 and 50000 the sleepers have been ripped, but the rails are not blown. The ripper has been worked southwards starting from 50000, north of which place it has not been used. Some stretches have had the rails blown, but apparently to no set plan, and there are long stretches of track which are quite undamaged. Station buildings at a few places are quite undamaged and at others damaged in varying degrees, either by demolition, bombing or shell-fire. Some electric looking frames are untouched, others are completely wrecked. Signals are, apparently, completely untouched. All telephones and telegraph instruments have been removed by the Germans for use elsewhere. There are stretches of the line where the telegraph poles are undamaged, but a large number have been removed. The wires are down over practically the entire section of line examined.

At many of the stations, staff were in attendance or arrived a few moments after being asked for. They were all anxious to return to work and, almost without exception, were willing to go anywhere their services might be required. Most of the staff at stations up to, and including, 50000 had recently received a month's pay, which had been brought from BAH.

No one was able to give any positive recent information about the state of the railway installations in ANGOLA. It was thought that station buildings, loco shed, workshops, yards, etc., were extensively damaged, and that there was only one track passing through the station area which was usable. As far as was known, locos for such trains as had run had worked through from NIMINI, the next loco depot to the North. For some three or four months there had been no telephone communication with ANGOLA, all lines having been

major bridges. It was not possible to go North of London, because no one knew how to get there, only to visit visitors and

[illegible][illegible]

He was able to give any positive recent information about the status of the Rly installations in AMOHA. It was thought that station buildings, loco depot, workshops, yards, etc., were extensively damaged, and that there was only one track passing through the station area which was usable. As far as was known, loco for such trains as had run had worked through from RAIL; the next loco depot to the North. For some three or four months there had been no telephone communication with AMOHA, all lines having been taken over by the Germans for their own use. There had been little contact of any kind with Commandants HQ; a motor vehicle visiting all stations at irregular intervals with correspondence and orders. The last of these had conveyed letters dated 5 Jan. Some months ago, after heavy bombing of AMOHA, Commandants HQ had been moved to SCHWABACH and later to RAIL, although the reason for this latter move was not known. Up till 5 Jan, when the last correspondence was received, the Engineering Dept was, apparently, still located in AMOHA itself.

From about the beginning of June the Germans began to remove all serviceable rolling stock to the North, and from 16 June onwards the demolitions were carried out. The section south of GIVITANOVA had been under German operation with the assistance of such Italian staff as were willing to co-operate. The other section of the

Sheet 2

ALICOLA Compartimento came under complete German control on 25 Jun 44 in the manner described in the Cape Compartimento's circular No. 20 dated 3 Jun 44.

# STATIONS

MONTESINIANO Station buildings and goods shed badly damaged internally. Tracks through station and points undamaged. Semaphore signals, mechanically operated. All telephones and telegraph instruments removed. Four wagons in good condition loaded with rails, and a number of burnt out engines. Stack of rails all in apparent good condition. Capo was seen and stated that traffic staff immediately available and willing to work anywhere totalling 13. Track squads were also available.

SILVI Station buildings in good order, but goods shed badly damaged. One track through station has sleepers ripped, but rails not blown, and all points undamaged. Culvert under North end of yard has been blown. Colour-light signals and electrically operated points. Looking frame, signals and point machine all apparently undamaged. All telephone and telegraph instruments removed. One benzine cistern in good order and a number of badly damaged wagons. Capo was seen and stated that traffic staff immediately available and willing to work anywhere totalling 15. Most of the track squad were also available.

ATRI-RINERO Station buildings and goods shed undamaged. All track and points undamaged. Small culvert under North end of yard has been blown. Semaphore signals mechanically operated. All telephone and telegraph instruments removed. No wagons. Capo was seen and stated that traffic staff immediately available and willing to work anywhere totalling 15. Most of the track squad were also available.

SCORRE Station buildings structurally sound but windows blown in and some internal damage. Points blown and tracks through station blown in places. Semaphore signals electrically operated. Looking frame wrecked. Telephones removed but two dismantled telegraph instruments were in the Capo's office. These had evidently been hidden before the German withdrawal. No staff seen but a roster of watchmen for week commencing 10 Jul was pinned to the door.

ROSSO D'ORO Station buildings and goods shed altogether undamaged. All track and points undamaged. Looking colour-light signals and electrically operated points. Looking frame, signals and point machines all in working order. All tele-

totalled 13. Track squads were also available. ENGINE Station buildings in good order, but good sheds badly damaged. One track that station has been ripped, but rails not blown, and all points undamaged. Culvert under North end of yard has been blown. Colour-light signals electrically operated. Looking from, main line, signals and electrically operated. All telegraph and telephone instruments removed. One battery electric in good order and a number of badly damaged. Cape was seen and stated that traffic staff immediately available and willing to work anywhere totalled 15. Most of the track squads were also available.

APRIL 1940 Station buildings undamaged. All track and points undamaged. Signals and telegraph instruments removed. Cape was seen and stated that traffic staff immediately available and willing to work anywhere totalled 15. Most of the track squads were also available.

ENGINE Station buildings structurally sound but windows blown in and some internal damage. Points blown and tracks through station blown in places. Signals and telegraph instruments removed. Looking from, main line, signals and electrically operated. All telegraph and telephone instruments removed. Cape was seen and stated that traffic staff immediately available and willing to work anywhere totalled 15. Most of the track squads were also available.

ENGINE Station buildings undamaged. All track and points undamaged. Signals and telegraph instruments removed. Cape was seen and stated that traffic staff immediately available and willing to work anywhere totalled 17. Most of the track squads were also available, and were actually at work some distance from the station straightening track distorted by a low b.

ENGINE Not a passenger station. Station building not damaged. Marshalling yard of 7 roads, approx 1600' long, all undamaged. Points undamaged. A low rail length removed, apparently to effect repairs elsewhere. Semaphore signals mechanically operated. All telegraph and telephone instruments removed. No staff seen.

Sheet 2

CHILLANOVIA Station buildings partially destroyed, but some rooms in good condition. Goods shed completely destroyed. Rectangular loco shed with roof damaged; one engine length with pit. Paraffine water tank demolished. Water supply by pump from well. Pump damaged and well full of rubbish. Pipe-line to water columns damaged in places. Both water columns removed. All track and points undamaged. Semaphore signals mechanically operated. All telephone and telegraph instruments removed. Small signal store. Saw plough Vn806397 apparently undamaged. A number of damaged wagons. A pointman was seen who stated that there were only about three of the station staff at present in the neighbourhood.

CONTRONTO LUGO Station buildings in good condition. Track through station and points blown. Semaphore signals mechanically operated. All telephone and telegraph instruments removed. One damaged wagon. No staff seen.

CONTRONTO HERMIO CONTRONTO Station buildings and goods shed all in good order. Tracks through station undamaged but all badly damaged. Track through the station and points blown. Semaphore signals mechanically operated. One serviceable wagon. No staff seen. Village badly damaged and almost deserted.

COLMANELLA Single platform halt adjoining main road level crossing. No staff seen.

PONTO D'ASCOLE Station buildings and goods shed all in good order. Tracks through station undamaged but points blown. Semaphore signals mechanically operated. All telephone and telegraph instruments removed. 24-ton hand crane in working order. Cape was seen and stated that traffic staff immediately available and willing to work anywhere totalled 23. Track squads were also available.

SA. REMONDO DEL PRONTO Station buildings damaged internally, some rooms being burnt out. Goods shed badly damaged. Track through station undamaged, but all points blown. Semaphore signals mechanically operated. All telephone and telegraph instruments removed. In the Dirigente Centrale (Pescara - S. Benedetto section) and Dirigente Unico (Guiliana - Teramo and Porto d'Ascoli - Ascoli section) the selective ringing keyboards were in position, but the power plant for these circuits was destroyed. Signal and telegraph store and workshop with all electrical stores under lock and key. Track store with stock of small parts. Three serviceable wagons and a number burnt out. Small, one road, rectangular loco running shed with pit all the way through, capacity two 740 class locos. Turntable, 31' dia., in the order at South end of shed. Main water tank in shed,

through station and points blown. Semaphore signals mechanically operated. All telephone and telegraph instruments removed. One damaged wagon. No staff seen.

MONTECATINI Station buildings and goods shed all badly damaged. Track through the station and points blown. Semaphore signals mechanically operated. One serviceable wagon. No staff seen. Village badly damaged and almost deserted.

COLAROMA Single platform built adjoining main road level crossing. No staff seen.

PORTO D'ASCOLI Station buildings and goods shed all in good order. Tracks through station undamaged but points blown. Semaphore signals mechanically operated. All telephone and telegraph instruments removed. 24-ton hand crane in working order. Capo was seen and stated that traffic staff immediately available and willing to work anywhere totalling 23. Track squads were also available.

S. RAIMONDO DEL TONDO Station buildings damaged internally, some rooms being burnt out. Goods shed badly damaged. Track through station undamaged, but all points blown. Semaphore signals mechanically operated. All telephone and telegraph instruments removed. In the Dirigente Centrale (Pescara - S. Benedetto section) and Dirigente Unico (Belluno - Teramo and Porto d'Ascoli - Ascoli sections) the selective ringing keyboards were in position, but the power plant for these circuits was destroyed. Signal and telegraph store and workshop with all electrical stores under lock and key. Track store with stock of small parts. Three serviceable wagons and a number burnt out. Small, one road, rectangular loco running shed with pit all the way through, capacity two 740 class locos. Turntable, 31' diam, in good working order at South end of shed. Main water tank in shed, overhead concrete with capacity of 12,000 galls, tank about 15' deep, holed about 10' up. Pipes and valves in good order. Overhead concrete water tank at North end of station opposite loco shed, capacity 6,000 galls; tank, pipes and valves in good condition. Three overhead water tanks at South end of station; one iron capacity approx 10,000 galls, one concrete approx 12,000 galls, and one concrete approx 12,000 galls; all slightly damaged but valves and pipes in good condition. Four water columns, one at loco shed, two at North end of station and one at South end of station all washed. Water supply from pump house at PESCARA river 3 kms North of station. (This pump house contains two electric water pump sets and one hot air stand-by set. Capacity of each unit 5,000 galls per hr. All in good order but no power

Sheet 4

available and plant probably booby-trapped. Wire line to station demolished at crossing river bridge. Telephones, in working order, secured for future use elsewhere. Underground benzine storage tank and delivery pump undamaged. Two damaged looms and one damaged hunting rifle. Three rifles and 15 cartridges, 5 x 13.6" lengths of 6" iron water pipe. Small girder bridge under south end of yard destroyed. Capo was seen and stated that traffic staff immediately available and willing to work anywhere totalling 25. Track squads were also available.

UNOTAMARE Station buildings undamaged. Goods shed roof blown off. Tracks through station undamaged but damaged mechanically operated. All points blown. Semaphore signals mechanically operated. Rectangular overhead telephone and telegraph instruments removed. Rectangular overhead water tank, capacity 6,000 gallons, tank punctured by shell fire. Valves and pipes in good condition. Natural water supply from hills. One water column removed, other completely destroyed. Small track store with tools. A number of burnt out wagons. Capo was seen and stated that traffic staff immediately available and willing to work anywhere totalling 23. Track squads were also available.

CHUPANABU Station buildings and goods shed undamaged. Goods shed roof undamaged. Tracks through station undamaged. Semaphore signals mechanically operated. Rectangular overhead telephone and telegraph instruments removed. Rectangular overhead water tank, capacity 6,000 gallons, tank punctured by shell fire. Valves and pipes in good condition. Natural water supply from hills. One water column removed, other completely destroyed. Small track store with tools. A number of burnt out wagons. Capo was seen and stated that traffic staff immediately available and willing to work anywhere totalling 17. This included 8 from other stations who had come to the neighborhood.

PINDAO Station buildings undamaged. Tracks through station undamaged but points blown. Semaphore signals mechanically operated. All telephone and telegraph instruments removed. Town electric supply in working order. Small track store with tools. Two track trolleys in good condition. A number of damaged wagons and tanner 740-210 also damaged. No staff seen.

FORUM DI TALAM Crossing loom buildings slightly damaged internally. Track and points undamaged. Semaphore signals mechanically operated. No telephones. One damaged engine and several damaged wagons obstructing one loop. No staff seen.

PODGO 2. OROGO Station buildings and goods shed undamaged. Tracks through station undamaged but most of track through station damaged by shell fire.

telephone and telegraph instruments destroyed. Telegraphs, overhead water tank, capacity 5,000 galls, tank punctured by shell fire. Valves and pipes in good condition. Natural water supply from hills. One water column removed, other completely destroyed. Small track store with tools. A number of burnt out wagons. Cape was seen and stated that traffic staff immediately available and willing to work anywhere totalled 23. Track signals were also available.

CHURCHMAN Station buildings and goods shed entirely undamaged. Tracks through station undamaged, but points blown. Colour-light signals and electrically operated points. Locking frame, signals and point machines all in working order. Some electric supply in working order. Small store of electrical equipment. One selective ringing telephone in working order (had been hidden from the Germans). Telegraph instruments removed. Cape was seen and stated that traffic staff immediately available and willing to work anywhere totalled 17. This included 8 from other stations who had come to the neighbourhood.

CHURCHMAN Station buildings undamaged. Tracks through station undamaged but points blown. Semaphore signals mechanically operated. All telephones and telegraph instruments removed. Some electric supply in working order. Small track store with tools. Two track trolleys in good condition. A number of damaged wagons and tender 740-210 also damaged. No staff seen.

CHURCHMAN CROSSING LOAN Buildings slightly damaged internally. Track and points undamaged. Semaphore signals mechanically operated. No telephones. One damaged engine and several damaged wagons obstructing one loop. No staff seen.

CHURCHMAN Station buildings and goods shed undamaged. Tracks through station undamaged but most points blown. A number of points in the AMAROLA Trway wired gauge transfer yard are undamaged. Semaphore signals mechanically operated. All telephone and telegraph instruments removed. Small girder bridge across North end of yard blown, but most girders appear to be useable. Small track store. Underground benzine storage tank and delivery pump apparently undamaged. Several wrecked wagons and one wrecked passenger coach. One small draisine without engine. Cape was seen and stated that staff of the traffic and track departments available and willing to work anywhere totalled about 50.

S. TOMASO BLANKA CROSSING LOAN Buildings slightly damaged internally. Tracks through station undamaged but points blown. Semaphore signals electric-

Sheet 5

ally operated. Looking frame wrecked. All telephone and telegraph instruments removed. One loop obstructed by about 50 unserviceable wagons.

ST. MARIANO A. MARCHE Station buildings and goods shed heavily damaged. Tracks through station and points all blown. Semaphore signals mechanically operated. A number of burnt out wagons. All telephone and telegraph instruments removed. No staff seen.

CEVITANOVA MARCHE Station buildings extensively damaged. Goods shed in fairly good condition. 5-ton hand crane dismantled but components apparently in good order. Looking frame, one road, loco depot with pit throughout, capacity two locos. Various shed offices including dormitory all more or less damaged. Water supply by electric pumps from well; pumps removed but pipes and valves apparently in good order. Square overhead water tank, capacity 6000 galls, apparently undamaged. Small parashute concrete water tank 3000 galls, ~~apparently~~ smashed. Three water columns, one at each end of the station and one in the loco shed, all destroyed. Turntable 30' diam apparently undamaged. Underground benzene storage tank and delivery pump apparently undamaged. Tracks through station undamaged but all points blown. Semaphore signals some mechanically and some electrically operated. Looking frame destroyed. All telephone and telegraph instruments removed. Small track store with stock of material, including 6" iron water pipes and elbows. Small signal and telegraph store. A number of damaged wagons and two damaged shunting engine.

Adjoining the station is a large, privately owned engineering works damaged by bombing. A considerable number of wagons and railcars were seen inside the works, but they were all apparently badly damaged by fire. The town, as a whole, is badly damaged by bombing and shell-fire, and there were few civilians about. No railway staff were seen.

POTENZA PIERA MARCHE Station buildings badly damaged internally and goods shed destroyed. Tracks through station undamaged but all points blown. Colour-light signals and electrically operated points. Looking frame wrecked. All telephone and telegraph instruments removed. Single line electric block system in operation northwards from this station. Block instrument destroyed. Cape was seen and stated that traffic staff immediately available for work totalled 9.

PORTO RUSSANO Station buildings partly damaged, some rooms in good order, but others burnt out. Goods shed damaged. Tracks through station undamaged, but all points blown. Colour-light signals and electrically operated points. Looking

Various shed offices including dormitory all more or less damaged. Water supply by electric pumps from well; pumps removed but pipes and valves apparently in good order. Square overhead water tank, capacity 6000 galls, apparently undamaged. Small parachute concrete water tank 3000 galls, ~~apparently~~ smashed. Three water columns, one at each end of the station and one in the loco shed, all destroyed. Turntable 50' diam apparently undamaged. Underground benzene storage tank and delivery pump apparently undamaged. Trucks through station unmaneuvered but all points blown. Semaphore signals some mechanically and some electrically operated. Looking frame destroyed. All telephone and telegraph instruments removed. Small track store with stock of material, including 6" iron water pipes and elbows. Small signal and telegraph store. A number of damaged wagons and two damaged shunting mules.

Adjoining the station is a large, privately owned engineering works damaged by bombing. A considerable number of wagons and railcars were seen inside the works, but they were all apparently badly damaged by fire. The town, as a whole, is badly damaged by bombing and shell-fire, and there were few civilians about. No railway staff were seen.

POTTERA RIVERA MONTMAYE Station buildings badly damaged internally and goods shed destroyed. Tracks through station undamaged but all points blown. Colour-light signals and electrically operated points. Looking frame wrecked. All telephone and telegraph instruments removed. Single line electric block system in operation northwards from this station. Block instrument destroyed. Caps were seen and stated that traffic staff immediately available for work totalled 9.

POTTERA RIVERA MONTMAYE Station buildings partly damaged, some rooms damaged, tracks through station undamaged, but all points blown. Colour-light signals and electrically operated points. Looking frame wrecked. No staff seen.

LOMBRO Station buildings, handsomely designed for ~~passing~~ traffic to the local cathedral, externally damaged internally, apparently by explosion of an ammunition truck. Goods shed in good condition. Tracks through station undamaged but points at extreme end of very long loop not examined. Colour-light signals and electrically operated points. Looking frame, block instruments and power station wrecked. All telephone and telegraph instruments removed. Parachute concrete water tank destroyed; capacity could not be determined. No pumps seen and not possible to trace source of supply. Water columns destroyed. No staff seen, the entire neighbourhood being deserted.

## Sheet 6

## MAJOR BRIDGES

SALINE River, Km 242.200 Brick arch viaduct, 12 spans of approx 48' each. Both abutments and 3 piers wrecked. 6 piers and 5 arches apparently in good condition. The sound spans are over the water course and the damaged spans could be filled in solid.

TEGUMA River, Km 240.700 Brick arch, 4 spans of approx 48' each. Both abutments and all piers wrecked. A road diversion has been constructed through the site of this bridge. Three arches could be filled in solid and only one span could be required to bridge the water course.

CHERRARO River, Km 235.340 Brick arch, 4 spans of approx 48' each. Both abutments destroyed, but 3 piers and 2 centre spans apparently in good condition. The 2 damaged spans could be filled in solid.

CALVANO River, Km 230.000 Brick arch, 5 spans of approx 50' each. Both abutments and all spans destroyed, but all piers apparently fairly sound. One span would require to be bridged, the others could be filled in solid.

YOMANO River, Km 224.600 Brick arch viaduct, 16 spans of approx 60', each double track width. Both abutments apparently sound. One pier apparently sound, but all arches wrecked.

TURBINO River, Km 214.350 Brick arch viaduct, 14 spans of approx 50' each. Both abutments and 10 piers apparently sound. 8 arches apparently sound. Two of the arches had been damaged, apparently by bombing, and had been repaired with RSJ spans; these are now destroyed.

SALINELLO River, Km 208.730 Brick arch, 4 spans of approx 48' each. One abutment apparently sound but all piers and arches wrecked. The formation behind both abutments has been bulldozed away to form a road diversion.

VIBRANO River, Km 202.000 Masonry arch, 4 spans of approx 48' each. One abutment apparently sound but all piers and arches wrecked.

TEOMTO River, Km 292.470 Warren truss girder, 4 spans of approx 50', each double track width. Both abutments and all piers wrecked. All spans heavily damaged.

TENSINO River, Km 282.570 Brick arch viaduct, 7 spans of approx 60' each. Both abutments and

TERRERO River, Km 332.340 Brick arch, 4 spans of approx 48' each. Both abutments destroyed, but 3 piers and 2 centre spans apparently in good condition. The 2 damaged spans could be filled in solid.

CALVANO River, Km 330.000 Brick arch, 5 spans of approx 30' each. Both abutments and all spans destroyed, but all piers apparently fairly sound. One span would require to be bridged, the others could be filled in solid.

YOMANO River, Km 324.600 Brick arch viaduct, 16 spans of approx 60', each double track width. Both abutments apparently sound. One pier apparently sound, but all arches wrecked.

LOBDO River, Km 324.300 Brick arch viaduct, 14 spans of approx 50' each. Both abutments and 10 piers apparently sound. 8 arches apparently sound. Roof of the arches had been damaged, apparently by bombing, and had been repaired with 30' spans; these are now destroyed.

SALINILLA River, Km 302.730 Brick arch, 4 spans of approx 48' each. One abutment apparently sound but all piers and arches wrecked. The formation behind both abutments has been bulldozed away to form a road diversion.

VERRASO River, Km 302.000 Masonry arch, 4 spans of approx 48' each. One abutment apparently sound but all piers and arches wrecked.

MOYTO River, Km 295.470 Warren truss girder, 4 spans of approx 50', each double track width. Both abutments and all piers wrecked. All spans heavily damaged.

ZESILLO River, Km 285.570 Brick arch viaduct, 7 spans of approx 60' each. Both abutments and all piers wrecked. This bridge was seen from a distance of approx 300 yds.

EGIDIO River, Km 280.080 Brick arch, 5 spans of ~~approx~~ 50' each. Both abutments and all piers wrecked.

MINOCONILLA River, Km 278.580 Masonry arch, 3 spans of approx 80' each. Both abutments and one pier apparently sound, but all spans wrecked.

Stream, Km 276.803 Brick arch, 3 spans of approx 30' each. Both abutments and all piers wrecked.

Stream, Km 275.200 Brick arch, 4 spans of approx 50' each. Both abutments and all piers wrecked.

## Sheet 1

Stream, Km 274.030 Pile girder, single span approx 80'. Both  
abutments wrecked and both girders blown at the

centres.

ABC River, Km 271.530 Masonry arch viaduct, 7 spans of approx 60'  
each. Both abutments and all piers wrecked.  
Several of the spans had previously been repaired with box spans.  
These are now destroyed. This bridge was seen from a distance of  
approx 200 yds.

MORONIL RIVER, Km 268.700 Warren truss girder, single span of  
approx 90'. Both abutments wrecked. Both  
chords of both girders blown at about 3/4 span and truss lying in V  
shape in the river bed.

COCHINTO RIVER, Km 267.500 Warren truss girder, single span of  
approx 90'. Both abutments wrecked. Both  
chords of both girders blown, one at about 1/2 span and the other at  
about 2/3 span, and truss lying in V shape in the river bed.

YTE RIVO RIVER, Km 264.200 Masonry arch, 2 spans of approx 80'  
each. Both abutments and both piers

wrecked.

YRNA RIVER, Km 256.200 Reinforced concrete deck, 10 spans of  
approx 30' each. Both abutments, all piers

and all spans wrecked.

CHIENTA RIVER, Km 248.900 Reinforced concrete deck, 14 spans of  
approx 60' each, double track width.

Both abutments and all spans wrecked, but one pier apparently sound.  
Stress, Km 244.000 Reinforced concrete deck, 2 spans of approx  
50' each. Both abutments, centre pier and both

spans wrecked.

ASOLA RIVER, Km 241.200 Reinforced concrete deck, 2 spans of  
approx 70' each. Both abutments, centre  
pier and both spans wrecked.

ROTHA RIVER, Km 233.100 Reinforced concrete deck, 6 spans of  
approx 50' each. Both abutments, all  
piers and all spans wrecked.

In addition there are numerous small bridges and culverts which  
have been blown. There are also many bomb craters, both on the  
track and in the sides of embankments.

LOCATIONS

EL HENDERO DEL TROVATO

740-013 La tender spring hanger bracket blown off. In and in  
740-017

approx 10'. Both abutments wrecked. Both girders of both girders blown, one at about 1/2 span and the other at about 2/3 span, and truss lying in V shape in the river bed.

RETA RIVER, Km 264.290 Masonry arch, 2 spans of approx 80' each. Both abutments and both piers wrecked.

TERMA RIVER, Km 255.200 Reinforced concrete deck, 10 spans of approx 50' each. Both abutments, all piers and all spans wrecked.

CHIERA RIVER, Km 245.900 Reinforced concrete deck, 14 spans of approx 50' each, double track width. Both abutments and all spans wrecked, but one pier apparently sound.

STREMA, Km 234.000 Reinforced concrete deck, 2 spans of approx 60' each. Both abutments, centre pier and both spans wrecked.

ASOLA RIVER, Km 241.900 Reinforced concrete deck, 2 spans of approx 70' each. Both abutments, centre pier and both spans wrecked.

POZZELLA RIVER, Km 233.100 Reinforced concrete deck, 6 spans of approx 50' each. Both abutments, all piers and all spans wrecked.

In addition there are numerous small bridges and culverts which have been blown. There are also many bomb craters, both on the track and in the sides of embankments.

#### LOCOMOTIVES

##### S. RENTIERO DEL TRENTO

740-013 LH tender spring hanger bracket blown off. LH and RH cylinders and steam chests destroyed. 3417

683-121 LH and RH cylinders and steam chests destroyed.

PS 4129 Shunting mule. Radiator smashed. Engine and gearbox apparently in good working order. No batteries.

##### LOCOMOTIVE DI PALERMO

471-041 LH and RH cylinders and steam chests destroyed. The tender attached to this engine was 740-465.

##### CIVITANOVA MARITIMA

PS 4006 ) Shunting mules, both wrecked.  
PS 4103 )

OSIMO CASTEL FIDARDO 740-029 apparently good also to London  
Sheet 8....

Sheet 8

STROYICHAJIA HOMELING STOMMONTELLINARO

| Type         | Number | Capacity      | Draken  | Remarks                         |
|--------------|--------|---------------|---------|---------------------------------|
| High         | L1     | 18850 24 tons | WH & HB | Loaded with rail.               |
| High         | B9     | 60364 20 "    | nil     | "                               |
| High         | L      | 480994 19 "   | "       | "                               |
| <u>BILVI</u> |        |               |         |                                 |
| Clut         | 595205 | 15 tons       | HB      | 18900 litres burning (capacity) |
| Box          | 10739  | 15 "          | nil     | woodwork slightly burnt         |

Km 324.580 (between SCSTUM and ROSSHO)

|                              |        |             |         |                             |
|------------------------------|--------|-------------|---------|-----------------------------|
| High                         | 491796 | 19 tons     | nil     |                             |
| High                         | 488266 | 19 "        | WH & HB | woodwork slightly burnt     |
| <u>ROSSHO DINGLI ARKUZAI</u> |        |             |         |                             |
| Poz                          | 13735  | 40 tons     | WH & HB | Loaded with girders         |
| Poz                          | 12858  | 38 "        | WH      | Flooring to renew in places |
| Poz                          | 149322 | 40 "        | WH      | loaded with girders         |
| High                         | 381172 | 15 "        | nil     | loaded with material        |
| High                         | L      | 411436 18 " | HB      | "                           |
| High                         | 45001  | 24 "        | WH      |                             |
| High                         | DR     | 50102 20 "  | WH & HB |                             |
| High                         | 448396 | 15 "        | nil     |                             |
| High                         | 3736   | 15 "        | HB      | Flooring to renew in places |
| Low                          | 3636   | 15 "        | HB      | runner for girders          |
| Low                          | DR     | 3075 24 "   | WH      |                             |
| Low                          | 83504  | 24 "        | WH      |                             |
| Low                          | 68544  | 15 "        | WH      |                             |
| Low                          | 20405  | 15 "        | nil     |                             |
| Low                          | 19805  | 15 "        | WH      |                             |
| Flat                         | 35471  | 15 "        | nil     | loaded with girders         |

GIULIANOVA

|               |    |        |   |                      |
|---------------|----|--------|---|----------------------|
| Snow          | Vn | 606397 | - | Residence Giulianova |
| <u>Plough</u> |    |        |   |                      |

TORRONEO HERETO GONZAGHERIA

|      |       |         |         |  |
|------|-------|---------|---------|--|
| High | 19748 | 24 tons | WH & HB |  |
|------|-------|---------|---------|--|

S. RENZIETTO DEL TORO

|      |        |                |         |                     |
|------|--------|----------------|---------|---------------------|
| High | L      | 487000 15 tons | HB      | loaded with girders |
| High | L      | 477617 18 "    | WH & HB | loaded with rubbish |
| High | 495054 | 19 "           | HB      | loaded with girders |

woodwork slightly burnt

woodwork slightly burnt

Km 224.580 (between SCERPES and ROSERO)

High 491796 19 tons nil  
 High 488256 19 " WH & HB

ROSETO DESI ABRUZZI

| Pos  | 13735    | 40 | tons | WH & HB |
|------|----------|----|------|---------|
| Pos  | 12858    | 38 | "    | WH      |
| Pos  | 149322   | 40 | "    | WH      |
| High | 381172   | 15 | "    | nil     |
| High | L 411436 | 18 | "    | HB      |
| High | 45001    | 24 | "    | WH      |
| High | DR 50102 | 20 | "    | WH & HB |
| High | 448396   | 15 | "    | nil     |
| High | 3736     | 15 | "    | HB      |
| Low  | 5636     | 15 | "    | HB      |
| Low  | DR 3075  | 24 | "    | WH      |
| Low  | 83504    | 24 | "    | WH      |
| Low  | 68544    | 15 | "    | WH      |
| Low  | 20405    | 15 | "    | nil     |
| Low  | 19805    | 15 | "    | WH      |
| Flat | 35471    | 15 | "    | nil     |

GIULIANOVA

Snow Vn 806397 -  
 Plough

Residenza Giulianova

TOPONIMO NERETO CONTRAMURA

High 19743 24 tons WH & HB

S. BENEDETTO DEL TRONTO

High L 487009 18 tons HB  
 High L 477617 18 " WH & HB  
 High 485854 19 " HB

MATERAIA

MONTESILVANO

4 wagons loaded with rails  
 stack of rails apparently in good order

ROSETO DESI ABRUZZI

6 rails 2 1/2"x11 1/4" all blown at middle, but would probably cut to 12 lengths of 24'

each. 7 rails 3 1/2"x11 1/4", all blown but would probably cut to the following lengths:- 1x10', 1x18', 2x24', 2x27', 2x32', 2x36', 1x45', 1x69'. Quantity of timber bulks, various sizes. Quantity of mild steel angles, various sizes. Quantity bolts, washers and fastenings, various sizes. Quantity of iron pile heads.

306

ENC/av

47A/6

INTER-OFFICE MINUTES

Ref: AC/87/1 (Mech)/Ta 4

SUBJECT : Reconstruction Rome-Aversa Line  
Locomotive requirement.

TO : Major A.H. Street (Civil Engineering)  
Major A.C. Ping (Operating)

1. Reference AC/Ta/34/7/C.S. dated 16 April 45.
2. The locomotive at Tegliacozzo has been inspected and is found to be an 880 class I.S.R. 0-6-0 superheated steam tank engine No. 880.200 undamaged and in very fair condition. The details of this class of engines are as follows:  
Cylinders (2) 450 m/m dia - 580 m/m stroke.  
Boiler, Superheater, Pressure 12 kg. sq. cm.  
H.P. 500 - Total weight 50000 kg.  
Water capacity 5,500 cu.m. Coal 1,700 kg.
3. There are 4 undamaged wagons that are capable of use the constructional train in the station sidings these being.  
German Essen 33426 High side open  
" Frankfurt 42766 Low " "  
" Darm 11 12801 Low " " (long)  
I.S.R. F.S. L 681343 High " "  
I.S.R. No. F.S. 36 00 61 German No. k o k Haarsdahn R 1110. 156  
P.S. " " " " 425  
F.S. 36 00 11 " " " 132  
12 kg/sec 2 cyl 210 m/m x 300 m/m stroke  
Water tanks for loco water supply are undamaged but repairs are required to water column and valve before these can be used. Sufficient materials is available for the purpose from another damaged water column.
4. Three German Steam 0.6.0 narrow gauge (2' - 1") locomotive in fair order are also in the loco shed these are:  
I.S.R. No. F.S. 36 00 61 German No. k o k Haarsdahn R 1110. 156  
P.S. " " " " 425  
F.S. 36 00 11 " " " 132  
12 kg/sec 2 cyl 210 m/m x 300 m/m stroke  
Water tanks for loco water supply are undamaged but repairs are required to water column and valve before these can be used. Sufficient materials is available for the purpose from another damaged water column.
5. These is enough coal to raise steam in the locomotive but further supplies will have to be ordered by way.

TO : Major A.H. Street (Civil Engineering)  
Major A.C. Ping (Operating)

1. Reference AC/Pn/34/7/C.A. dated 16 April 45.
2. The locomotive at Teglieconzo has been inspected and is found to be an 880 class I.S.R. 2-6-0 superheated steam tank engine No. 830,200 undamaged and in very fair condition. The details of this class of engine are as follows:
- Cylinders (2) 450 m/m dia - 580 m/m stroke.  
Boiler, Superheater, Pressure 12 kg. sq. c/m  
H.P 500 - Total weight 50500 kg.  
Water capacity 5,500 cu.m. Coal 1,700 kg.
3. There are 4 undamaged wagons that are capable of use the constructional train in the station sidings these being.
- | German Essen | 33425           | High side   | open |
|--------------|-----------------|-------------|------|
| "            | Frankfurt 42766 | Low         | "    |
| "            | Omniv           | L 19201 Low | "    |
| I.S.R. T.S.  | L 48243         | High        | "    |
4. Three German Steam C.6.0 narrow gauge (2' - 1") locomotive in fair order are also in the loco shed these are:
- | I.S.R. No. | T.S. | 36 00 61 | German No. | K o k Heeresbahn R 1113. | 156 |
|------------|------|----------|------------|--------------------------|-----|
| "          | T.S. | "        | "          | "                        | 425 |
| "          | T.S. | 36 00 11 | "          | "                        | 132 |
- 12 kg/sec 2 cyl 220 m/m x 300 m/m stroke
5. Water tanks for loco water supply are undamaged but repairs are required to water column and valve before these can be used. Sufficient materials is available for the purpose from another damaged water column.

6. There is enough coal to raise steam in the locomotive but further supplies will have to be conveyed by road.

*Chief,*  
Rail Division

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

3015



SUBJECT : Locomotive and Rolling Stock  
Maintenance and Repairs  
I.S.H. BARI Compartimento

TO : The Director  
Tn. Sub-Comm. ACC (Main)

I. Reference para 4(a) ACC Tn Bari monthly report for July 44.

Repair and Maintenance of Locomotive and Rolling Stock in Bari Compartimento is at present carried out by British Troops under the Director of D.D.Tn. Railways Bari (Colonel PAYNE) and AD Tn. (Mech) (Lt. Col. TOPEHAN). The allocation of the work is as follows :

2. Locomotive Repairs  
Heavy Service Repairs (D.S.) and Periodical Repairs (D.S.) at FOGGIA Locomotive Running Repair Shops by I63 Railway Workshops Coy. R.S. (oc Major SINGHAI) R.S. and a Mobile Workshop Section R.S.  
These shops (are in very fair order but) are not capable carrying out General Repairs, having mainly served the adjacent Running Shed prewar for Heavy Service (D.S.) Repairs and casual Repairs.

At the present time 10 "DM" repair are being carried out per month by a staff of 250 British and 100 Italian (M.B. These figures have now been revised). Light repairs are carried out at S. SEVERO, TARANTO, BARI and BRINDISI loco Running Sheds where L.S.M. machinery and drop pit are maintained for the purpose. This work is mainly carried out by Italians under supervision of Nos 1 and 2 Railway Operating Gro ps.

Medium Heavy repairs are also carried out by contract with the firm of "ROSSI" marine Engineers and Shipbuilders, TARANTO. This firm has a well equipped works and are capable of carrying out heavy boiler repairs, which is most important, as this class of work cannot be done at FOGGIA.

3. Carriage and wagon Repairs

Prior to the war the main Car Repair works for BARI Compartimento were at FOGGIA but these have been badly damaged by allied Air Raids and are not yet again functioning although a start has been made on the

July 49.

Repair and maintenance of locomotive and rolling stock in Bari Compartimento is at present carried out by British Troops under the Director of D.D.In. Railways Bari (Colonel PAYNE) and AD Tr. (Mech) (Lt. Col. TOLMAN)

The allocation of the work is as follows :

## 2. Locomotive Repairs

Heavy Service Repairs (D.S.) and Periodical Repairs (D.R.) at FOGGIA Locomotive Running Repair Shops by 163 Railway Workshops Coy. R.E. (oc Major SINGHAIN) R.E. and a Mobile Workshop section R.E.

These shops (are in very fair order but) are not capable carrying out General Repairs, having mainly served the adjacent Running Shed precursor for Heavy Service (D.S.) Repairs and casual Repairs.

At the present time 10 "D" repair are being carried out per month by a staff of 250 British and 100 Italian (N.S. These figures have now been revised)

Light repairs are carried out at S. BENEVENTO, TARANTO, BARI and BRINDISI loco Running Sheds where 1.000 machinery and drop pit are maintained for the purpose. This work is mainly carried out by Italians under supervision of Nos 1 and 2 Railway Operating Groups.

Medium Heavy repairs are also carried out by contract with the firm of "OTOSI" marine engineers and shipbuilders, TARANTO. This firm has a well equipped works and are capable of carrying out heavy boiler repairs, which is most important, as this class of work cannot be done at FOGGIA.

## 3. Carriage and wagon Repairs

Prior to the war the main Car Repair works for Bari Compartimento were at FOGGIA but these have been badly damaged by Allied Air raids and are not yet again functioning although a start has been made on the reconstruction, but this will take many months. <sup>30/1/49</sup>

There is however an auxiliary wagon repair shop at FOGGIA and there are also small shops in good condition at BARI and TARANTO which are each turning out 150 repaired wagons per week. There is little carriage repair work being carried out.

Usage to rolling stock in FOGGIA is extremely heavy, the majority being beyond repair.

4. Loco & Rolling Stock Stores  
Main Compartments Stores were at POGGIA but these have been completely demolished by Allied bombing.  
A quantity of Stores has been salvaged by 163 Ry W/S Coy.R.R.  
and a new Stores set up in the Loco Workshop at POGGIA.  
To provide a stock of locomotive parts 30 engines have been stripped and the fittings put into store.  
Other Loco Stores are obtained from ISR Stores at PIETRARSA, and the smaller consumable stores from 25 Transportation Stores Depot.  
Appended are copies of DTR (Rail) 2 District letter RD 2/13/2268 dated July 44 respecting future supplies of Stores to ISR and Sud-Est, and lists of the estimated monthly consumption of Principal Consumable Materials at POGGIA, TERNOLI, BARI BRINDISI, and TARANTO.  
( Appendices I, 2, 3 and 4 )

5. Machine and Hand Tools

A few machine Tools and a considerable quantity of hand tools in use at the Depots mentioned are British G.1093 equipment and will be taken away when the Allies hand over the Railway workshops to the I.S.R.

As far as Machine tools go, there are few in number and the work can proceed if those belonging to the Allies are with drawn.

It will be necessary to replace the Hand tools and it is understood that steps are being taken these to be supplied from Tn Stores.

A list of the G.1093 hand tools concerned is attached at Appendix 5.

6. Staff

(a) The Supervisory Staff position is fairly satisfactory. Reports from Transportation (Rlys) indicate that the I.S.R. Foremen at POGGIA, BARI and TARANTO are reasonable reliable and Technically efficient.

(b) Shop Staff have been depleted by the war and are very much under strength. Recruits however are rapidly coming in from PIETRARSA and other liberated towns, and the position improves daily. At POGGIA there are approximately 150 Italian workmen in the shops at the smaller depots the shortage is not serious as there are sufficient 'Key' tradesmen.

*Ensign*  
E.N.E. APPROV.

13/2268 dated July 44 respecting future supplies of stores to  
 IIR and Sud-Set, and lists of the estimated monthly consumption  
 of Principal Consumable Materials at POGGIA, TERNOLI, BARI  
 BRINDISI, and TARANTO.

( Appendices I, 2, 3 and 4 )

##### 5. Machine and "and Tools

A few machine tools and a considerable quantity of hand  
 tools in use at the Depots mentioned are British G.1098  
 equipment and will be taken away when the Allies hand over  
 the Railway workshops to the I.S.A.

As far as machine tools go, there are few in number  
 and the work can proceed if those belonging to the Allies  
 are with drawn.

It will be however be necessary to replace the Hand  
 tools and it is understood that steps are being taken these  
 to be supplied from TA Stores.

A list of the G.1098 hand tools concerned is attached  
 at Appendix 5.

##### 6. Staff

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 that the I.S.A. Foremen at POGGIA, BARI and TARANTO are  
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(b) Shop Staff have been depleted by the war and  
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 coming in from PESCARA and other liberated towns, and the  
 position improves daily. At POGGIA there are approximately  
 150 Italian workmen in the shops at the smaller depots the  
 shortage is not serious as there are sufficient 'Key'  
 tradesmen.

*E. M. S. H. H. H.*  
 Captain R. M. H. H. H.

SUBJECT : Future Supplies of Stores  
to ISR and SUD EST

APPENDIX I

Transportation (Hlys)  
HQ ISR BARI  
(Phone 12205)  
RD2/13/2268

Tn (British)  
Adv AFHQ CMF

July 44

Copy to :-- AGC Tn Sub-Commission Repr BARI

1. As you are aware, DCMR has indicated his desire that this Compartment and its full operation should be handed over to AGC and the Italian State Railways as early as possible.
2. When this taken place there will undoubtedly be a certain amount of traffic which will still be of military importance, the most important point then which would arise out of the change-over is the method of obtaining essential consumable stores by the railways, and I consider that plans should be laid for this now.
3. Presuming for the moment that eventually the ISR's own general stores organisation will be gradually rehabilitated but that at any rate in the near future some form of Tn Stores organisation and TSD will continue to operate in this vicinity, even after the departure of this Directorate, there would appear to be three methods available :
  - (a) Direct consolidated orders monthly by the ISR and SUD EST on the local Tn Stores organisation who, in view of being in possession of the minimum requirements of the two Group and IBJ Hly Wksp Coy up to now, would be able to screen them without difficulty and supply the necessities.
  - (b) Submission by the ISR and SUD EST of their requirements to the local AGC Tn Sub-Commission representative for screening and submission to Tn Stores.
  - (c) Submission by the ISR and SUD EST of their requirements to ISR Head Office in Rome or conversely to the local AGC Tn Sub-Commission representative for re-trans-

3012

1. As you are aware, DEMR has indicated his desire that this Compartimento and its full operation should be handed over to ACC and the Italian State Railways as early as possible.

2. When this takes place there will undoubtedly be a certain amount of traffic which will still be of military importance. The most important point then which would arise out of the change-over is the method of obtaining essential consumable stores by the railways, and I consider that plans should be laid for this now.

3. Presuming for the moment that eventually the ISR's own general stores organisation will be gradually rehabilitated but that at any rate in the near future some form of Tn Stores organisation and TSD will continue to operate in this vicinity, even after the departure of this Directorate, there would appear to be three methods available:

(a) Direct consolidated orders monthly by the ISR and SUD EST on the local Tn Stores organisation who, in view of being in possession of the minimum requirements of the two Group and Isp Rly Wkep Coy up to now, would be able to screen them without difficulty and supply the necessities.

(b) Submission by the ISR and SUD EST of their requirements to the local ACC Tn Sub-Commission representative for screening and submission to Tn Stores.

(c) Submission by the ISR and SUD EST of their requirements to ISR Head Office in ROME or conversely to the local AC Tn Sub-Commission representative for re-transmission to the ROME HQ of the ACC, in either case for possible purchase in local markets.

4. (c) would be obviously long winded and unreliable and not likely to overcome sudden shortages. (b) is inadvisable as the sole ACC Tn Sub-Commission representation in the whole Compartimento will be only one officer and no NCOs or men, relying for his assistance entirely on local labour. The reasonable solution, temporarily at any rate, would therefore appear to be (a).

sheet 2

5. I should point out that the ACC organisation consists of a main HQ at ROME and Regional Commissioners. The ACC Tn Sub-Commission, however, responds direct to the main HQ in ROME and is in no way connected of subservient to the Regional Commissioners, and as already stated there is only one single individual to each Compartimento.

6. Certain detailed considerations also arise and would require elucidation, viz :

(a) Coal and lubricants are at present distributed by Coal Section to our requirements. Will they continue to do this, but to the railways' requirements ?

(b) Loco recovered spares in FOGGIA Shops will become an ISR domestic matter, but we should retain a lien on them if we require any farther North.

(c) What will be the position of Nicola Biello's foundry? Will the requisitioning be retained ? It must not be overlooked that we may well require castings to be made temporarily for farther North as no railway foundry exists in our newly conquered territory.

(d) Will the automatic supply of timber to the local wagon shops be retained or will the railways be given a loophole whereby they may obtain their own supplies from CALABRIA ?

7. In view of the foregoing considerations, I should be obliged if you would lay down a directive on the line of action that will be adopted, in order that the railways here may be advised and perfectly conversant with the necessary procedure to adopt when we go, as I am particularly desirous that no serious bottlenecks should immediately develop with a corresponding deleterious effect on military or para-military traffic.

WLT/ab

Col  
DD Tn (Rly)

0954

require elucidation, viz :

(a) Coal and lubricants are at present distributed by Coal Section to our requirements. Will they continue to do this, but to the railways' requirements ?

(b) Loco recovered spares in TOGGIA Shops will become an ISR domestic matter, but we should retain a lien on them if we require any farther North.

(c) What will be the position of Nicola Biallo's foundry? Will the requisitioning be retained ? It must not be overlooked that we may well require castings to be made temporarily for farther North as no railway foundry exists in our newly conquered territory.

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WLT/ab

Col  
DD Tn (Rly)

3011

# RESUME OF METHODS OF OBTAINING STORES

1. I63 Rly Wksp Coy operating FOGGIA Shops as an entirely separate entity have obtained their normal requirements by ordering direct on TSD. The Rly Op Gps send monthly a consolidated list of their consumable store requirements to this office. They obtain this list from the Rly Op Coy Loco Officer at each large shed, who works it out with the local Italian Authorities. The Groups forward us the indents with the list and we send them out on to 3 Tn Stores Gp, who make the release, or in the case of controlled materials, request ROME for the release.
2. The SUD EST, or other points where no immediate military supervision exists, send us their requirements and we must ask ROME for the release of all items.
3. Italian State Rly engine spare parts have been obtained by stripping 30 scrap engines. These are placed in FOGGIA Workshop Store (nothing to do with Tn Stores organisation) and are issued to sheds on demand by telegram from the Rly Op Coy Loco Officer at the shed where they are required. On handing over, this will become an entirely Italian domestic arrangement.
4. Castings of Cast Iron and Brass are made at Nicola Biallo's foundry. In the main, cast iron and bronze scrap have been supplied by the ISR themselves, though we have supplied a little copper bar. The output of this foundry has been requisitioned by us and ISR have to pay for all material made for Tn purposes, whether for ISR engines or WD purposes. When castings are required, therefore, we order Capo Compartimento to put an order on Nicola Biallo's. Query: will ACC take over the requisition?
5. White Metal is in very short supply and has been made up into 2 grades, Grade 'A' and Grade 'B'. The practice is for us to supply the materials, strictly supervised, have the white metal made up at Biallo's and returned to TSD, where it can be issued on demand as in paras 1 and 2. It is most strictly controlled.
6. Timber for FARI, TARANTO and SUD EST wagon works. This is supplied now by TSD automatically and without indent to these palces monthly on a scale laid down. Query: if this arrangement will continue under ACC or if railways will then make their own arrangements with CALABRIA?

2. The SUD EST, or other points where no immediate military supervision exists, send us their requirements and we must ask ROME for the release of all items.

3. Italian State Rly engine spare parts have been obtained by stripping 30 scrap engines. These are placed in FOGGIA Workshop Store (nothing to do with Tn Stores organisation) and are issued to sheds on demand by telegram from the Rly Op Coy Loco Officer at the shed where they are required. On handing over, this will become an entirely Italian domestic arrangement.

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6. Timber for FARI, TARANTO and SUD EST wagon works. This is supplied now by TSD automatically and without indent to these places monthly on a scale laid down. Query: if this arrangement will continue under ACC or if railways will then make their own arrangements with CALABRIA?

7. Boiler Tubes and Springs cannot be repaired at FOGGIA and are sent to PIETRARSA Shops NAPLES for repair and return. This would have to continue as we could not afford to supply new boiler tubes after our departure and there are no new springs anyway.

.....

8. Oxygen is in short supply. We are rationed by 500 AOD, who obtain it from a local factory controlled by the Army. In units more or less get their requirements and SUD ESW and ISR running sheds get what is left over and available, but never in the quantities they demand.

9. Petrol is allowed to the ISR at the rate of 660 gallons per week by Petrol Section. The drill is that it is all collected at HARI and distributed by the ISR over the Compartimento. ISR have a number of empty drums, which are placed outside HARI shed every Monday morning. The Loco Officer has a card permit and every Monday morning an ANIC lorry calls and removes the empty barrels and brings back full ones, being accompanied by a soldier with the permit.

10. For the obtaining of any material whatever from TSD for civilian concerns it is necessary that a soldier or NCO accompanies the civilian lorry it, otherwise nothing will be delivered.

11. Materials on very short supply are white metal, belting for machine tools, manganese paste for jointing, fly proof gauze and oxygen, and these constitute the more usual bottlenecks.

12. Coal and lubricants are forecast by the Rly Op Gps (and can easily be done by the railways). These are forwarded to Coal Section and POL Section No. 2 District, who arrange the supply to the Compartimento as a whole. We then arrange internal distribution. ISR coal consumption is about 21,000 tons per month and SUD ESW about 2,000 tons. Lubricating oil consumption about 35 tons and 4 tons respectively.

Compartmento. ISR have a number of empty drums, which are placed outside BARI Shed every Monday morning. The Loco Officer has a card permit and every Monday morning an ANIC lorry calls and removes the empty barrels and brings back full ones, being accompanied by a soldier with the permit.

10. For the obtaining of any material whatever from TSD for civilian concerns it is necessary that a soldier or NCO accompanies the civilian lorry if, otherwise nothing will be delivered.

11. Materials on very short supply are white metal, belting for machine tools, manganese paste for jointing, fly proof gauze and oxygen, and these constitute the more usual bottlenecks.

12. Coal and lubricants are forecast by the Rly Op Gps (and can easily be done by the railways). These are forwarded to Coal Section and POL Section No. 2 District, who arrange the supply to the Compartimento as a whole. We then arrange internal distribution. ISR coal consumption is about 21,000 tons per month and SUD BST about 2,000 tons. Lubricating oil consumption about 35 tons and 4 tons respectively.

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## APPENDIX II

## COPY

163. RAILWAY MATERIALS SUPPLY LIST - ESTIMATED MONTHLY REQUIREMENTS OF MATERIALS  
CONSTRUCTION MATERIALS (FOOTING STOPS)

| Item                        | Unit  | Qty   |
|-----------------------------|-------|-------|
| White Metal, Grade A        | lbs   | 2500  |
| " " B                       | lbs   | 300   |
| Canvas, roll 30 m x 1 m     | sq ft | 5000  |
| Timber, 9" x 3"             | "     | 10000 |
| " 9" x 2"                   | "     | 500   |
| Sleepers, 7'                | feet  | 2000  |
| Match Boarding, 4" x 5/8"   | sq ft | 30    |
| Canvas Glasses              | lbs   | 80    |
| Paint, Red                  | "     | 200   |
| " Black                     | "     | 56    |
| " Brown                     | "     | 336   |
| " White                     | "     | 112   |
| " Yellow                    | "     | 30    |
| Belting, 1 1/2"             | feet  | 50    |
| " 2"                        | "     | 100   |
| " 3"                        | "     | 50    |
| " 4"                        | "     | 50    |
| Fasteners                   | lbs   | 250   |
| Electrodes, brass, 100      | lbs   | 125   |
| " 2                         | feet  | 125   |
| " copper, 100               | "     | 125   |
| " M.S., 100                 | "     | 6350  |
| " " 400                     | "     | 500   |
| " " 420                     | "     | 2000  |
| " " 80                      | "     | 2000  |
| " " 60                      | "     | 30    |
| Wires, welding, M.S., 1/16" | lbs   | 140   |
| " " 1/8"                    | "     | 60    |
| " " 3/16"                   | "     | 40    |
| " " 1/2"                    | "     | 30    |
| " " 1/4"                    | "     | 100   |
| " " 3/16"                   | "     | 200   |
| " " 1/2"                    | "     | 300   |
| " " 1/4"                    | "     | 30    |
| " " 3/16"                   | "     | 30    |
| " " 1/2"                    | "     | 30    |
| " " 1/4"                    | "     | 50    |
| " " 3/16"                   | "     | 10    |
| " " 1/2"                    | "     | 20    |
| " " 1/4"                    | "     | 5     |
| " " 3/16"                   | "     | 16    |
| " " 1/2"                    | "     | 12    |
| " " 1/4"                    | "     | 15    |
| " " 3/16"                   | "     | 30    |
| " " 1/2"                    | "     | 16    |
| " " 1/4"                    | "     | 7     |
| " " 3/16"                   | "     | 7     |

2013-18

12

Sheet 2

163 RLV Main Coy (cont'd)

| Item              | Unit   | Qty  |
|-------------------|--------|------|
| Copper Bar, 28 mm | pieces | 17.5 |
| "                 | "      | 15   |
| "                 | "      | 45   |
| "                 | "      | 10   |
| "                 | "      | 5    |
| "                 | "      | 3    |
| "                 | "      | 15   |

NON BOILER TUBES

Suggested Monthly  
Dilution

| Size (British)                       |     |
|--------------------------------------|-----|
| 1 - 3/4" x 2" x 17' (735 class)      | 200 |
| 2 1/2" x 2-3/4" x 17'6" (685 class)  | 50  |
| 4-7/8" x 2-1/16" x 17'6" (685 class) | 125 |

09591

MIN. BOLLER TUBES

Size (Inches)

- 1 - 3/4" x 2" x 17" (735 class)
- 2 1/2" x 2-3/4" x 17" (685 class)
- 4-7/8" x 2-1/16" x 17" (685 class)

Excessed Monthly  
Pollution

- 200
- 50
- 125

3007

09601

APPENDIX III

COPY

2. RAILWAY OPERATING GROUP RE - ESTIMATED MONTHLY CONSUMPTION OF PRINCIPAL CONSUMABLE MATERIALS ( FOGGIA & TERMOLI )

| Catalogue Number | Item                                             | Unit      | Qty |
|------------------|--------------------------------------------------|-----------|-----|
| A 7172           | Saws, hack, blades, medium                       | No        | 36  |
| A 4784           | Lamps, railway, hand, glasses, green             | "         | 24  |
| A 4783           | " " " " front                                    | "         | 24  |
| E 1642           | Wick, flat, 3/8"                                 | feet      | 46  |
| E 1643           | " " 5/8"                                         | "         | 25  |
| E 1161           | Welding metals, rods, welding, steel, mild, 1/8" | "         | 100 |
|                  | Rods, brazing, 3/16"                             | "         | 40  |
|                  | Electrodes, Silicon bronze, 1/4"                 | "         | 100 |
|                  | " 2 1/2 m/m diam                                 | No        | 50  |
|                  | " 5 m/m diam                                     | "         | 50  |
|                  | " cast iron                                      | "         | 50  |
|                  | " high carbon steel                              | feet      | 100 |
| F 490            | Cloth, sponge                                    | No        | 240 |
| F 1002           | Jointing, asbestos, compound sheeting, 1/16"     | lbs       | 32  |
| F 1004           | " " " 1/8"                                       | "         | 52  |
| F 1003           | " " " 1/4"                                       | "         | 8   |
| F 2700           | Waste, cotton, coloured                          | "         | 280 |
| F 2756           | Worsted, yarn, grey                              | "         | 22  |
| F 2150           | Packing, greased, round, MK II, 1/2"             | "         | 7   |
| F 2196           | " " square, MK II, hemp, 3/4"                    | "         | 12  |
| F 2198           | " " " 7/8"                                       | "         | 12  |
| F NIV            | Packing, asbestos, round, 3/4"                   | "         | 38  |
| F NIV            | " " 7/8"                                         | "         | 10  |
| F NIV            | " " 1/8"                                         | "         | 14  |
| F 1840           | " " 1/4"                                         | "         | 14  |
| F NIV            | " " 3/8"                                         | "         | 14  |
| F NIV            | Injector Cord                                    | balls     | 2   |
| F 1600           | Rubber, vulcanised, solid sheet                  | lbs       | 14  |
| F NIV            | Rags, waste                                      | "         | 56  |
| J NIV            | Pike wire gauze                                  | sq ft     | 24  |
| J NIV            | Cast brass rod, 6" x 3"                          | No        | 3   |
| 61               | " " 4" x 7"                                      | "         | 2   |
| 62               | " " 3" x 7"                                      | "         | 2   |
| 63               | " " 2 1/2" x 6"                                  | "         | 2   |
| 66               | " " 2" x 6"                                      | "         | 1   |
|                  | Cast steel rod, 4" x 6"                          | "         | 1   |
| K 500            | Compounding, case hardening                      | lbs       | 7   |
| K 1371           | Emery Powder                                     | "         | 1   |
| K 705            | Graphite flake                                   | "         | 7   |
| K 1280           | Paste, flux, soldering                           | "         | 15  |
| K 350            | Carborundum paste, fine                          | 2-oz tins | 8   |
|                  | " medium                                         | 4-oz tins | 4   |

2000

Sheet 2

2 Rly Op Gp (contd)

| <u>Catalogue<br/>Number</u> | <u>Item</u>                                                 | <u>Unit</u> | <u>Qty</u> |
|-----------------------------|-------------------------------------------------------------|-------------|------------|
|                             | Flux, tinmans                                               | lbs         | 14         |
|                             | Powder, resin                                               | "           | 7          |
|                             | White metal, Grade A                                        | "           | 560        |
|                             | Copper Bar                                                  | "           | 80         |
|                             | Beltting, 1" wide                                           | feet        | 19         |
|                             | " 3" "                                                      | "           | 10         |
|                             | Armoured hosing for connection between<br>engine and tender | "           | 48         |

ISR Supply

|         |                              |        |     |
|---------|------------------------------|--------|-----|
| 012/320 | Axlebox lubricating packing  | lbs    | 80  |
| 016/002 | Asbestos string, 1/8"        | "      | 12  |
| 016/003 | " 1/4"                       | "      | 12  |
| 016/004 | " gland packing              | "      | 20  |
| 063/030 | Sal ammoniac                 | "      | 15  |
| 071/034 | Manganese                    | Blocks | 32  |
| 087/244 | Lead for mudhole door joints | lbs    | 50  |
| I39/935 | Gauge glasses, rubbers for   | No     | 180 |
| I39/926 | " 15 x 9 x 320 m/m           | "      | 50  |
| 087/916 | Solder                       | sticks | 40  |

0000000

Armoured hoses for connection between engine and tender

ISR Supply

|         |                              |        |     |
|---------|------------------------------|--------|-----|
| 012/320 | Axlebox lubricating packing  | lbs    | 30  |
| 016/002 | Asbestos string, 1/8"        | "      | 12  |
| 016/003 | " " 1/4"                     | "      | 12  |
| 016/004 | " gland packing              | "      | 20  |
| 063/030 | Sal ammoniac                 | "      | 15  |
| 071/034 | Manganeseite                 | Blocks | 32  |
| 087/244 | Lead for midhole door joints | lbs    | 50  |
| 139/935 | Gauge glasses, rubbers for   | No     | 180 |
| 139/926 | " " 15 x 9 x 320 m/m         | "      | 50  |
| 087/916 | Solder                       | sticks | 40  |

oooooooo

3005

# APPENDIX IV

1. RAILWAY OPERATING GROUP III - THE GROUPS INVOLVED IN THE CONSTRUCTION OF THE RAILWAY

| Index   | Item                     | Unit   | Quantity |
|---------|--------------------------|--------|----------|
| 003/002 | Acid, hydrochloric       | lbs    | 50       |
| 016/014 | Asbestos -               |        |          |
| 015     | 6 m/m                    | "      | 10       |
| 016     | 10 m/m                   | "      | 15       |
| 018     | 15 m/m                   | "      | 15       |
| 020     | 20 m/m                   | "      | 20       |
| 023     | 25 m/m                   | "      | 15       |
|         | Asbestos jointing sheets |        |          |
|         | Bedding beds -           |        |          |
|         | 6 m/m                    | "      | 20       |
|         | 8 m/m                    | "      | 30       |
| 003/023 | Carriage                 |        | 900      |
|         | Cloth, heavy -           |        |          |
|         | 0                        | yards  | 100      |
|         | 1                        | yards  | 100      |
|         | Case Handling Compound   | lbs    | 10       |
| 420/160 | Electrodes -             |        |          |
| 162     | 2.5 m/m                  | lbs    | 200      |
| 163     | 3.25 m/m                 | "      | 200      |
| 164     | 4 m/m                    | "      | 200      |
| 071/052 | 5 m/m                    | "      | 150      |
|         | Heavy Powder             | lbs    | 1        |
|         | Large Glasses -          |        |          |
| 124/026 | 320m/m x 15 m/m x 9 L/D  | lbs    | 50       |
| 071/031 | Grainite Powder          | lbs    | 2        |
|         | Lamp Wicks -             |        |          |
| 012/055 | 1.2 m/m                  | metres | 450      |
| 120     | 1.5 m/m                  | "      | 450      |
| 057/244 | Lead                     | lbs    | 500      |
|         | Manganese Photo          |        |          |
|         | Paint -                  |        |          |
|         | Black                    |        | 100      |
|         | White                    |        | 25       |
|         | Red                      |        | 50       |
|         | Yellow                   |        | 20       |
|         | Rolling Stays -          |        |          |
|         | 26 m/m                   |        | 25       |
|         | 30 m/m                   |        | 25       |
|         | 32 m/m                   |        | 25       |
| 057/921 | Solder, tin/lead         |        | 100      |
|         | Soldering Powder         |        |          |
|         | Welding Jointing         |        |          |
| 072/004 | Waste for Auto Boxes     |        | 10       |
| 012/120 | Wire Gauge               |        | 100      |
| 007/136 | Wire, Copper, 2 m/m      |        | 100      |
| 142     | 5 m/m                    |        | 2        |
| 143     | 8 m/m                    |        | 30       |
| 012/157 | Wool Grinding            |        | 20       |
|         | White Metal              |        |          |
| 421/001 | Grade A                  |        | 2500     |
| 002     | Grade B                  |        | 1000     |

|         |                       |               |  |  |  |
|---------|-----------------------|---------------|--|--|--|
| 003/028 | Carbide               | 8 m/m         |  |  |  |
|         | Cloth, Emery          | 9             |  |  |  |
|         |                       | 1             |  |  |  |
|         | Cane Marking Compound |               |  |  |  |
|         | Electrodes -          |               |  |  |  |
| 420/150 | 2.5 m/m               |               |  |  |  |
| 162     | 3.25 m/m              |               |  |  |  |
| 163     | 4 m/m                 |               |  |  |  |
| 164     | 5 m/m                 |               |  |  |  |
| 071/051 | Emery Powder          |               |  |  |  |
|         | Gauge Glasses -       |               |  |  |  |
| 124/926 | 300 m/m x 15          | 8 m/m x 9 L/3 |  |  |  |
| 071/034 | Graphite Powder       |               |  |  |  |
|         | Lead Wicks -          |               |  |  |  |
| 012/095 | 45 m/m                |               |  |  |  |
| 120     | 45 m/m                |               |  |  |  |
| 087/244 | Lead                  |               |  |  |  |
|         | Household Sticks      |               |  |  |  |
|         | Paint -               |               |  |  |  |
|         | Black                 |               |  |  |  |
|         | White                 |               |  |  |  |
|         | Red                   |               |  |  |  |
|         | Yellow                |               |  |  |  |
|         | Rolling Stays -       |               |  |  |  |
|         | 36 m/m                |               |  |  |  |
|         | 30 m/m                |               |  |  |  |
|         | 32 m/m                |               |  |  |  |
| 057/924 | Solder, tinous        |               |  |  |  |
|         | Sakuridac Powder      |               |  |  |  |
|         | Wallerite Jointing    |               |  |  |  |
| 072/004 | Waste for Airs Buses  |               |  |  |  |
| 012/320 | Wire Gauge            |               |  |  |  |
| 087/156 | Wire, Copper, 2 m/m   |               |  |  |  |
| 142     | 5 m/m                 |               |  |  |  |
| 143     | 8 m/m                 |               |  |  |  |
| 012/157 | Wood Trimming         |               |  |  |  |
|         | White Metal           |               |  |  |  |
|         | Grade A               |               |  |  |  |
|         | Grade B               |               |  |  |  |
| 421/001 | Carbide               |               |  |  |  |
| 002     | Cement -              |               |  |  |  |
|         | 3 meters video        |               |  |  |  |
|         | 75 cm                 |               |  |  |  |
|         | Plus                  |               |  |  |  |

300  
 100  
 100  
 10  
 200  
 200  
 200  
 150  
 1  
 30  
 2  
 450  
 450  
 300  
 200  
 100  
 25  
 50  
 20  
 25  
 25  
 25  
 100  
 10  
 10  
 400  
 100  
 2  
 60  
 6  
 20  
 2500  
 1000  
 500  
 60  
 25  
 10

Appendix VMESSAGE FORMC O P YTO : I63 Rly Wksp CoyFROM : Deprail BariOriginator's Number 3077  
Date : 6/8

RESTRICTED. TOOLS FOR FOGGIA PUT AN IMMEDIATE INDENT ON TSD FOR ALL THE HAND TOOLS REQUIRED AND SUPERINTEND COLLECTION. OBTAIN RECEIPT FROM ITALIANS WHEN HANDED OVER. LET ME KNOW WHAT NOT OBTAINED. ELECTRIC WELDING AND OXY-ACETYLENE SETS STILL UNDER INVESTIGATION.

Sgd. W.L. TOPHAM  
Lieut. Col.

3003

## COPY

## LIST OF TOOLS REQUIRED FOR LOCO WORKSHOPS - BOGGLA

| <u>Description</u>                 | <u>Unit</u> | <u>Qty</u> | <u>Remarks</u> |
|------------------------------------|-------------|------------|----------------|
| Screens, Head, Welders             | No          | 2          |                |
| " Band                             | "           | 4          |                |
| Goggles Welders                    | Prs         | 8          |                |
| Brushes twine 2"                   | No          | 4          |                |
| Gloves, Welders                    | Prs         | 6          |                |
| Sets, Side Cutting                 | No          | 3          |                |
| " Hot                              | "           | 2          |                |
| " Cold                             | "           | 2          |                |
| Crowbar, 5' 3"                     | "           | 1          |                |
| Shears, Tinmens                    | Prs         | 2          |                |
| Slipstones                         | No          | 2          |                |
| Hose, pneumatic, 50' lengths       | Lengths     | 6          |                |
| Chisels, pneumatic                 | No          | 4          |                |
| Machines, drilling, No 2 pneumatic | "           | 1          |                |
| " riveters, pneumatic              | "           | 2          |                |
| Cramp, Joiners, 72"                | "           | 1          |                |
| " 48"                              | "           | 1          |                |
| Mallets, Carpenters                | "           | 1          |                |
| Tackle, W.G. 5 ton                 | "           | 1          |                |
| " 2 ton                            | "           | 1          |                |
| " 3 ton                            | "           | 1          |                |
| Vice, bench para cast 6"           | "           | 6          |                |
| " " " 4"                           | "           | 4          |                |
| Dividers, Spring, 6"               | "           | 2          |                |
| Callipers 0/3 6"                   | "           | 10         |                |
| " 1/8 6"                           | "           | 10         |                |
| " 1/8 8"                           | "           | 6          |                |
| " 0/3 8"                           | "           | 4          |                |
| " 1/8 10"                          | "           | 4          |                |
| " 0/3 10"                          | "           | 4          |                |
| Gauge, screw pitch, Whit.          | "           | 1          |                |
| " " Metric                         | "           | 2          |                |
| Scribers, 10"                      | "           | 2          |                |
| Gauges, Feeler                     | "           | 1          |                |
| Micrometers, 0" - 1"               | "           | 1          |                |
| " 1" - 2"                          | "           | 1          |                |
| " 2" - 3"                          | "           | 1          |                |
| " 3" - 4"                          | "           | 1          |                |
| Cans, Oil Lub, 1/2 pt              | "           | 6          |                |
| Chasers, 6 threads per inch        | "           | 1          |                |
| Machine, Grinding, pneumatic       | "           | 1          |                |
| Block and tackle, 2" cord          | "           | 1          |                |
| Levels, Spirit H & V 3ft           | "           | 1          |                |

) Preferably

) Metric

set each range

| Item                               | QTY | Unit | Remarks | Prs No | Lengths | Material |
|------------------------------------|-----|------|---------|--------|---------|----------|
| " Cold                             | 2   |      |         |        |         |          |
| Crowbar, 5' 3"                     | 2   |      |         |        |         |          |
| Shears, Tinnens                    | 1   |      |         |        |         |          |
| Slipstones                         | 2   |      |         |        |         |          |
| Hose, pneumatic, 50' lengths       | 2   |      |         |        |         |          |
| Chisels, pneumatic                 | 6   |      |         |        |         |          |
| Machines, drilling, No 2 pneumatic | 4   |      |         |        |         |          |
| " riveters, pneumatic              | 1   |      |         |        |         |          |
| Cramp, Joiners, 72"                | 2   |      |         |        |         |          |
| " 48"                              | 1   |      |         |        |         |          |
| Mallets, Carpenters                | 1   |      |         |        |         |          |
| Tackle, W.G. 5 ton                 | 1   |      |         |        |         |          |
| " 2 ton                            | 1   |      |         |        |         |          |
| " 3 ton                            | 1   |      |         |        |         |          |
| Vice, bench para cast 6"           | 1   |      |         |        |         |          |
| " 4 1/2"                           | 1   |      |         |        |         |          |
| Dividers, Spring, 6"               | 1   |      |         |        |         |          |
| Callipers 0/3 6"                   | 1   |      |         |        |         |          |
| " 1/3 6"                           | 1   |      |         |        |         |          |
| " 1/3 8"                           | 1   |      |         |        |         |          |
| " 0/3 8"                           | 1   |      |         |        |         |          |
| " 1/3 10"                          | 1   |      |         |        |         |          |
| " 0/3 10"                          | 1   |      |         |        |         |          |
| Gauge, screw pitch, Whit.          | 1   |      |         |        |         |          |
| " Metric                           | 1   |      |         |        |         |          |
| Scribers, 10"                      | 1   |      |         |        |         |          |
| Gauges, Feeler                     | 1   |      |         |        |         |          |
| Micrometers, 0" - 1"               | 1   |      |         |        |         |          |
| " 1" - 2"                          | 1   |      |         |        |         |          |
| " 2" - 3"                          | 1   |      |         |        |         |          |
| " 3" - 4"                          | 1   |      |         |        |         |          |
| Cans, Oil Lub, 1/2 pt              | 1   |      |         |        |         |          |
| Chasers, 6 threads per inch        | 1   |      |         |        |         |          |
| Machine, Grinding, pneumatic       | 1   |      |         |        |         |          |
| Block and tackle, 2" cord          | 1   |      |         |        |         |          |
| Levels, Spirit H & V 3ft           | 1   |      |         |        |         |          |
| " Block 8"                         | 1   |      |         |        |         |          |
| Jacks, Screw, 10 ton               | 1   |      |         |        |         |          |
| " 16 ton                           | 1   |      |         |        |         |          |
| " Lifting & Traversing, 20 ton     | 1   |      |         |        |         |          |

3002

## Sheet 2

| <u>Description</u>                 | <u>Unit</u> | <u>Qty</u> | <u>Remarks</u> |
|------------------------------------|-------------|------------|----------------|
| Jacks, Hydraulic, 32 ton           | No          | 1          |                |
| Tools, Screwcutting Sets, B.S.W.O. | Sets        | 1          |                |
| " " " " " " " "                    | "           | 1          |                |
| " " " " " " " "                    | "           | 1          |                |
| " " " " " " " "                    | "           | 1          |                |
| " " " " " " " "                    | "           | 1          |                |
| " " " " " " " "                    | "           | 1          |                |
| Drills, para, shank, 1/4"          | No          | 1          |                |
| " " " " " " " "                    | "           | 5          |                |
| " " twist Wire, No 30              | "           | 6          |                |
| " " S.T.S. 3/8"                    | "           | 6          |                |
| " " " " 7/16"                      | "           | 6          |                |
| " " " " 7/8"                       | "           | 6          |                |
| Lamps, Inspection, Elect.          | "           | 6          | Boilerwork     |
| " " Acetylene, Hand                | "           | 6          | Boilerwork     |
| " " Brazing, 5 pts                 | "           | 2          |                |
| " " " " 1 pt                       | "           | 2          |                |
| Slings, Rope, 2" x 1"              | "           | 1          |                |
| " " " " 5' x 4"                    | "           | 4          |                |
| " " " " 12' x 6"                   | "           | 2          |                |
| " " Chain (Ring & 2 hooks) 1"      | "           | 2          |                |
| " " " " " " " " 3/4"               | "           | 1          |                |
| Screwdrivers, London, 12"          | "           | 4          |                |
| " " " " " " " " 6"                 | "           | 6          |                |
| Ladders, Extension, 15 ft          | "           | 1          |                |
| Spanners, adj. 7"                  | "           | 1          |                |
| " " " " 11"                        | "           | 6          |                |
| " " " " 15"                        | "           | 6          |                |
| " " D.E. 3/4" x 3/8"               | "           | 18         |                |
| " " " " 1/2" x 3/8"                | "           | 18         |                |
| " " " " 1" x 7/8"                  | "           | 8          |                |
| " " " " 3/8" x 7/16"               | "           | 8          |                |
| Swage top 1 5/4"                   | "           | 1          |                |
| Barrows, Saddle                    | "           | 2          |                |
| Posts, Drilling, Hand, 16"         | "           | 2          |                |
| " " " " 24"                        | "           | 2          |                |
| Clamps, Engineers, 'C' type, 4 I   | "           | 2          |                |
| Braces, Ratchet, Engineers, 12"2   | "           | 4          |                |
| Brushes, Sash Tool No 6            | "           | 4          |                |
| " " " " No 8                       | "           | 4          |                |
| Pincers, Carpenters, 9"            | Pairs       | 2          |                |
| Chest, Tool, Filled, Carpenters    | No          | 1          |                |
| " " " " Blacksmiths                | "           | 2          |                |
| " " " " Copper Smiths              | "           | 1          |                |
| " " " " Riveters                   | "           | 4          |                |
| Boas, Carpenters                   | "           | 4          |                |



## Sheet 3

| <u>Description</u>          | <u>Unit</u> | <u>Qty</u> | <u>Remarks</u> |
|-----------------------------|-------------|------------|----------------|
| Saws, Keyhole               | No          | 1          |                |
| Braces, Carpenters          | "           | 4          |                |
| Augers, hand, 3/8"          | "           | 4          |                |
| Rules, 4 fold, 2 ft         | "           | 6          | Preferably     |
| " 2 fold, 2 ft              | "           | 6          | metric         |
| " Steel, 6"                 | "           | 12         | rules          |
| " " 1"                      | "           | 18         |                |
| Gauge, Carpenters           | "           | 2          |                |
| Oilstone, medium            | "           | 4          |                |
| Bits, Carpenters, 1"        | "           | 4          |                |
| " " 3/4"                    | "           | 4          |                |
| " " 3/8"                    | "           | 8          |                |
| " " 1/2"                    | "           | 8          |                |
| " " 5/8"                    | "           | 4          |                |
| " " 1/4"                    | "           | 4          |                |
| Squares, Carpenters, 9"     | "           | 2          |                |
| " Fitters, 6"               | "           | 4          |                |
| Bits, Expansion             | "           | 1          |                |
| Axes, Hand                  | "           | 2          |                |
| " Felling                   | "           | 1          |                |
| Punches, Round, 1/4" - 3/8" | "           | 1          |                |
| " Centre                    | "           | 6          |                |
| " Smiths, 1/2"              | "           | 6          |                |
| Wrenches, Pipe chain        | "           | 2          |                |
| " Stillson, 10"             | "           | 1          |                |
| Cutters, Pipe, medium       | Pairs       | 1          |                |
| Files, Millenicut, 14"      | No          | 48         |                |
| " Bestard, flat, 14"        | "           | 48         |                |
| " " 10"                     | "           | 24         |                |
| " sec. cut, 12"             | "           | 24         |                |
| " " 10"                     | "           | 24         |                |
| " " half rd., 10"           | "           | 24         |                |
| " " 8"                      | "           | 36         |                |
| Files, Handles              | "           | 1          |                |
| Drills, stock, breast       | "           | 1          |                |
| " " hand                    | "           | 1          |                |
| Pliers, Gas, 3"             | Pairs       | 3          |                |
| " s/c, 7"                   | "           | 3          |                |
| " flat nose, 6"             | "           | 4          |                |
| Hammer, A.B.P., 11 lb       | No          | 2          |                |
| " Claw                      | "           | 8          |                |
| " Chipping, Welders         | "           | 2          |                |
| Chisols, Cold steel, 1"     | "           | 36         |                |
| " Cross cut, 1/4"           | "           | 1          |                |

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Sheet 4

| <u>Description</u>                     | <u>Unit</u> | <u>Qty</u> | <u>Remarks</u> |
|----------------------------------------|-------------|------------|----------------|
| Hammers, S&P, 10 lb                    | No          | 4          |                |
| " " 7 lb                               | "           | 6          |                |
| Drills, Wire, No 5                     | "           | 6          |                |
| " " No 12                              | "           | 6          |                |
| " N.T.S., 1/2"                         | "           | 8          |                |
| " " 9/16"                              | "           | 8          |                |
| " " 3/4"                               | "           | 12         |                |
| " " 5/8"                               | "           | 12         |                |
| " " 5/16"                              | "           | 4          |                |
| " " 1/4"                               | "           | 6          |                |
| " Centring, 1/16"                      | "           | 4          |                |
| " " 1/8"                               | "           | 4          |                |
| " " 3/16"                              | "           | 4          |                |
| Taps, Whitworth (Taper, Second & Plug) | Set         |            |                |
| " " 1/4" to 7/8"                       | Sets        | 2          | Of each range  |
| " " 1" to 1-1/4"                       | Set         | 1          | Of each range  |

Plant

|                                                                                         |      |   |                |
|-----------------------------------------------------------------------------------------|------|---|----------------|
| Oxy-Acetylene Welding and Cutting Plant, Sets<br>complete with spare nozzles and gauges | Sets | 3 | Most important |
| Electric Welding Plant - Single Operator Set                                            | Set  | 1 | Most important |

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|                                        |                 |   |     |                 |
|----------------------------------------|-----------------|---|-----|-----------------|
| "                                      | "               | " | Set | 12              |
| "                                      | 3/8"            | " | Set | 4               |
| "                                      | 5/16"           | " | Set | 4               |
| "                                      | 1/4"            | " | Set | 6               |
| "                                      | Centring, 1/16" | " |     | 4               |
| "                                      | 1/8"            | " |     | 4               |
| "                                      | 5/16"           | " |     | 4               |
| Taps, Whitworth (Taper, second & plug) |                 |   |     |                 |
| "                                      | 1/4" to 7/8"    |   |     | 2 of each range |
| "                                      | 1" to 1-1/4"    |   |     | 1 of each range |

Plant

Oxy-Acetylene Welding and Cutting Plant, Sets  
complete with spare nozzles and gauges

Electric Welding Plant - Single Operator Set

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COPY

ADDITIONAL LIST OF TOOL REQUIREMENTS FOR FOGGIA WORKSHOPS

| Description                                                                                                             | Unit | Qty            | Remarks                                                                                                                                                                             |
|-------------------------------------------------------------------------------------------------------------------------|------|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Drills, A.S.S., 7/8"                                                                                                    | No   | 12             | The urgency of these drill                                                                                                                                                          |
| " " " 15/16"                                                                                                            | "    | 12             | is such that drills to                                                                                                                                                              |
| " " " 1"                                                                                                                | "    | 12             | a 1/64" from size quoted                                                                                                                                                            |
| " " " 1-1/8"                                                                                                            | "    | 6              | or even a metric equiv-                                                                                                                                                             |
| " " " 1-1/4"                                                                                                            | "    | 6              | alent will do in lieu is                                                                                                                                                            |
| " " " 1-3/8"                                                                                                            | "    | 3              | requested sizes not                                                                                                                                                                 |
| " " " 1-1/2"                                                                                                            | "    | 3              | available.                                                                                                                                                                          |
| Boiler Stry Tape<br>(10 threads per inch)                                                                               |      |                |                                                                                                                                                                                     |
| 26 mm                                                                                                                   | Sets | 4              | British Taps are normally                                                                                                                                                           |
| 27 mm                                                                                                                   | "    | 4              | II threads per inch. If                                                                                                                                                             |
| 28 mm                                                                                                                   | "    | 4              | impossible to supply Taps                                                                                                                                                           |
| 29 mm                                                                                                                   | "    | 2              | to the size and number of                                                                                                                                                           |
|                                                                                                                         |      |                | threads per inch quoted                                                                                                                                                             |
|                                                                                                                         |      |                | then nearest                                                                                                                                                                        |
|                                                                                                                         |      |                | British equivalent in diam                                                                                                                                                          |
|                                                                                                                         |      |                | and II threads per inch                                                                                                                                                             |
|                                                                                                                         |      |                | will do.                                                                                                                                                                            |
| Taps, 10 threads per inch,<br>40 mm diam Taper, Second<br>and Plug Taps in each set.<br>For Boiler Stay Hole<br>Buehes. | Sets | 2              | - do -                                                                                                                                                                              |
| Tube Expanders, of the follow-<br>ing diameters :                                                                       | Sets | 1 of each diam | If Expanders in metric<br>sizes and in 1 mm steps<br>are not procurable,<br>Expanders to British<br>equivalent of diam and<br>to the smallest fraction<br>in step size will suffice |
| 30, 31, 32, 33, 34, 35,<br>36, 37, 40, 41, 42, 43,<br>44, 45, 46 and 47 mm.                                             |      |                |                                                                                                                                                                                     |
| Caulking Tools ( for use with<br>Pneumatic Hammer )                                                                     | No   | 6              | .                                                                                                                                                                                   |

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## LIST OF TOOLS REQUIRED FOR WAGON SHOPS (RM 41)

| <u>Description</u>                                       | <u>Unit</u> | <u>Qty</u> | <u>Remarks</u>                    |
|----------------------------------------------------------|-------------|------------|-----------------------------------|
| Machines, drilling, pneumatic, No. 2                     | No          | 2          |                                   |
| Hammer, pneumatic, 3/4", Wk. 11, 50ft                    | laths       | 3          |                                   |
| Plants, welding and cutting oxy/acety. L.P. Complete No. | No          | 2          | HP sets if<br>LP not<br>available |
| Axles, Carpenters, 5-1/4' heads                          | No          | 3          |                                   |
| " " Handles                                              | "           | 3          |                                   |
| Lamps, Brazing, 1 pint                                   | "           | 1          |                                   |
| Tools, Screwcutting, B.S.M., Sets No. 1                  | Set         | 1          |                                   |
| Saws, Hack, 12" Adjustable                               | No          | 4          |                                   |
| " " 12" " blades, medium                                 | "           | 24         |                                   |
| " Hand, 26"                                              | "           | 6          |                                   |
| " Power, Blades, 18"                                     | "           | 4          |                                   |
| Clamps, Fitters, 4"                                      | "           | 2          |                                   |
| Blocks, chain, worm geared, 2 tons                       | "           | 1          |                                   |
| Axes: hand, 2lb 2ozs, handled                            | "           | 3          |                                   |
| Gimlets, Twist, No. 4                                    | "           | 4          |                                   |
| " " Spike, 1/4"                                          | "           | 4          |                                   |
| " " " 5/16"                                              | "           | 4          |                                   |
| " " " 5/8"                                               | "           | 4          |                                   |
| Shears, Tinmens, Snip, Bent                              | Pairs       | 1          |                                   |
| " " Straight, 10"                                        | "           | 1          |                                   |
| Drills, Twist, Wire, Nos. 1 - 50                         | Sets        | 3          |                                   |
| Hammer, Sledge, Straight pane, 7 lb                      | No          | 2          |                                   |
| " Engineers, Bell pane, 1 lb 8 ozs                       | "           | 10         |                                   |
| " Carpenters, Glaz, 1 lb 8 ozs                           | "           | 8          |                                   |
| Planes, Jack                                             | "           | 8          |                                   |
| Spanners, D.F., 1/4" and 5/16"                           | "           | 8          |                                   |
| " " 5/16" and 7/16"                                      | "           | 8          |                                   |
| " " 3/8" and 7/16"                                       | "           | 8          |                                   |
| " " 5/8" and 1/2"                                        | "           | 8          |                                   |
| " " 1/2" and 9/16"                                       | "           | 8          |                                   |
| " " 5/8" and 1/2"                                        | "           | 8          |                                   |
| " " 5/8" and 3/4"                                        | "           | 12         |                                   |
| " " 7/8" and 1"                                          | "           | 4          |                                   |
| Pliers, Insulated, 8"                                    | Pairs       | 1          |                                   |
| Augers, Hand, 1/2"                                       | No          | 10         |                                   |
| " " 5/8"                                                 | "           | 10         |                                   |
| Oilstones, medium                                        | "           | 4          |                                   |
| Files, Bastard, flat, 14"                                | "           | 24         |                                   |
| " " " 12"                                                | "           | 24         |                                   |
| " " " 10"                                                | "           | 24         |                                   |
| " " half round, 14"                                      | "           | 24         |                                   |
| " " " 12"                                                | "           | 24         |                                   |
| " " " 10"                                                | "           | 24         |                                   |
| " Sec. cut, flat                                         | "           | 10         |                                   |

|                                         |       |       |
|-----------------------------------------|-------|-------|
| Tools, screwcutting, E.S.M., Sets No. 1 | 1     | Set   |
| Saws, Hack, 12" Adjustable              | 1     | No    |
| " " 12" blades, medium                  | 4     | "     |
| " Hand, 26"                             | 24    | "     |
| " Power, Blades, 18"                    | 6     | "     |
| Clamps, Fitters, 4"                     | 4     | "     |
| Blocks, chain, worm geared, 2 tons      | 2     | "     |
| Axes, hand, 2 lb 202s, handled          | 1     | "     |
| Gimlets, Twist, No. 4                   | 3     | "     |
| " " Spike, 1/4"                         | 4     | "     |
| " " " 5/16"                             | 4     | "     |
| " " " 3/8"                              | 4     | "     |
| Shears, Tinmens, Snip, Bent             | 4     | "     |
| " " Straight, 10"                       | 1     | Pairs |
| Drills, Twist, Wire, Woe. 1 - 60        | 1     | "     |
| Hammer, Sledge, Straight pene, 7 lb     | 3     | Sets  |
| " Engineers, Ball pene, 1 lb 8 ozs      | 2     | No    |
| " Carpenters, Glaz, 1 lb 8 ozs          | 10    | "     |
| Planes, Jack                            | 8     | "     |
| Spanners, D.E., 1/4" and 5/16"          | 8     | "     |
| " " 5/16" and 7/16"                     | 8     | "     |
| " " 3/8" and 7/16"                      | 8     | "     |
| " " 3/8" and 1/2"                       | 8     | "     |
| " " 1/2" and 9/16"                      | 8     | "     |
| " " 5/8" and 1/2"                       | 8     | "     |
| " " 5/8" and 3/4"                       | 8     | "     |
| " " 7/8" and 1"                         | 12    | "     |
| Pliers, Insulated, 8"                   | 4     | "     |
| Augers, Hand, 1/2"                      | 1     | Pairs |
| " " 5/8"                                | 10    | No    |
| Oilstones, medium                       | 10    | "     |
| Files, Bastard, flat, 14"               | 4     | "     |
| " " 12"                                 | 24    | "     |
| " " 10"                                 | 24    | "     |
| " " half round, 14"                     | 24    | "     |
| " " 12"                                 | 24    | "     |
| " " " 10"                               | 24    | "     |
| " " " 6"                                | 24    | "     |
| " " " 8"                                | 24    | "     |
| " " " 6"                                | 24    | "     |
| " " " 4"                                | 24    | "     |
| " " " 3"                                | 24    | "     |
| " " " 12"                               | 3     | "     |
| Drills, Morse, Taper, Shank             | 32097 | "     |
| " " 1/32"                               | 3     | "     |
| " " 1/16" H.S.                          | 3     | "     |
| " " 5/32" H.S.                          | 4     | "     |
| " " 1/8" H.S.                           | 4     | "     |
| " " 5/32" H.S.                          | 4     | "     |

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LIST OF TOOLS REQUIRED FOR WAGON SHOPS (RIAZI)

| Description                                          | Unit  | Qty | Remarks                     |
|------------------------------------------------------|-------|-----|-----------------------------|
| Machines, drilling, pneumatic, No. 2                 | pc    | 2   |                             |
| Hose, pneumatic, 5/4", 2k.11, 50ft                   | 18ths | 3   |                             |
| Plants, welding and cutting oxy/acety. L.P. Complete | pc    | 2   | HP sets if 12 not available |
| Adzes, Carpenters, 5-1/4' heads                      | No    | 2   |                             |
| " " Handles                                          | "     | 3   |                             |
| Lamps, Brazing, 1 pint                               | "     | 1   |                             |
| Tools, Screwcutting, H.S.A., Sets No. 1              | Set   | 1   |                             |
| Saws, Hack, 12" Adjustable                           | No    | 4   |                             |
| " " 12" " blades, medium                             | "     | 24  |                             |
| " Hand, 26"                                          | "     | 6   |                             |
| " Power, Blades, 18"                                 | "     | 4   |                             |
| Clamps, Fitters, 4"                                  | "     | 2   |                             |
| Blocks, chain, worm geared, 2 tons                   | "     | 1   |                             |
| Axes; hand, 2lb 2ozs, handied                        | "     | 3   |                             |
| Gimlets, Twist, No. 4                                | "     | 4   |                             |
| " " Spike, 1/4"                                      | "     | 4   |                             |
| " " " 5/16"                                          | "     | 4   |                             |
| " " " 3/8"                                           | "     | 4   |                             |
| Shears, Tinmens, Snip, Bent                          | Pairs | 1   |                             |
| " " Straight, 10"                                    | "     | 1   |                             |
| Drills, Twist, Wire, Nos. 2 - 50                     | Sets  | 3   |                             |
| Hammer, Sledge, Straight pene, 7 lb                  | No    | 2   |                             |
| " Engineers, Bell pene, 1 lb 8 ozs                   | "     | 10  |                             |
| " Carpenters, Claw, 1 lb 8 ozs                       | "     | 8   |                             |
| Planes, Jack                                         | "     | 8   |                             |
| Spanners, D.E., 1/4" and 5/16"                       | "     | 3   |                             |
| " " 5/16" and 7/16"                                  | "     | 3   |                             |
| " " 3/8" and 7/16"                                   | "     | 3   |                             |
| " " 3/8" and 1/2"                                    | "     | 3   |                             |
| " " 1/2" and 9/16"                                   | "     | 3   |                             |
| " " 5/8" and 1/2"                                    | "     | 3   |                             |
| " " 5/8" and 3/4"                                    | "     | 12  |                             |
| " " 7/8" and 1"                                      | "     | 4   |                             |
| Pliers, Insulated, 8"                                | Pairs | 1   |                             |
| Augers, Hand, 1/2"                                   | No    | 10  |                             |
| " " 5/8"                                             | "     | 10  |                             |
| Oilstones, medium                                    | "     | 4   |                             |
| Files, Bastard, Flat, 14"                            | "     | 24  |                             |
| " " 12"                                              | "     | 24  |                             |
| " " 10"                                              | "     | 24  |                             |
| " " half round, 14"                                  | "     | 4   |                             |
| " " " 12"                                            | "     | 4   |                             |
| " " " 10"                                            | "     | 24  |                             |
| " " Sec. cut, flat                                   | "     | 24  |                             |
| " " Smooth                                           | "     | 24  |                             |



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Sheet 2

| <u>Description</u>            | <u>Unit</u> | <u>Cty</u> | <u>Remarks</u> |
|-------------------------------|-------------|------------|----------------|
| Drills, Torque, Shank (contd) | Ms          |            |                |
| 3/16" H.S.                    | "           | 4          |                |
| 13/64" H.S.                   | "           | 8          |                |
| 7/32" H.S.                    | "           | 4          |                |
| 15/64" H.S.                   | "           | 4          |                |
| 1/4" H.S.                     | "           | 4          |                |
| 1/2" H.S.                     | "           | 4          |                |
| 5/16" H.S.                    | "           | 4          |                |
| 11/32" H.S.                   | "           | 4          |                |
| 3/8" H.S.                     | "           | 6          |                |
| 13/32" H.S.                   | "           | 5          |                |
| 7/16" H.S.                    | "           | 6          |                |
| 15/32" H.S.                   | "           | 5          |                |
| 1/2" H.S.                     | "           | 6          |                |
| 17/32" H.S.                   | "           | 6          |                |
| 3/16" H.S.                    | "           | 6          |                |
| 1/8" H.S.                     | "           | 6          |                |
| 11/16" H.S.                   | "           | 6          |                |
| 3/4" H.S.                     | "           | 6          |                |
| 13/16"                        | "           | 6          |                |
| 7/8"                          | "           | 6          |                |
| 15/16"                        | "           | 4          |                |
| 1"                            | "           | 4          |                |

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4 4 4 4 4 0 5 5 5 5 5 5 5 5 5 5 5 5 4 4

|    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|

1/14 H.  
 4/5 H.  
 5/16 H.  
 11/32 H.  
 3/4 H.  
 13/32 H.  
 7/15 H.  
 25/32 H.  
 1/2 H.  
 17/32 H.  
 9/16 H.  
 5/8 H.  
 11/16 H.  
 3/4 H.  
 13/16 H.  
 7/8 H.  
 15/16 H.  
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INTER-OFFICE MINUTES

Ref: AC/47 A/Tn 4

SUBJECT : Report on Tour by Major E.W.B. Jeffrey R.E.  
Rail Division (Mechanical Engineering Branch)  
19 to 24 April 1945

TO : The Chief, Rail Division  
Transportation Sub-Commission AC.

1. OBJECT OF TOUR. To inspect progress of locomotive and Rolling Stock rehabilitation.
2. TRANSPORTATION. Outward by M.T. Return by air, due to accident and resulting break down of M.T.
3. PLACES VISITED AND OBSERVATIONS.

(a) Ancona.

Contact made with A.C. Tn. representative Captain Smith R.E. and with AD. Tn. (Mech) M.R.S. Lt. Col. Sinclair R.E. and progress of wagon repair work at Soc. Anon. Costruzioni Mec. A. Cecchetti works at Civitanova Marche discussed.

(b) Civitanova Marche

Works of S.A.C.M. "A. Cecchetti" visited and inspected with Captain F.C. Philby resident AC.Tn. Rail Division Officer supervising the works.

The following matters came especially to notice.

(i) Out put.

The present position is:

|                                   |    |   |
|-----------------------------------|----|---|
| wagons repaired and ready for use | 27 | 2 |
| " broken up                       | 3  |   |
| " under repair                    | 56 |   |
| " awaiting repair                 | 63 |   |

It was estimated that the 56 wagons under repairs would be completed in 10 days time.

19 to 24 April 1945

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Transportation Sub-Commission AC.

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(b) Civitanova Marche

Works of S.A.C.M. "A. Cecchetti" visited and inspected with Captain T.C. Philby resident AC.Tn. Rail Division Officer supervising the works.  
The following matters came especially to notice.

(i) Out put.

The present position is:

|                                   |    |    |
|-----------------------------------|----|----|
| wagons repaired and ready for use | 27 | 3  |
| " broken up                       |    | 56 |
| " under repair                    |    | 63 |
| " awaiting repair                 |    |    |

It was estimated that the 56 wagons under repairs would be completed in 10 days time.

(ii) Electric Power to the works.

Only 100 kw per hour has been supplied to date although 300 kw per hour can be received.

This matter was discussed with AD. Tn. M.R.S. Ancona who took the question up with D of works 61 area, as a result of which a representative from the latter office visited the works on 11 April to ascertain that the additional current could be received and this is now expected.

- 2 -

(iii) Timber Supply.

6 Tons per week are being supplied from 350 T.S.D. which is insufficient and restricts output.

Additional timber can be purchased privately in the neighborhood but lack of transport prevents advantage being taken of this.

Contact was made with Major Denning Deputy Provincial Commissioner Macerata in this matter who agreed to arrange for 100 oak trunks at present lying near Visso to be released to Cecchetti's and for assistance in transport to given by 1000 G.T. coy which is at present in the area for grain haulage.

(iv) Transportation.

Difficulty in obtaining the necessary stores for repair of wagons is being met due to lack of M.T., the only source available at the present time being Regional Pool and such transport as the latter can spare.

M.T. requirements are at present.

(a) 3 ton vehicle for transport of stores between Palcosera Ancona and Civitanova Marche and Terni.

(b) Heavy transporter for movement of timber logs from Visso and Castel S. Angelo to Civitanova Marche.

(v) Materials.

Urgent requirements in short supply are as follows:

Molding Sand (Release for Coal Section AMHQ required)  
Coke  
Timber  
White Metal

(c) Pescara.

Loco shed under reconstruction. Roof completely dismantled M. and E. walls being re-built. Detachment of 165 R/W Coy R.E. rehabilitating machine shop. Prime mover not yet installed or shafting erected.

(d) Bari.

200

(a) Capo Sezione Materiali e Trazione I.S.R. Sig. Bevacqua.

Contacted re indenting for stores for use at Foggia Loco Shops, as 165 R/W Coy R.E. Det. who at present indent direct or TSD's are shortly being withdrawn.

(b) Works of Acciaierie e Ferrerie Eugliesi. Rione Mercato,

Difficulty in obtaining the necessary stores for repair of wagons is being met due to lack of M.F., the only source available at the present time being Regional Pool and such transport as the latter can spare.  
M.F. requirements are at present.

- (a) 3 ton vehicle for transport of stores between Falconara Ancona and Civitanova Marche and Termini.
- (b) Heavy transporter for movement of timber logs from Visso and Castel S. Angelo to Civitanova Marche.

(v) Materials.

Urgent requirements in short supply are as follows:

Molding Sand (Release for Coal Section ATHQ required)  
Coke  
Timber  
White Metal

(c) Pescara.

Loco shed under reconstruction. Roof completely dismantled M. and A. walls being re-built. Detachment of 163 R/W Coy R.E. rehabilitating machine shop. Prime mover not yet installed or shafting erected.

(d) Bari.

- (a) Cape Sezione Materiale e Trazione I.S.R. Sig. Bevacqua.

200  
Contacted re indenting for stores for use at Foggia Loco Shops, as 163 R/W Coy R.E. Det. who at present indent direct on TSD's are shortly being withdrawn.

- (b) Works of Acciaierie e Ferrerie Pugliesi. Rione Mercato, Via Amintorelli Caracciolo, Bari. Visited to ascertain if this firm willing to continue prewar manufacture of locomotive boiler tubes if de-requisitioned (716 E.E.W. R.E.M.B. at present in occupation). It was found that the firm was agreeable.

*Ernest J. Jeffery*  
E.E.B. JEFFERY, Major R.E.

Transp. Sub-Commission (Rail Div.)  
30 April 1945  
Tel. 643403

Copy to: A.D.Tr. (Mech) M.R.S. (Col. Topham)  
A.D.Tr. M.R.S. - Ancona, Capt. F.O. Philby C/o A.C.Tr Officer  
Ancona

File 47A/3

R A A C MESSAGE FOR

CIPHERTOP SECRET

FROM

NOV AND TM

55 AREA

091730 H

TO (for action)

1. REAR 3 ARMY.

(for info)

2. HOME ARMED COMD FOR TM INC. 3. MAIN 8 ARMY.  
 4. FREEDOM GIVE PHODS. 5. DEPRAIL. 6. 5 CORPS.  
 7. 13 CORPS.

Ref.

TM 00423

CLASSIFICATION.

TOP SECRET.

REFERENCE TM 003 090830 H NOT TO 13 CORPS. HQ 2 RLY  
 OPERATIONS GROUP OPEN UDINE 1 MAY FOR SUPERVISION RLY GFR UDINE  
 AREA AND 1 ON C VIA TARVISIO. PRELIMINARY REPORTS WHICH ARE BEING  
 CHECKED SHOW RLY OPEN FORTUNA TO TARVISIO AND FWD. SUGGEST  
 COMMENCE REGULAR SERVICE SOONEST FOR 5 CORPS TRAFFIC. REQUEST  
 (QUERY) MOVEMENTS OR TO COME TRIESTE IMMEDIATELY. DD IN THENCE  
 VILLACH BY AIR. AGREED NOV.

TOP SECRET.Secret Sup this to go round

2593

DATE AND TIME 000

TOP SECRET FROM MOV AND TN 55 AREA

TO: PAC FOR TN INC, MAIN 2 ARMY, REAR 6 ARMY, 13 CORPS  
FOR INFORMATION: FREEDOM CITE AFHGDN, DEPRAIL

REF. NO. TN 003.

FURTHER BY TN 002 041230 NOT TO ALL. RLY RECCE. FIRST. AREA TRIESTE.  
RECCE COMPLETED ALL LINES LIKELY TO BE OF INTEREST FOR BRITISH I OF C  
AUSTRIA VIA MONFALCONE THENCE GORIZIA OR CERVIGNANO TO UDINE. RECCE NOT  
UNDERTAKEN GORIZIA TO PEDICOLLE OR FOGGIOREALE TO POSTUNIA WHICH POLITI-  
CALLY (INEVITABLE?) TO DATE.

SECOND. TRIESTE TO MONFALCONE MINOR WORKS ONLY WITHIN CAPACITY OF LOCAL  
RESOURCES SAY WITHIN ONE WEEK. TN INC REF BARNWELL'S REPORT. MONFALCONE  
TO UDINE THE POINT BISONZO CROSSING EITHER PIERIS OR GORIZIA ACCORDING  
TO ROUTE SELECTED. EACH ABOUT ONE MONTH DETAILED EXAMINATION NOW BEING  
MADE. IF POLITICAL SITUATION ALLOWS GORIZIA ROUTE RECOMMENDED AS  
ELECTRIC TRACTION THROUGHOUT TRIESTE TO TREVISO EASILY RESTORABLE. OTHER  
LESSER WORKS BOTH ROUTES WITHIN COMPLETION DATE MAIN BISONZO TIE POINT.  
THIRD. UDINE TO TREVISO. AIR RECCE TO UGOVIZZA YESTERDAY COMPLETION BY  
GROUND. RECCE TREVISO OR BEYOND TODAY. ONE MAJOR OBSTRUCTION ER R R BRIDGE  
KM 52 BETWEEN RESIUTTA AND CHIUSAPORTE SIX SPANS ALL DOWN THREE LONGEST  
ABOUT 120 FEET MAJOR WORK. DIVERSION OR GERMAN REPAIRED STRUCTURE AT  
OTHER LOCATIONS APPARENTLY SOUND. WILL CONFIRM AND GIVE ESTIMATE TIME  
MATERIALS FROM 52.

FOURTH. LINES SOUTH AND WEST OF UDINE. UDINE TO FALMANZVA OPEN. THENCE  
TO PALAZZIO BY 13 MAY. RECCE CONTINUOUS HAMPERED BY LACK ADEQUATE  
TRANSPORT FIFTH. AN EXPLOSION POSSIBILITY ISOLATED RLY SHUTTLE SERVICE  
BASED ON UDINE WHERE SUFFICIENT LOCOMOTIVES ROLLING STOCK MAINTENANCE  
FACILITIES EXIST. HAVE ENCOURAGED UDINE ITALIAN STATE RAILWAY OFFICIALS  
WHO STILL ISOLATED FROM THEIR TRIESTE HQ TO EFFECT REPAIRS. WITHIN THEIR  
RESOURCES. CONSIDER THAT WITH ASSISTANCE FROM ARMY OR CORPS THE ENGRS  
CAN OPEN RAIL LINK PALAZZOLO TO RESIUTTA ABOUT 18 MAY WITH STEAM TRACTION  
PALAZZOLO TO UDINE THENCE ELECTRIC. SUFFICIENT COAL UDINE FOR FEW WEEKS  
LIMITED OPERATION. CAPACITY LIMITED ABOUT 1200 TONS DAILY STATIONS

RESOURCES SAY WITHIN ONE WEEK. IN INC REF BARNWELLS REPORT. MONFALCONE TO UDINE THE POINT BISONZO CROSSING EITHER PIERIS OR GORTZIA ACCORDING TO ROUTE SELECTED. EACH ABOUT ONE MONTH DETAILED EXAMINATION NOW BEING MADE. IF POLITICAL SITUATION ALLOWS GORTZIA ROUTE RECOMMENDED AS ELECTRIC TRACTION THROUGHOUT TRIESTE TO TARVIS RASIZ RESTORABLE. OTHER LESSER WORKS BOTH ROUTES WITHIN COMPLETION DATE MAIN BISONZO TIE POINT. THIRD. UDINE TO TARVISIO. AIR RECCO TO UDINOVIZIA YESTERDAY COMPLETION BY GROUND. RECCO TARVISIO OR BEYOND TODAY. ONE MAJOR OBSTRUCTION BR R FRIEDL KM 52 BETWEEN RESUTTITA AND CHINSAPORT SIX SPANS ALL DOWN THREE LONGEST ABOUT 120 FEET MAJOR WORK. DIVERSION OR GERMAN REPAIRED STRUCTURE AT OTHER LOCATIONS APPARENTLY SOUND. WILL CONFIRM AND GIVE ESTIMATE TIME MATERIALS BRKM 52.

FOURTH. LINES SOUTH AND WEST OF UDINE. UDINE TO FALMAZIOVA OPEN. THENCE TO PALAZZOLO BY 13 MAY. RECCO CONTINUES HANDED BY LACK ADEQUATE TRANSPORT FIFTH. AM EXPLORING POSSIBILITY ISOLATED RLY SHUTTLE SERVICE BASED ON UDINE WHERE SUFFICIENT LOCOMOTIVES ROLLING STOCK MAINTENANCE FACILITIES EXIST. HAVE ENCOURAGED UDINE ITALIAN STATE RAILWAY OFFICIALS WHO STILL ISOLATED FROM THEIR TRIESTE HQ TO EFFECT REPAIRS. WITHIN THEIR RESOURCES. CONSIDER THAT WITH ASSISTANCE FROM ARMY OR CORPS HIS ENGRS CAN OPEN RAIL LINK PALAZZOLO TO RESUTTITA ABOUT 18 MAY WITH STEAM TRACTION PALAZZOLO TO UDINE THENCE ELECTRIC. SUFFICIENT COAL UDINE FOR FEW WEEKS LIMITED OPERATION. CAPACITY LIMITED ABOUT 1200 TONS DAILY STATIONS AVAILABLE AS RH BEING UNSUITABLE AND DEVELOPMENT DIFFICULT (AND THIS RAIL DIS-BANDED??) SAVE ABOUT 80 KM AS LOAD RD 1 OF C TO AUSTRIA FROM PO VALLEY AND PART AT LEAST INCORPORATED IN ULTIMATELY WHETHER FORPOIS VIENNA OR TRIESTE.

2992

SIXTH. ELECTRIC TRACTION. SUFFICIENT SERVICEABLE OR EARLY REPAIRABLE LOCOMOTIVES NOW FOUND COVER COMPLETE SERVICE TRIESTE TO TARVISIO FOR 4000 NET TONS DAILY. THIS HOWEVER IGNORES CLAIMS TRIESTE TO PIUM POSTUMIA AND PIEDICOLE LINE WHICH MAY THEMSELVES BE PARTLY OR WHOLLY COVERED BY MOTIVE POWER IN SITU. WORST CASE IF TRIESTE NOT AVAILABLE TO US SUFFICIENT MOTIVE POWER TO UDINE TO WORK SERVICE UDINE TO QUINIC

WHICH MOST DIFFICULT SECTION OF LINE.

SEVENTH. FOR TN INC. RESERVE TWO LMS OR 3 HU WHITCOMB DIESELS FOR  
THIRTEEN PORT. REF PARA 5. SPECIFICATIONS AND LIAISON BY PATTERSON.  
EIGHT. WILL 8 ARMY IF THEY ACCEPT SHUTTLE SERVICE SERVICE FIFTH ABOVE  
AGREE TO AGREE OR 133 CORPS TFS IN ABSENCE TN TFS NOT YET AVAILABLE  
MOVEMENT STAFF ALSO REQUIRED. SUGGEST HQ UDINE WHERE AM FLAGGING 2 RLY  
OP OF FOR SUPERVISION ITALIAN OPERATION. AGREED MOVEMENTS.

END

COPY.

FROM: R.C.E.1 0323005  
 TO : TN INC - AQMG (MOV) NEAR HQ 8 ARMY  
 INFO: D.D. RYS ANCONA - D.D. RYS PRIESTE (BY HAND)  
 RCE/TAL/1. RESTD. RECCE TRIESTE - GERMANS UDINE SPOTTING STRUCTURES  
 WITH ENGINEER OF ISR. INFORMATION GIVEN EACH STATION APPEARS RELIABLE  
 BUT NOT FULLY CHECKED. SINGLE LINE RUNNABLE THROUGHOUT EXCEPT THREE  
 BRIDGES AND ONE TUNNEL. BRIDGES. FIRST AT NR 7287 APPROX. SIX ARCHES  
 OF 33 FEET WITH CENTRE TWO BLOWN. REST GOOD AND MIDDLE PIER REBUILT TO  
 SPRINGER. TRACK AND RST REPAIR DONE FROM TRESTLES IN MIDDLE OF SPANS  
 FOR SINGLE LINE. NEW TRESTLE 27 FOOT AND TWO 40 FT SPANS REQUIRED AS  
 GERMAN TRESTLE VERY LIGHT. THURST PRECAUTION BY GERMANS ALSO VERY LIGHT  
 BUT HEAVY INTERMEDIATE CONCRETE POUNDS GIVE GOOD ANCHORS. SECOND. ISONZO  
 RIVER. KEY TASK. 10 ARCHES 20 METERS. SIX ARE SOUND. TWO SHAKEN BUT  
 MAY BE RUNNABLE. ONE WILL HAVE TO BE DROPPED AND ONE IS MISSING BRING  
 NUMBER 5 FROM EAST SIDE. NEEDS DETAIL EXAMINATION BUT RAIL TO WATER  
 ABOUT 70 FEET AND ALL GAPS WET. ISR HAVE STOKEN CONTRACTOR FOR  
 INTERMEDIATE FOUNDATION. CONSIDER THIS DIFFICULT AND UNLIKELY TO HSLF.  
 THIRD. NATISONE RIVER. SEVEN ARCHES 50 FOOT CLEAR ALL DOWN BUT PIERS  
 TO SPRINGER ALL GOOD AND VERY EASY REPAIR WITH UCR. FOURTH. TUNNEL  
 NEAR SACRADO ABOUT MILE 46. ONE 12 INCH RAIL GUN AND WAGONS BLOWN IN  
 TUNNEL. BRICK LINING 80 PERCENT DOWN BUT ROCK ABSOLUTELY SOUND AND  
 ROOM TO BY PASS WRECKAGE AFTER CLEARANCE BRICK DRUMS. ISR SAY WILL  
 START CLARING IN TUNNEL AND ON NATISONE. TRACK APPEARS GOOD WHERE SEEN  
 EXCEPT UDINE WHICH WAS NOT EXAMINED AND HAS BEEN BOMBED RATHER BADLY.  
 ISR AT UDINE GAVE REPORT DATED APRIL 28 ON UDINE TAVI30. 8 BRIDGES  
 DOWN OF WHICH SIX REPAIRED BY DEVIATION AND RUNNABLE. OF OTHER TWO.  
 DOGNA BRIDGE OF 150 FT SPANS AND 150 FOOT HIGH. ONE SPAN DOWN AND ONE  
 PIER DESCRIBED AS SHAKEN. RESISTITA BRIDGE TO NORTH. 160 FOOT SPAN AT  
 70 FOOT HIGH. SPAN DOWN. ELECTRICITY. BOTH CIVIL AND ISR PLANTS  
 STATED TO BE GOOD WITHIN ONE WEEK. ROLLING STOCK NORTH OF UDINE. NINE

SPRINGER. TRACK AND ROJ REPAIR DONE FROM TRUSTLES IN MIDDLE OF SPANS FOR SINGLE LINE. NEW TRUSTLE 27 FOOT AND TWO 40 FT SPANS REQUIRED AS GERMAN TRUSTLES VERY LIGHT. THRUST PRECAUTION BY GERMANS ALSO VERY LIGHT BUT HEAVY INTERMEDIATE CONCRETE TOWNS GIVE GOOD ANCHORS. SECOND. ISONZO RIVER. KEY TASK. 10 ARCHES 20 METERS. SIX ARE SOUND. TWO SHAKEN BUT MAY BE RUNNABLE. ONE WILL HAVE TO BE DROPPED AND ONE IS MISSING BEING NUMBER 5 FROM EAST SIDE. NEEDS DETAIL EXAMINATION BUT RAIL TO WATER ABOUT 70 FEET AND ALL GAPS WET. ISR HAVE SPOKEN CONTRACTOR FOR INTERMEDIATE FOUNDATION. CONSIDER THIS DIFFICULT AND UNLIKELY TO HELP. THIRD. NATISONE RIVER. SEVEN ARCHES 50 FOOT CLEAR ALL DOWN BUT PIERS TO SPRINGER ALL GOOD AND VERY EASY REPAIRS WITH UCRB. FOURTH. TUNNEL NEAR SAGRADO ABOUT MILE 46. ONE 12 INCH RAIL GUN AND WAGONS BLOWN IN TUNNEL. BRICK LINING 80 PERCENT DOWN BUT ROCK ABSOLUTELY SOUND AND ROOM TO BY PASS WRECKAGE AFTER CLEARANCE BRICK DRAINS. ISR SAY WILL START CLARING IN TUNNEL AND ON NATISONE. TRACK APPEARS GOOD WHERE SEEN EXCEPT UDINE WHICH WAS NOT EXAMINED AND HAS BEEN BOMBED RATHER BADLY. ISR AT UDINE GAVE REPORT DATED APRIL 28 ON UDINE TAVIZO. 8 BRIDGES DOWN OF WHICH SIX REPAIRED BY DEVIATION AND RUNNABLE. OF OTHER TWO. DOGNA BRIDGE OF 150 FT SPANS AND 150 FOOT HIGH. ONE SPAN DOWN AND ONE PIER DESCRIBED AS SHAKEN. RESIUMA BRIDGE TO NORTH. 100 FOOT SPAN AT 70 FOOT HIGH. SPAN DOWN. ELECTRICITY. BOTH CIVIL AND ISR PLANTS STATED TO BE GOOD WITHIN ONE WEEK. ROLLING STOCK NORTH OF UDINE. NINE STEAM AND ELEVEN ELECTRIC LOCOMOTIVES. 40 WAGONS AND SOME PASSENGER STOCK. THIS FROM ISR REPORT. IN ADDITION SEEN IN MALFONCONE MINIMUM OF 2990 WAGONS PROBABLY MANY MORE. SAN GIOVANNI 9 COACH HOSPITAL TRAIN. NEARLY ALL STATION HAVE WAGONS VARYING FROM 5 TO 20 APPROX. ON 4TH JUNE TO CONSOLIDATE TRIESTE UDINE. ON 5TH FLYING LINE UDINE TAVIZO IS POSSIBLE. AT PRESENT POLITICALLY NOT ALLOWED TO VISIT CENTRAL STATION. GENERALLY WOULD APPEAR FROM SAME REASON WEST TO CONCENTRATE ON ITALIAN LINE BUT WILL TRY BEST BUT AT MOMENT NOT ADVISABLE. ISR HELPFUL ON SURFACE AND STATE WILL START WORK WHERE POSSIBLE AND HAVE INDICATED REPAIR DESIRABLE SO THAT RD STEEL CAN BE USED. APPROX SUMMARY STEEL TRUNK TO UDINE. NATISONE. SEVEN UCRB OF 55 FOOT AND SIX TRUSTLES ABOUT SEVEN FOOT.

ISONZO. PROBABLY FOUR 85 FOOT UCRB AND TWO TRETTLES 30 AND 60 FOOT  
AND PERHAPS CANKIS FEET. ALSO AS INDICATED FOR FIRST BRIDGE.

GILARDI Ing. Dott. Vittorio - Incaricato della dirigenza del Compartimento di Bologna e Capo della Sezione Lavori di Bologna.

.....  
SEZIONE MATERIALE E TRAZIONE

FRASCHI Ing. Dott. Darville - Incaricato della dirigenza della Sezione Materiale e Trazione

CHERCO Ing. Dott. Alfredo - Dirigenze dell'Ufficio Tecnico della Sezione - Trattazione delle pratiche relative a nuovi impianti di Depositi ed Officine; mezzi di opera, macchinari, rifornitori acqua, combustibili.

QUERENA Ing. Dott. Eduino - Capo del 1° Riparto Materiale e Trazione.

CAMPOSARO Ing. Dott. Paolino - Trattazione delle pratiche relative alla riparazione delle locomotive

RIGUZZI Ing. Dott. Francesco - Sovrintendenza del Deposito Locomotive di Bologna.

VALENTINI Ing. Dott. Faolo - Sorveglianza dell'Officina Rialzo di Bologna.

SEZIONE LAVORI

ZANABONI Ing. Dott. Pietro - Incaricato della Dirigenza della Sezione Lavori

D'ARIA Ing. Dott. Vittorino - Capo dell'Ufficio I

CIAMPOLINI Ing. Dott. Brunellesco - Capo dell'Ufficio II

ARCHETTI Ing. Dott. Rodolfo - Capo dell'Ufficio Patrimoniale

FRANCIA Ing. Dott. Giorgio - Manutenzione Sede Compartimentale e Palazzi Postali.

DE GIOVANNI Ing. Dott. Plinio - Riparto Traviate metallene (Uff. I)

1° GRUPPO

ZANABONI Dott. Ing. Pietro - Capo del Gruppo

MATTIONI Ing. Dott. Elio - Capo Riparto Bologna Centrale

BORELLI Ing. Dott. Giuseppe - Riparto Bologna Centrale

NASCIA Ing. Dott. Vincenzo - Riparto Bologna Centrale

DIANA Ing. Dott. Eino - Capo Riparto Bologna Smistamento

BELLIETTI Ing. Dott. Pietro - Riparto Bologna Smistamento

SAVINO Geometra Agostino - Capo Riparto Modena

|           |                      |   |                                                                       |
|-----------|----------------------|---|-----------------------------------------------------------------------|
| QUERENA   | Ing. Dott. Edurno    | - | Capo del 1° Riparto Materiale e Trazione.                             |
| CAMPOSANO | Ing. Dott. Paolino   | - | Traffazione delle pratiche relative alla riparazione delle locomotive |
| RIGUZZI   | Ing. Dott. Francesco | - | Sovrintendenza del Deposito Locomotive di Bologna.                    |
| VALENZINI | Ing. Dott. Paolo     | - | Sorveglianza dell'Officina Rialzo di Bologna.                         |

#### SEZIONE LAVORI

|             |                        |   |                                                      |
|-------------|------------------------|---|------------------------------------------------------|
| ZANABONI    | Ing. Dott. Pietro      | - | Incaricato della Direzione della Sezione Lavori      |
| D'ARIA      | Ing. Dott. Vittorino   | - | Capo dell'Ufficio I                                  |
| CIAMPOLINI  | Ing. Dott. Brunellesco | - | Capo dell'Ufficio II                                 |
| ARCHETTI    | Ing. Dott. Rodolfo     | - | Capo dell'Ufficio Patrimoniale                       |
| FRANCIA     | Ing. Dott. Giorgio     | - | Manutenzione Sede Compartimentale e Palazzi Postali. |
| DE GIOVANNI | Ing. Dott. Plinio      | - | Riparto Travate metalliche (Uff. I)                  |

#### 1° GRUPPO

|           |                     |   |                                          |
|-----------|---------------------|---|------------------------------------------|
| ZANABONI  | Dott. Ing. Pietro   | - | Capo del Gruppo                          |
| MATTIONI  | Ing. Dott. Elia     | - | Capo Riparto Bologna Centrale            |
| BORELLI   | Ing. Dott. Giuseppe | - | Riparto Bologna Centrale                 |
| NASCIA    | Ing. Dott. Vincenzo | - | Riparto Bologna Centrale                 |
| DIANA     | Ing. Dott. Eino     | - | Capo Riparto Bologna Smistamento         |
| BELLIETTI | Ing. Dott. Pietro   | - | Riparto Bologna Smistamento              |
| SAVINO    | Geometra Agostino   | - | Capo Riparto Modena                      |
| MERUCCI   | Ing. Dott. Pietro   | - | Capo Riparto Parma                       |
| AVOGARO   | Ing. Dott. Guido    | - | Capo Riparto Direttissima Bologna-Freto. |

#### 2° GRUPPO

|            |                     |   |                              |
|------------|---------------------|---|------------------------------|
| PULGA      | Ing. Dott. Pietro   | - | Capo del Gruppo.             |
| GUIDI      | Ing. Dott. Mario    | - | Capo Riparto Porretta Terme  |
| ROTTER     | Ing. Dott. Giorgio  | - | Capo Riparto Rimini          |
| GIOVANNONI | Dott. Alberto       | - | Capo Riparto Ferrara         |
| BINI       | Ing. Dott. Brunetto | - | Capo Riparto Bologna-Verona. |

SEZIONE MOVIMENTO

|              |                    |                                             |
|--------------|--------------------|---------------------------------------------|
| ANGELINI     | Ing. Dott. Alfredo | - Incaricato della Dirigenza della Sezione. |
| GUICCIARDINI | Dott. Roberto      | - Capo dell'Ufficio 1°                      |
| STRACI       | Dott. Calogero     | - Conduttore dell'Ufficio 1°                |
| MONTANI      | Ing. Dott. Mario   | - Capo Riparto Bologna                      |
| CAFFELLI     | Carlo Alberto      | - Capo Riparto Movimento Modena             |
| FOICARI      | Ing. Dott. Colzio  | - Capo Riparto Movimento Parma.             |
| MARTELLI     | Dott. Libero       | - Capo Riparto Movimento Ferrara            |
| MANELLI      | Carlo              | - Capo Riparto Movimento Rimini             |

UFFICIO IMPIANTI ELETTRICI E DI SEGNALE

|             |                         |                                                                                             |
|-------------|-------------------------|---------------------------------------------------------------------------------------------|
| MAZZONI     | Ing. Dott. Alfredo      | - Capo dell'Ufficio                                                                         |
| BIGNARDI    | Ing. Dott. Umberto      | - Capo 2° Ramo e sostituto del Capo dell'Ufficio-Esercizio apparati centrali e segnalamento |
| BERRARDI    | Ing. Dott. Giuseppe     | - Capo del 1° Ramo-Esercizio Elettificazione                                                |
| MIRONE      | Ing. Dott. Luigi        | - Capo del Gruppo Costruzioni Elettroforniture.                                             |
| GOLINELLI   | Ing. Dott. Bruno        | - Capo del Gruppo Appareti Centrali                                                         |
| NANZI       | Ing. Dott. Otello       | - Capo del 1° Riparto.                                                                      |
| CECCHIARI   | Ing. Dott. Lamberto     | - Capo del 2° Riparto.                                                                      |
| ORSI        | Ing. Dott. Giorgio      | - Capo del 3° Riparto.                                                                      |
| PELUSO      | Ing. Dott. Aldo         | - Capo del 4° Riparto.                                                                      |
| CAPUANO     | Ing. Dott. Guido        | - Capo del 5° Riparto.                                                                      |
| BETTINI     | Ing. Dott. Raoul        | - Capo del Riparto Telefoni Telegr.                                                         |
| BECCHERUCCI | Per. Ing. Carlo Alberto | - Capo Impianti Luce e Forza Motri                                                          |

SEZIONE COMMERCIALE E TRAFFICO

|            |                 |                                             |
|------------|-----------------|---------------------------------------------|
| JAMIER     | Avv. Pier Paolo | - Incaricato della Dirigenza della Sezione. |
| MASSETI    | Dott. Massimo   | - Sostituto del Capo Sezione                |
| MARCHIONNI | Gino            | - Capo del 1° Riparto Traffico              |
| PACINI     | Alfredo         | - Capo del 2° Riparto Traffico              |

NANELLI Carlo - Capo Riparto Movimento Rimini

UFFICIO IMPIANTI ELETTRICI E DI SEGNALE

|            |                        |                                                                                             |
|------------|------------------------|---------------------------------------------------------------------------------------------|
| MAZZONI    | Ing. Dott. Alfredo     | - Capo dell'Ufficio                                                                         |
| EIGNARDI   | Ing. Dott. Umberto     | - Capo 2° Ramo e sostituto del Capo dell'Ufficio-Esercizio apparati centrali e segnalamento |
| BERNARDI   | Ing. Dott. Giuseppe    | - Capo del 1° Ramo-Esercizio Elettroforniture                                               |
| MIRONE     | Ing. Dott. Luigi       | - Capo del Gruppo Costruzioni Elettroforniture                                              |
| GOINELLI   | Ing. Dott. Bruno       | - Capo del Gruppo Apparat Centrali                                                          |
| NANNI      | Ing. Dott. Otello      | - Capo del 1° Riparto.                                                                      |
| CECCHIENI  | Ing. Dott. Umberto     | - Capo del 2° Riparto.                                                                      |
| ORSI       | Ing. Dott. Giorgio     | - Capo del 3° Riparto.                                                                      |
| PEIUSO     | Ing. Dott. Aldo        | - Capo del 4° Riparto.                                                                      |
| CATUANO    | Ing. Dott. Guido       | - Capo del 5° Riparto.                                                                      |
| BEVILLI    | Ing. Dott. Raul        | - Capo del Riparto Telefoni Teleg                                                           |
| BECHERUCCI | Per.Ind. Carlo Alberto | - Capo Impianti Luce e Forza Motri                                                          |

SEZIONE COMMERCIALE E TRAFFICO

|            |                 |                                             |
|------------|-----------------|---------------------------------------------|
| JAKIER     | Avv. Pier Paolo | - Incaricato della Direzione della Sezione. |
| MASSEI     | Dott. Massimo   | - Sostituto del Capo Sezione                |
| MARCHIONNI | Gino            | - Capo del 1° Riparto Traffico              |
| PACINI     | Alfredo         | - Capo del 2° Riparto Traffico              |
| ORSI       | Emilio          | - Capo del 3° Riparto Traffico              |

ORIGINE MATERIALE MOBILE - BOLOGNA

BARBIERI Ing. Dott. Umberto - Capo dell'Officina

2507

C O P Y

W I R E

FROM: R AND H COMP RLY OFFG COY SARC DATE & TIME: 00900B  
 TO: DMRS ROME

REF NO. 4

RESTRICTED

THIRD REPORT ON RAILWAY SITUATION IN GENOA AREA. ALL ELECTRIC  
 SERVICE NOW OPERATING GENOA ARQUATA ALESSANDRIA ACQUATA PORTONA  
 VOGHERA GENOA OVADA ACQUI. OVADA CASTELLAZO. COGALINCO GENOA  
 NERVI. FOLLOWING TRAIN SERVICE OPERATED ON THE 8TH INST. GENOA  
 ALESSANDRIA 6 PASS 2 GOODS 2 ALLIED TROOP. GENOA VOGHERA 6 PASS  
 3 GOODS GENOA ACQUI 6 PASS 1 GOODS 1 ALLIED TROOPS GENOA  
 COGALINCO 10 PASS 1 GOODS GENOA NERVI 12 PASS OVADA CASTELLAZO  
 4 PASS TOTAL 46 PASS 7 GOODS 3 TROOP. LOCOMOTIVES AVAILABLE FOR  
 SERVICE 7777 PASS 5 GOODS 40 SHUNTING 6 TOTAL 61 REPEAT 61.  
 STEAM PASS 15 GOODS 14 SHUNTING 34 TOTAL 63 REPEAT 63. TOTAL  
 COACHES AND BAGGAGE VANS REMAINS 111 AND 26. TOTAL NUMBER WAGONS  
 342 BOX, HIGH SIDERS 39, FLATS 179, MISCELLANEOUS 11 TOTAL 1171  
 REPEAT 1171. RECONSTRUCTION OF SIDINGS IN DOCK AREA AND  
 CLEARANCE OF TRACKS HAS COMMENCED.

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

21st April 1945

TO : Lieut-Col. O.H. LINDBERG,  
Chief of Rail Division.

SUBJECT : Inspection tour in Calabria,  
Sicily and Puglia. April 4-10 inclusive, 1945.

1. A joint M.R.S. and In. Sub-Commission party consisting of Lieut-Col. W.L. Topham, A.D.Tn.3 (M.) of M.R.S., Lieut-Col. J.W. Baker, A.C.M.G. (Mov.) and Major S.L. Baister, Rail (M.) of In. Sub-Commission, accompanied by Prof. Corbellini, Chief of the Traction Section of I.S.R., left Rome by Rail Car on 4 April 1945 and visited Railway Establishments and other plants engaged on railway work at Paola, Reggio, Messina, Catania, Palermo, Catanzaro M., Crotone, Terno, Bari, Foggia, and Naples, returning to Rome on 10 April.

2. Between Battipaglia and Paola a considerable number of war-damaged wagons still await recovery and arrangements were put in hand by Capo Compartimento, Reggio for systematic recovery to be undertaken.

3. Conditions and work at Paola deposits were satisfactory. It was noted that there were 3 heavier cars on hand requiring only safety valves to make them serviceable. An excess stock of bronze ingots is held at this place, and will be transferred to central depot for Compartimento.

The cripple siding for wagons can only undertake very light repairs particularly in regard to wood work, and I.S.R. will send a band-saw to this point enabling more of this class of work to be undertaken.

Burnt out wagons in otherwise good condition are being used for transport of timber.

4. Conditions at Reggio Locomotive Shop are not satisfactory in as much as it is considered that facilities admit of a greater repair output. Additional skilled labour is not however obtainable in the district. The same remarks refer also to the wagon repair shop, but here it has been found possible to double-shift wood working machines.

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The criddle siding for wagons can only undertake very light repairs particularly in regard to wood work, and I.S.R. will send a hand-saw to this point enabling more of this class of work to be undertaken.

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The question of ways and means for increasing the output of repairs in Calabria was discussed with Prof. Corbellini of I.S.R. who undertook to examine the possibility of introducing generally some system of payment by results which should produce more output, while at the same time putting more money into the pockets of the workmen who consider that they are underpaid.

The Compartimento stores were inspected and shortages noted. The timber situation was satisfactory, and is being maintained by local purchase.

A considerable stock of nails had been obtained 2988 I.S.R. stores should know the source of these.

✓.

5. Petrace bridge was visited, and it was found that work is proceeding satisfactorily. The south shore masonry arch is complete and the south girder span well in hand. All material is on the site or in transit for this and the centre span. The north span remained in position, and work is in hand to strengthen this.

The estimated date for completion is 30 June '45

6. At Messina the locomotive deposits and shop, and the wagon repair shop were visited. Good progress has been made in the rehabilitation of these shops, and commendable enterprise and energy has been shown. Complaint was made of shortage of timber for wagon repairs, and it was pointed out that I.S.R. can purchase it in Calabria.

7. Catania loco shed and wagon repair shop are well on the way to rehabilitation and the progress made reflects credit on the I.S.R. administration.

Shortage of timber was raised here also.

In the wagon shop stores are 1,300 rolls of wagon roofing material, "paramoid" brand of U.S. origin. Other repair shops should be able to draw on this stock.

8. Palermo locomotive shed and shed repair shop were inspected and here it was felt that less effort was being made than at other places visited in Sicily. Probably the tendency is to rely too much on the nearly heavy repair shop at the Cantiere Navale Yard, now a U.S. naval repair base.

As a result of the visit it is hoped that more may be done in the future.

9. U.S. Naval repair depot was visited and contact made with Commander Roonce, U.S. Navy, the ship repair officer who is in charge of the yard, Lieut. Connelly, U.S.N.R., who is in general charge of locomotive repairs, and Lieut. Roberts, U.S.N.R., in immediate charge of the loco work.

is a private company the Cantiere Navale contracted with I.S.R. for the repair of locomotives in Sicily, and it is the policy of the U.S. Navy to carry on this work so far as naval repair needs permit.

Excellent work has been done, and it is hoped that even more may be accomplished. The boiler shop capacity exceeds that of the engine repair shop, and arrangements were concluded whereby I.S.R. will send in additional boilers and themselves carry out the engine repair on the locomotives so dealt with in their own shop.

The question of materials needed by the U.S. Navy for locomotive work were fully discussed and every effort will be made to supply shortages through A.C. channels, but where this is not possible, Col Topham will try to obtain from military sources.

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The yard has a well equipped iron foundry and a good brass foundry, also an excellent pattern shop. It is hoped to make greater use of these facilities for the service of M.R.S. and I.S.R.

The officers of the U.S. Navy at this yard are willing and eager to do all in their power to help with locomotive work in which they show great interest, and the importance of which they realize. 288y

Lieut. Bottros, in immediate charge of the work, is a young officer of great keeness, intelligence and resource. His efforts have been well backed up by Lieut. Connalloy.

- 3 -

There is doubt in the minds of the Naval Yard officers as to the proper financial procedure for dealing with the cost of work carried out on I.S.R. locomotives and this was discussed with A.F. H.Q. instruction A.4.315/051 G.R.G.-O. dated 19 Jan. 1945 as a basis.

It is considered that this matter should be brought to the notice of the Allied Railway Board with a view to suitable instructions being issued to U.S. Navy, N.O.B. Palermo through appropriate U.S. Naval channels. Lt. Col. Topham has agreed to bring this up at the next Board meeting.

10. Catanzaro Marina locomotive shed and repair shop were inspected, and disappointment expressed at the lack of initiative apparent there. Shop facilities are reasonably good, and much work remains to be done not only in the direction of expediting light repairs to locomotives, but also in the recovery and repair of spare parts etc. from locomotives which are badly damaged, and cannot be repaired within a measurable period of time. Prof. Corbellini will initiate suitable action to effect improvement.

11. At Crotone it was noted that a supply of good water for locomotive purposes has now been laid on in substitution of the previous very hard water supply.

Questions concerning the Calabro-Lucane Railway and the Val di Neto light Rly. at Crotone are the subject of a separate joint report by M.R.S. and En. Sub-Comm. representatives (En.A.3 (M) 98 dated 13 April 1945)

9 G.R.E. at Crotone indicated the boundaries of the Italian timber zone in Calabria, which are:

Ref. Italy road map 1: 200,000 - sheets 23 and 24, all land south of grid line 6 and west of grid line 2.

It has been pointed out to I.S.R. officials concerned that this free timber zone exists, but it is evident that this fact was known to them since timber has been purchased locally for the Reggio Compartimento.

It was observed that, at Crotone, as at Paola, burnt out wagons were in use for the transport of timber.

12. At Taranto the loco shed was visited and also the carriage and wagon shop and the locomotive repair shop of Nuova Italia. Good progress has been made, and the outlook is satisfactory.

13. Bari loco deposit and wagon light repair tracks were visited. Special efforts recently made by M.R.S. have resulted in improvement of the position in respect of wagons out of service awaiting light repair.

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Contact was made with the management of the Calabro-Lucane narrow gauge railway, Bari Division, and the locomotive and rolling stock position in this Division, which is separated from the rest of the Calabro-Lucane system, were fully discussed.

It was found that 2 locomotives and 74 wagons recently received from Eritrea have not yet been put into service because of lack of brake equipment. Otherwise the number of wagons awaiting repair is small, but most of them require springs and arrangements were made with I.S.R. to supply springs recovered from demolished wagons which can be broken down and re-made for narrow gauge stock?

The possibility of sending suitable wagons for body repairs

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to Orotone or Soverato was discussed.

Work can be started on Lauria viaduct on receipt of cement.

14. Foggia was visited, and the loco shed, loco repair shop wagon repair shop, and wagon light repair shop inspected.

Only a small detachment of 163 Rly workshop Coy R.E. now remains at the loco repair shop, and they will be further reduced in number shortly. I.S.R. personnel are now doing the greater part of the work here, but there has been a slight falling off in the numbers employed. All concerned are, however, alive to the necessity of maintaining the present excellent output of repairs at their shop, and close touch will be kept.

The former carriage shop has been in part re-habilitated to serve as a heavy repair shop for wagons. Good progress has been made with the structural work involved, and several machine tools principally for wood working are now in operation, enabling work on repairs to proceed. It was noted that the class of repairs now being undertaken was unduly heavy for present facilities, and it is open to doubt whether the management at present in control is the best obtainable for the job. M.R.S. will keep this problem in view, and act in conjunction with I.S.R.

The wagon light repair shop ~~position~~ appeared to be quite satisfactory.

15. Throughout the tour note was taken of urgent cases of shortage of material, and efforts are being made to supply.

16. Every assistance was given in the course of this tour by Chief Transportation Officers of A.C. Tn. Sub-Commission, by officers of M.R.S. and Movements, and by officials of the I.S.R.

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S.L. BAISTER, Major,  
Tn.S.C., A.C., Rail Div.

LYA/1

Reggio Calabria  
20 July 1944.

MEMORANDUM

Subject: Output of repairs Calabrian Division, ISR

To : DCMRS, Attention: AGM, Equipment.

From : Major Baister, S.L., Ta Sub. Comm. Attn: MRS.

1. Repairs Depots:

(a) Locomotives. Locomotive repair depots exist at Reggio, Catanzaro Marina, Paola and Cosenza. Reggio and Paola only being equipped with wheel lathes, so that all tyre and journal returning must be done at these two shops. Repairs up to medium standard (Italian DM) are carried out at all these shops. Approximate output capacity is:

Reggio:

Steam locomotives - 1 medium, 3 light repairs per month.  
Elec. " - 1 medium repair per month  
Diesel Cars - 1 light repair per month.

Catanzaro Marina:

Steam locomotives - 1 medium, 2 light repairs per month.

Paola:

Steam locomotives - 2 light repairs per month  
Elec. " - 1 light repair per month

Cosenza:

Steam locomotives - 1 light repair per month  
1 medium repair per 2 months.

(b) Cars. Car lifting and repair shops are situated at Reggio, Villa S. Giovanni and Paola, the two latter capable of light repairs only. Approximate outputs are:

Reggio:

Passenger cars - 12 light repairs per month.  
Freight Cars - 20 heavy & 60 light per month.  
Average man hours 40 per repair.

Villa S. Giovanni:

Freight cars - 65 light repairs per month.  
Average man hours 12 per repair.

Paola:

Passenger cars - 8 light repairs per month.  
Freight Cars - 100 light repairs per month.  
Average man hours 9 per repair.

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## 2. INCREASE IN CAR REPAIR OUTPUT.

Very strong representations have been made to the Capo Compartimento and Capo Trazione concerning the necessity of increasing car repair output to maximum capacity, and they now have in hand arrangements to increase output. One limiting factor is wood-working machines and they are arranging to use a planer in the Electrical Dept. for Car Shop work Reggio. This should result in an increased output of 20 cars per month. The men work only 6 days per week, but wood-working machines are now being operated 7 days per week.

The Capo Trazione hopes to increase output at Villa S. Giovanni and Paola by increasing staff, and also at Reggio and in this connection, it may be necessary to apply through D.G.M.R.S. for authority from State Railway Headquarters.

Some transfers of surplus staff from other departments to the traction department have already taken place, those so transferred being youths capable of learning a trade.

About 30 surplus engineers and firemen are now engaged as a mobile gang in recovering material from badly damaged cars.

## 3. SHOP EQUIPMENT.

In general, machine tools in locomotive repair shops are adequate, but there are shortages of hand tools and material. Requests for supplies of necessary items have been submitted to Stores Dept.

The most urgent need, however, is for belting for machine tool drives, no belts being available for some machines and all in use being in bad condition. The necessity of obtaining belting cannot be too strongly urged.

*S. L. Baister Major*  
S. L. BAISTER, MAJOR  
TRANSPORTATION SUB-COMMISSION A. C. C.  
ATTACHED M.R.S.

Copy for information to:  
Director Transportation Sub-Commission A.C.C.  
Tn. Sub-Commission Representative Reggio  
(Major W. F. Blair)

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