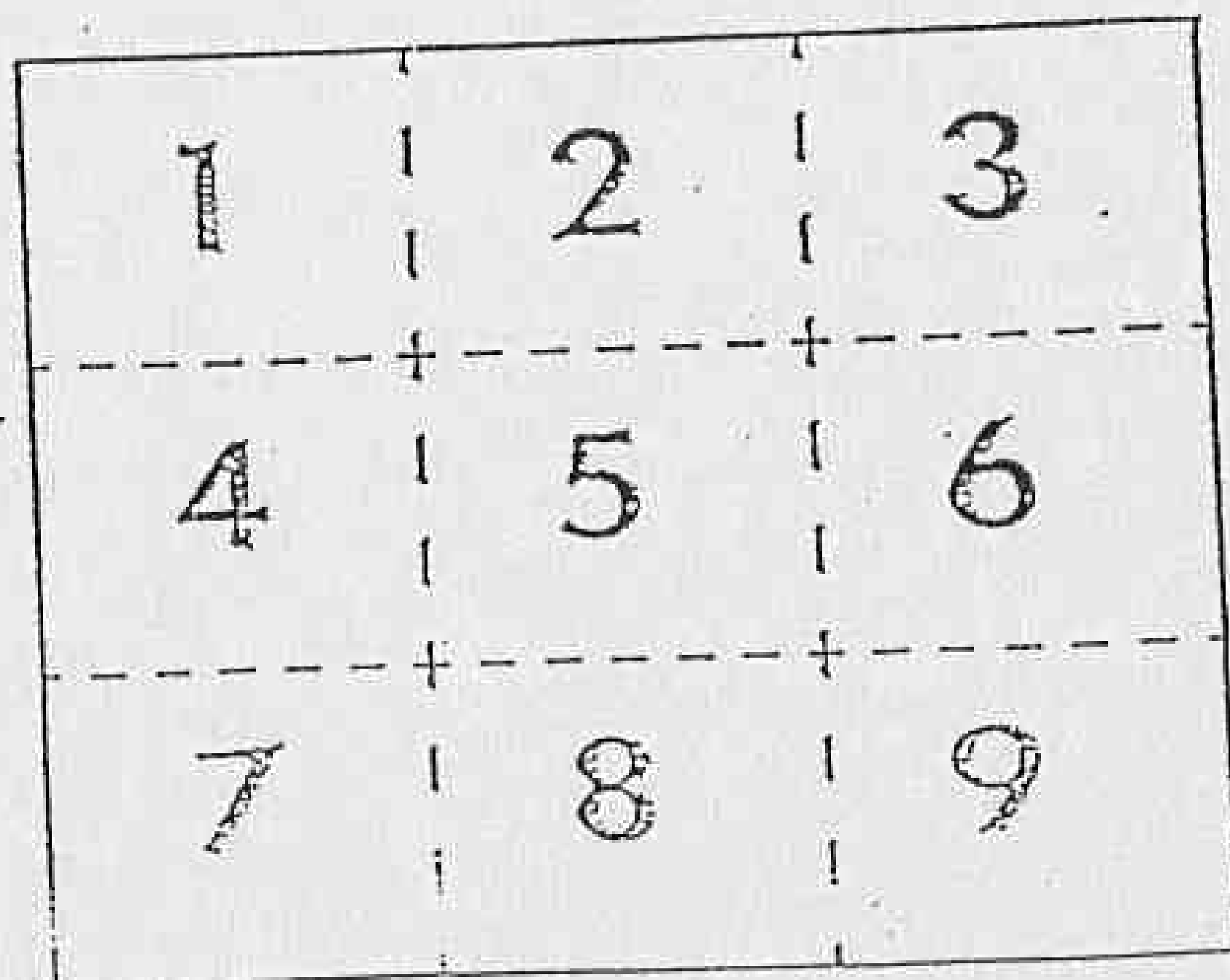
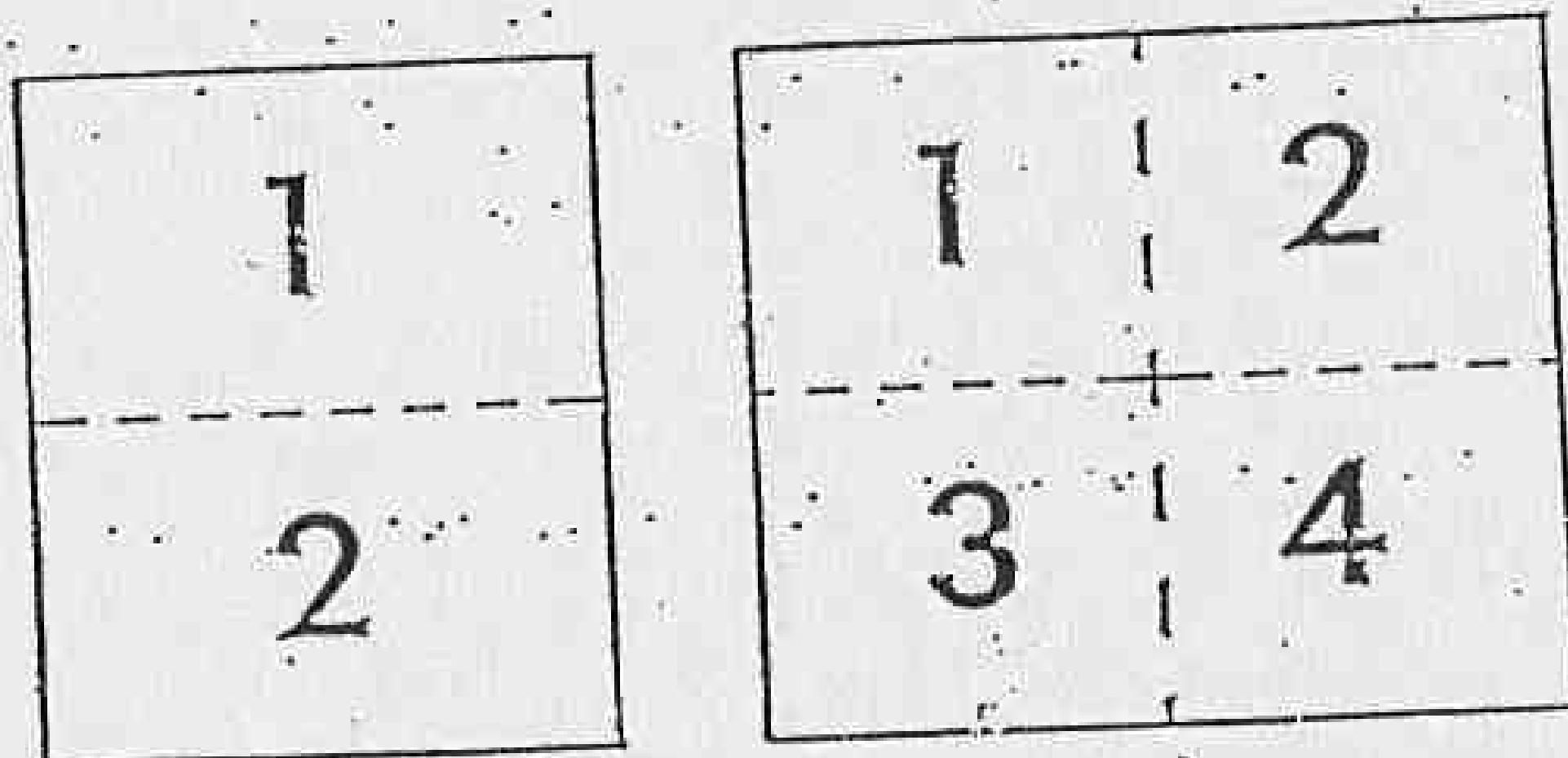


ACC AG 57144/TNH 10000/1948/2110 PRIVATE RAILWAYS: R
FEB. - SEPT. 1945

448/2110 PRIVATE RAILWAYS: RIMM - NOVAFELTIA
FEB. - SEPT. 1945

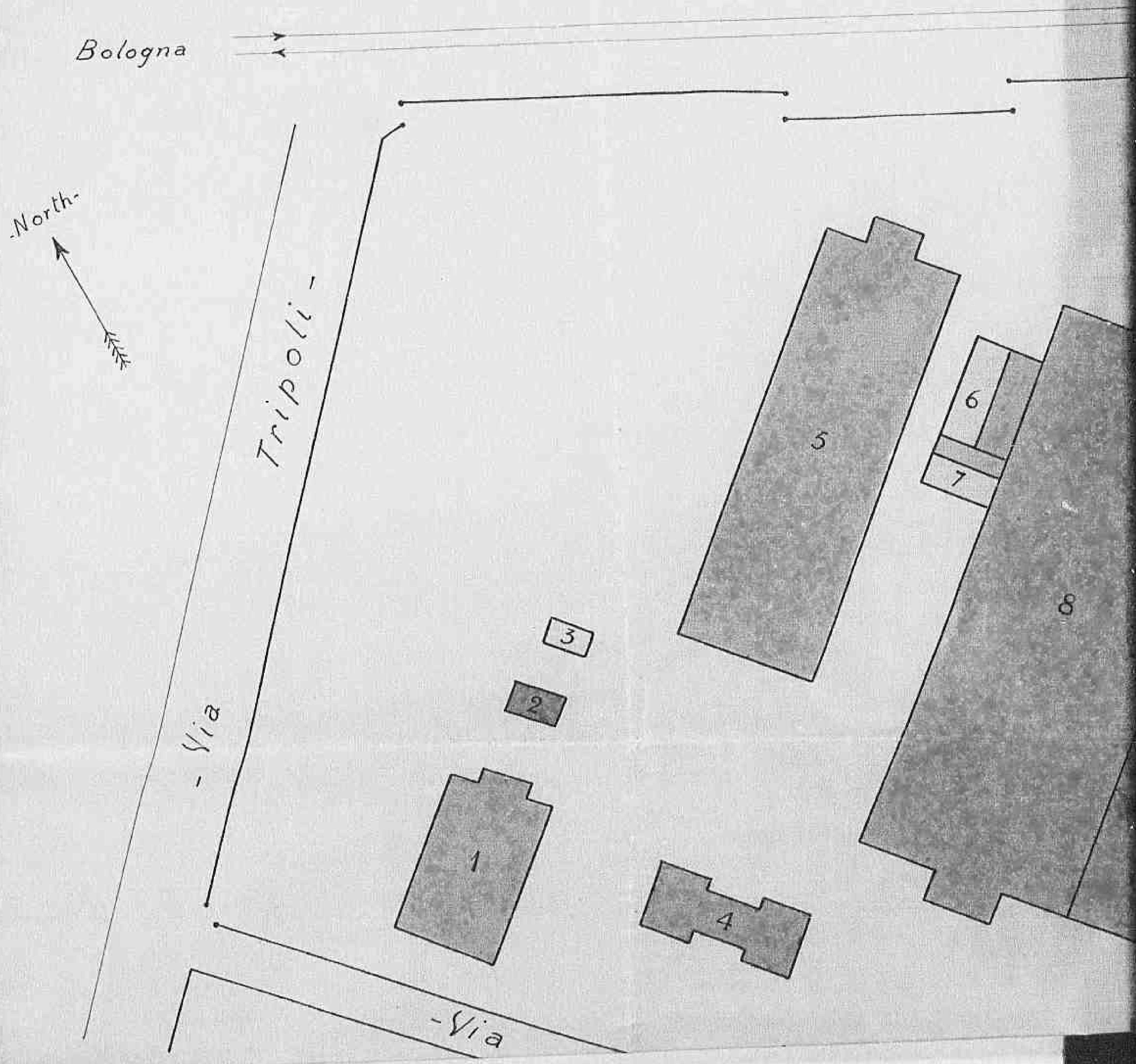
MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



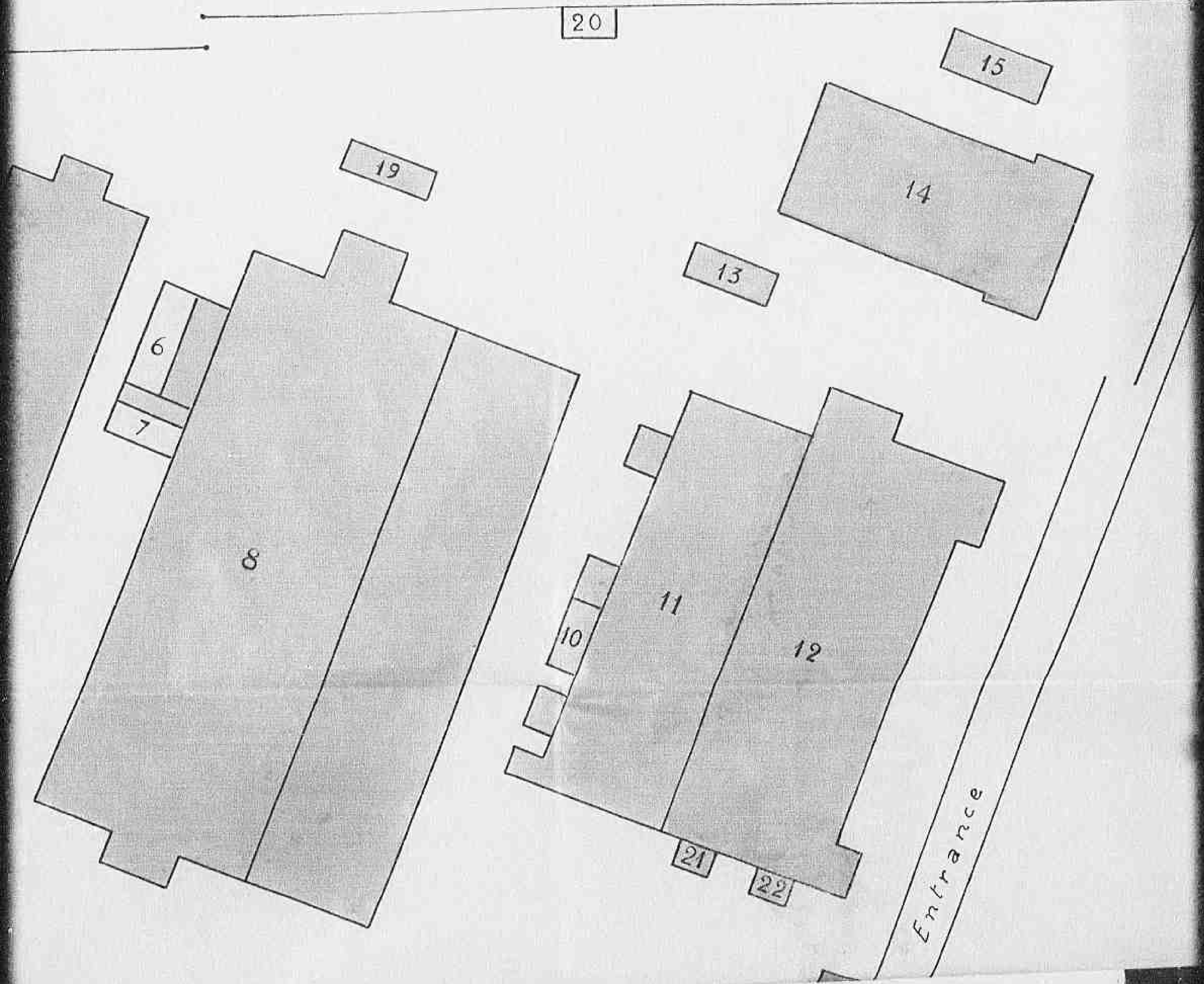
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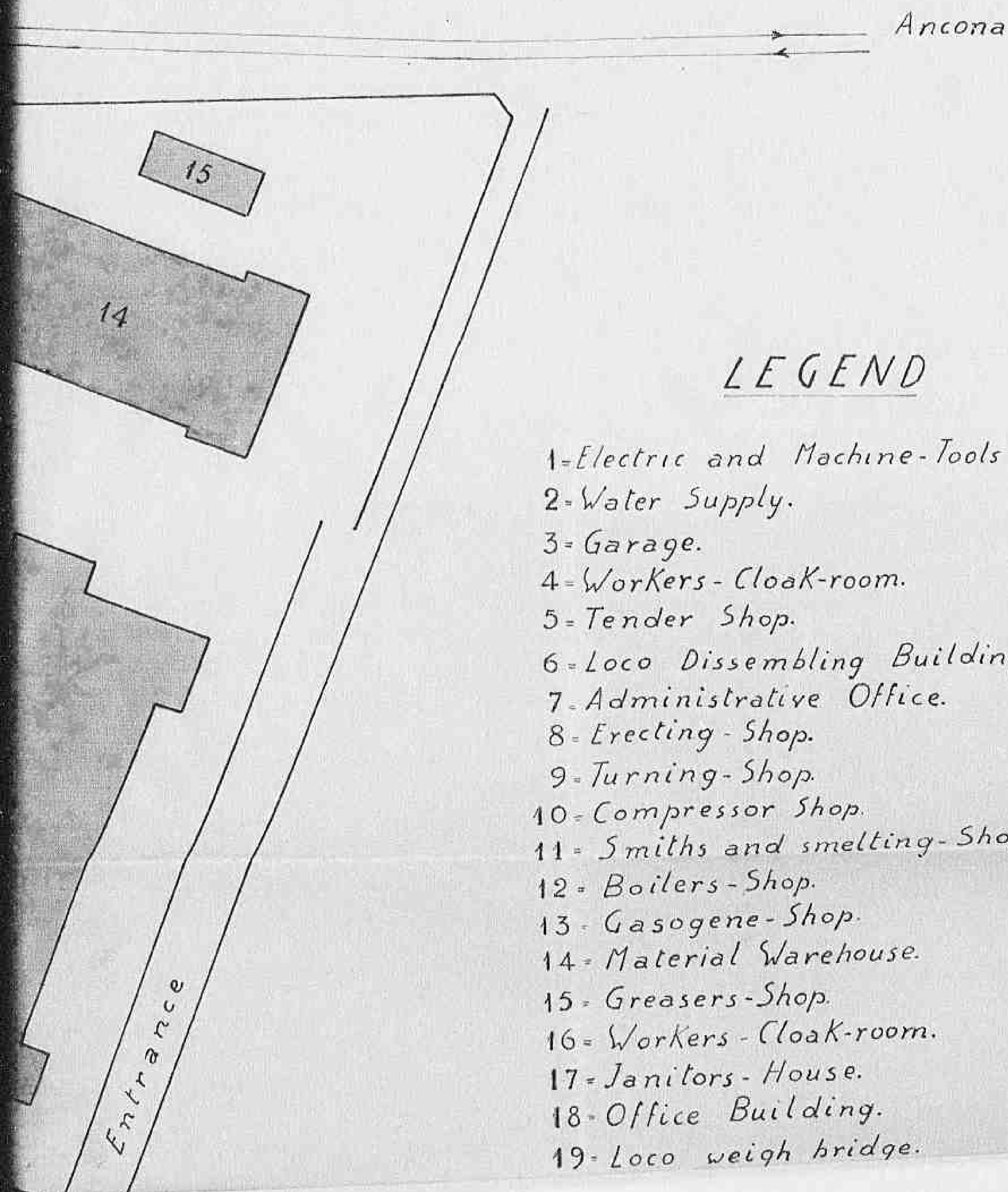
Declassified E.O. 12356 Section 3.3/NND No. 785021



0021

Declassified E.O. 12356 Section 3.3/NND No. 787021



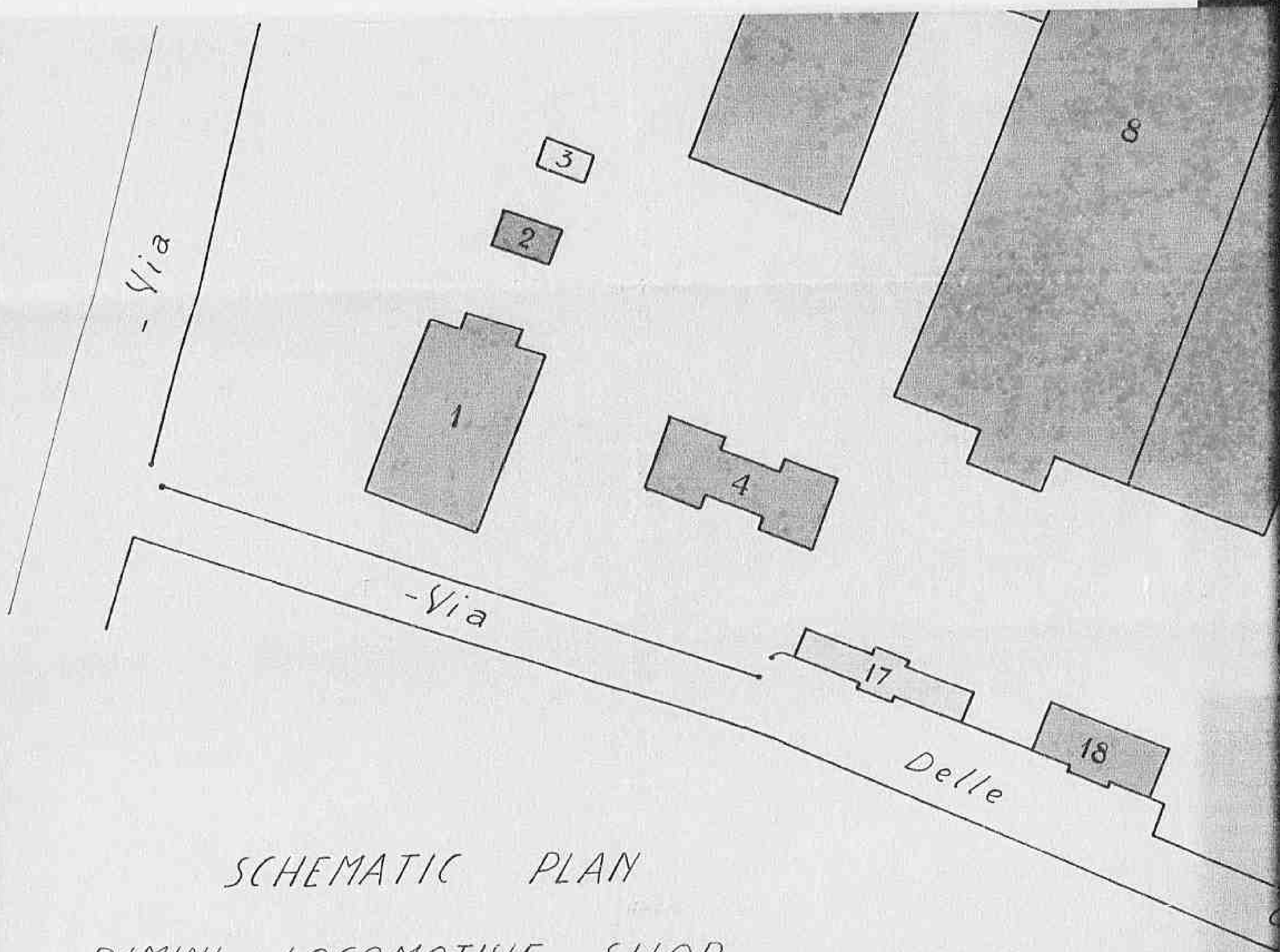


LEGEND

- 1- Electric and Machine-Tools Repair Shop.
- 2- Water Supply.
- 3- Garage.
- 4- Workers - Cloak-room.
- 5- Tender Shop.
- 6- Loco Disassembling Building.
- 7- Administrative Office.
- 8- Erecting - Shop.
- 9- Turning - Shop.
- 10- Compressor Shop.
- 11- Smiths and smelting - Shop.
- 12- Boilers - Shop.
- 13- Gasogene - Shop.
- 14- Material Warehouse.
- 15- Greasers - Shop.
- 16- Workers - Cloak-room.
- 17- Janitors - House.
- 18- Office Building.
- 19- Loco weigh bridge.

00231

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



SCHEMATIC PLAN

RIMINI LOCOMOTIVE SHOP

Scala 1:1000

0024

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



- 4 - Workers - Cloak-room.
 5 - Tender Shop.
 6 - Loco Disassembling Building.
 7 - Administrative Office.
 8 - Erecting - Shop.
 9 - Turning - Shop.
 10 - Compressor Shop.
 11 - Smiths and smelting - Shop.
 12 - Boilers - Shop.
 13 - Gasogene - Shop.
 14 - Material Warehouse.
 15 - Greasers - Shop.
 16 - Workers - Cloak-room.
 17 - Janitors - House.
 18 - Office Building.
 19 - Loco weigh bridge.
 20 - Wagon " "
 21 - Foremen - office and Smith Employees.
 22 - " " " Boiler "



Buildings completely
destroyed.



Buildings partially
destroyed and repairable.



Buildings in good
condition.



57/44/15

KRM/10

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

8 September 45

Tel. 84,3233
Ref. AC/57/44/Tn 4.

SUBJECT : Rimini-Mercatino Railway.

TO : General Inspectorate MTR
Bldg.

1. Reference your file R.S.T./223/120/ of 5 September.
2. Before we handle the subject of movement of locomotives and wagons from Novafeltria and Piatrescuta to Teramo by road we would like to know if it is necessary to transport all the equipment listed; that is four locomotives and seventeen wagons.
3. It does not appear to us that four locomotives would be required to operate a 21 km line.

P. G. MATSON
MAJOR T.O.
for Director

Copy to: Movements Rail Tn 2/0
" " Road Tn 3/0

5079



Ministero delle Comunicazioni

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Divisione R.S.T. *Gen.*

Prot. 1023/1264 *Allegato*

Proposta di

Dir. Gen. 1023

OGGETTO
Railway Rimini-Novafeltria.

To the Allied Commission
Transportation Subcommittee
(Mayor Matson)
Bg.

The local Authorities and population have eagerly requested the reopening of the Railway Rimini-Novafeltria, (km.35) at least for a section near Rimini.

The conditions of the Line suggest the reopening of the section Rimini Porta Montanaro-Torello (km.20), because the rehabilitation of this section requires but a few works, establishing a new Line-head at Rimini Porta Montanaro (instead of the destroyed Rimini Centrale), and ending at Torello, situated at the distance of km. 2,500 from the centre of Pietra-cuta, km. 0,500 from the boundaries of San Marino Republic, and km. 6 from the town of San Marino, which has been left quite isolated because of the destruction of the Railway Rimini-San Marino.

On the contrary the prosecution of the Line beyond Torello would require much more important works, and can be decided afterwards.

Therefore this Ministry thinks to open first the section Rimini Porta Montanaro-Torello, but to do this it would be necessary to carry 4 locomotives and 17 wagons from the upper section of the Line (where they remain) Torello. This rolling stock cannot be carried on the railroad because it is parked beyond the interruptions of many bridges destroyed between Torello and Novafeltria; consequently it shall be carried on the provincial highway which also has interruptions but can be covered through some fords and wood bridges with a carrying capacity of 20 tons, and not too sharp

Prot. 4223/1264 Allegato
OGGETTO: Railway Rimini-Novafeltria.

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To carry out this transportation it is however necessary to have special road trucks.

We beg you therefore to grant the necessary trucks to the railway Rimini.

mini-Novafeltria for this purpose, and consequently we hereafter give the informations concerning the rolling stock to be carried.

Materials	Dismantled pieces	Parking places	
		Names	Distance from Torello
3 Locomotives	Underframe t. 10	Mercatino ^{to} Novafeltria ^{Torello}	km. 10
4 axles, length m. 8,50 weight t. 23	Boiler " 10		
	Fittings " 3		
1 Locomotives	Boiler " 5	Pietracuta "	" 2
2 axles, length m. 6 weight t. 15	Underframe " 10		
4 Bogie carriages (Body length m. 14 weight t. 13)	" " 8	Mercatino	" 10
	" " 5	(Novafeltria) "	" 10
2 Two axles carriages length m. 9,40 weight t. 7	" " 7	" "	" 10
2 Low sided freight cars length m. 7 weight t. 5	" " 5	" "	" 10
5 Box freight cars length m. 7 weight t. 5	" " 5	Pietracuta "	" 2
4 Open freight cars length m. 7 weight t. 4	" " 4	" "	" 2

THE GENERAL DIRECTOR

Signed: De Cupis

Rev. 0
Pro. 11/14
11/14/14
11/14/14

3 Locomotives	Underframe t. 10	Mercatino	km. 10
4 axles, length m. 8,50 weight t. 23	Boiler	Novafeltria	
	Fittings		
1 Locomotives	Boiler	Pietracuta	2
2 axles, length m. 6 weight t. 15	Underframe		
4 Bogie carriages length m. 14 weight t. 13	Body	Mercatino	
	Bogies	(Novafeltria)	10
2 Two axles carriages length m. 9,40 weight t. 7			10
2 Low sided freight cars length m. 7 weight t. 5			10
5 Box freight cars length m. 7 weight t. 5		Pietracuta	2
4 Open freight cars length m. 7 weight t. 4			2

THE GENERAL DIRECTOR

Signed: De Cupis

15/1/54

Rim
 10/1/54
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Roma 55 1945 19 A



Ministero delle Comunicazioni

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Ala Commissione Alleata
Sottocommissione Trasporti
(Megg. Matson)

S E D E

Direzione R.S.T. In.

Prot. 2323/1264 Allegato

Proposta del

Dir. In. N.

OGGETTO Ferr. Rimini-Novafeltria.

Le Autorità e la popolazione locale hanno vivamente richiesto la riapertura della ferrovia Rimini-Novafeltria (km.35), almeno per un tronco vicino a Rimini.

Le condizioni della linea suggeriscono la riapertura ^{del} tronco Rimini Porta Montanaro-Torello (km.20), perché il ripristino di questo tronco richiede solo pochi lavori, stabilendo una nuova testa di linea a Rimini Porta Montanaro (invece della distrutta stazione di Rimini Centrale), e limitando la linea a Torello, situata alla distanza di km.2,500 dal paese di Pietracuta, km. 0,500 dai confini della Repubblica di S.Marino, e km. 6 dalla città di S2Marino che è ora del tutto isolata per la distruzione dell'altra linea Rimini-S.Marino.

Al contrario, la prosecuzione della linea oltre Torello richiederebbe lavori più importanti e può essere deciso in seguito.

Perciò questo Ministero pensa di aprire per ora il tronco Rimini Porta Montanaro-Torello, ma, per far ciò, sarebbe necessario di trasportare 4 locomotive e 17 vagoni dal tronco superiore della linea (dove il detto materiale si trova) fino a Torello. Questo materiale non può essere trasportato sulla ferrovia perché trovasi al di là di molte interruzioni fra Torello e Novafeltria; per conseguenza dovrebbe essere trasportato sulla strada provinciale che ha anche interruzione ma può essere percorsa con alcuni guadi e su alcuni ponti in legno

Prot. 2231264

Milano

Proprietà del
D. M. D. M.

0032

Oggetto: Ferr. Rimini-Novafeltria.

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Per eseguire questo trasporto é comunque necessario di avere speciali autocarri.

Noi vi preghiamo perciò di concedere i necessari autocarri alla ferrovia Rimini-Novafeltria al detto scopo, e vi diamo qui di seguito le informazioni relative ai rotabili da trasportare:

Materiali	Parti smontabili	Località ove trovansi i materiali.	
		Denominazioni	Distanza da Torello.
N. 3 locomotive a 4 assi lungh. m. 8,50 peso t. 23	{ carro t. 10 caldaia " 10 accessori t. 3	Mercatino (Novafeltria)	km. 10
N. 1 locomotiva a 2 assi lungh. m. 6 peso t. 15	{ caldaia t. 5 carro " 10	Pietracuta	" 2
N. 4 carri a car- rello lungh. m. 14 peso t. 13	{ cassa t. 8 carrelli t. 5	Mercatino (Novafeltria)	" 10
N. 2 assi a 2 as- si lungh. m. 9.40 peso t. 7	- t. 7	"	" 10
N. 2 carri a sp. basse lungh. m. 7 peso t. 5	- t. 5	"	" 10
N. 5 carri chiusi lungh. m. 7 peso t. 5	- t. 5	Pietracuta	" 2
N. 4 carri aper- to lungh. m. 7 peso t. 4	- t. 4	"	" 2

IL DIRETTORE GENERALE

[Signature]

5077

informazioni relative ai rotabili da trasportare:

Materiali	Parti smontabili	Località ove trovansi i materiali.	
		Denominazioni	Distanza da Torello.
N. 3 locomotive a 4 assi lungh. m.8,50 peso t.23	{ carro t.10 caldaia" 10 accessori t. 3	Mercatino (Novafeltria)	km. 10
N. 1 locomotiva a 2 assi lungh. m.6 peso t.15	{ caldaia t.5 carro "10	Pietracuta	" 2
N.4 carri a car= rello lungh. m.14 peso t.13	{ cassa t. 8 carrelli t.5	Mercatino (Novafeltria)	" 10
N.2 assi a 2 as= si lungh.m.9.40 peso t.7	- t.7	"	" 10
N.2 carri a sp. basse lungh.m.7 peso t.5	- t.5	"	" 10
N.5 carri chiusi lungh.m.7 peso t.5	- t.5	Pietracuta	" 2
N.4 carri aper= to lungh.m.7 peso t.4	- t.4	"	" 2

IL DIRETTORE GENERALE

[Signature]

5077

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB COMMISSION

24 May, 1945

13079/F

SUBJECT: Private Railways in A.M.G. territory.

TO : Director, Transportation sub-Commission
(Rail Division). ✓

1. Receipt is acknowledged of your letter
AC/57/44/Tn/4 of 22nd instant, on the above subject.

2. Where it can be shown that the reconstruction of private railways, that have suffered war damage, is essential for the maintenance of civilian life, the procedure in paragraph 3 of Finance sub-Commission circular 13194/F of 29th January 1945, entitled "War Damage", might be applied with suitable changes and safeguards. It is our considered opinion that the issue of a general directive on this subject is inadvisable at this moment, but that consideration will be given to specific proposals for each project addressed directly to this headquarters.

3. Allied Military Government being only temporary in nature is not in a position to guarantee loans made by credit institutions to private railways, but no objection is seen to the Italian Government giving such guarantees even though the area concerned is not at present under its jurisdiction.

By Command of Rear Admiral STONE.

for BCL Immons
Joint Director, Major
Finance sub-Commission.

5076

57/44/11

ACF/10

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

Tel. 843238
Ref. AC/57/44/Tn 4
22 May 1945

SUBJECT : Financing of Private Railways.

TO : Finance Sub-Commission HQ AC

1. Reference is to your letter 13079/F of 16 May 45.
2. It is felt possible that the point in our letter of 7 May 45 was perhaps not fully taken.
3. It is known that procedure has been arranged for the financing of private railways operating for military purposes, and that the Government introduced a Decree permitting the borrowing of money for reconstruction of private railways of non-military value in Government territory.

4. What does not appear to be covered, however, is the provision of financial facilities for private railways in AMG areas where no military interest is involved.

5. These railways, which play an important part in the economic life of the people, have employees they desire to keep, and in many cases try very hard with limited materials to reconstruct their lines in order to offer some medium of service. The Italian State Railways are able to secure reconstruction of their lines by making out a satisfactory case, irrespective of the locality, and it is felt the ancillary private lines should enjoy similar facilities.

6. The North is covered with Private Railways and Extra-Urban Tramway and their repair is as essential to the life of the people as the State lines, and in many cases they act as feeders to the latter.

7. Perhaps you will say what action should be taken by the owners of a Private Railway in AMG territory, and which is of no military value, when they seek financial aid to assist in

5045

1. Reference is to your letter 13073/F of 16 May 45.

2. It is felt possible that the point in our letter of 7 May 45 was perhaps not fully taken.

3. It is known that procedure has been arranged for the financing of private railways operating for military purposes, and that the Government introduced a Decree permitting the borrowing of money for reconstruction of private railways of non-military value in Government territory.

4. What does not appear to be covered, however, is the provision of financial facilities for private railways in AMG areas where no military interest is involved.

5. These railways, which play an important part in the economic life of the people, have employees they desire to keep, and in many cases try very hard with limited materials to reconstruct their lines in order to offer some modicum of service. The Italian State Railways are able to secure reconstruction of their lines by making out a satisfactory case, irrespective of the locality, and it is felt the ancillary private lines should enjoy similar facilities.

6. The North is covered with Private Railways and Extra-Urban Tramway and their repair is as essential to the life of the people as the State lines, and in many cases they act as feeders to the latter.

7. Perhaps you will say what action should be taken by the owners of a Private Railway in AMG territory, and which is of no military value, when they seek financial aid to assist in reconstruction. Practically all of the railways of this kind are in concession from the Government, and under the jurisdiction of the Ispettorato Generale della Motorizzazione Civile e del Trasporti in Concessione, a special division of the Ministry of Communications.

L. P. May
Director

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB COMMISSION

16 May 1945.

13079/F

SUBJECT: Financing of Private Railways.

TO : Transportation sub-Commission, Rail Division. ✓

1. The receipt is acknowledged of your letter AC/57/44/Tn 4 of 7th May, 1945, on the subject of the maintenance of the personnel of the Rimini - Mercatino and Rimini - San Marino private railways, and the financing of private railways in general.
2. Regarding paragraph 4. of your letter, a procedure has been set up to finance from Italian public funds private railways operating for military purposes or furnishing services to the Allies. No budget appropriation is necessary for this purpose in territory under Allied Military Government.
3. The question of financing private railways operating within Italian Government territory and having no military interest is one for decision by the Italian Government, and it is not considered expedient that this sub-Commission should seek to influence the Ministry of the Treasury in any way in this matter.

BEV
Joint Director, *regal*
Finance Sub-Commission.

File 57/44/19

ACP/1c

TRANSPORTATION SUB-COMMISSION, AC

(RAIL DIVISION)

c/o Transportation (Br) Main,

C.M.P.

Tel. 843238

Ref. AC/57/44/Tn 4

7 May 1945

SUBJECT : Rimini Mercatino - Rimini S. Marino Railroad.

TO : Regional Commissioner, Emilia Region
(attention Transportation Officer).

1. Reference is to your letter 11/RM of 24 April addressed to General Inspectorate MOTO Rome, and File RIX/TP 5.10 of 21st March.
2. Our letter of 19th April was erroneous in one respect, the concession of the Rimini-Mercatino railways has now expired, and the line has become the property of the State (but not of the Italian State Railways).

3. The personnel of that railway, which is operated by the General Inspectorate for Transport in concession through the Compartmental Inspectorate at Bologna, is therefore in the same position as the personnel of other concerns dependent on the Compartmental Inspectorate for the payment of wages and salaries.

4. By agreement with the Ministry of the Treasury and Finance Sub-Commission, only Italian Military, Italian State Railways and Italian State Monopolies are responsible for the personnel employed, even in AMG districts, without application to the Finance Officers of AMG for opening credits.

5. By letter of 24 April 45, the General Inspectorate of Rome stressed this to the Prefect of Forlì, and requested that when credit was established, due consideration should be given for the age-bill of the personnel of this railway, and doubtless suitable action will have been taken by this time.

5073

6. So far as the personnel of the Rimini-S. Marino Railway

TO

Regional Commissioner, Emilia Region
(attention Transportation Officer).

1. Reference is to your letter 11/RM of 24 April addressed to General Inspectorate MCIC Rome, and File RIX/TP 5.10 of 21st March.
2. Our letter of 19th April was erroneous in one respect, the concession of the Rimini-Mercatino railways has now expired, and the line has become the property of the State (but not of the Italian State Railways).
3. The personnel of that railway, which is operated by the General Inspectorate for transport in concession through the Compartmental Inspectorate at Bologna, is therefore in the same position as the personnel of other concerns dependent on the Compartmental Inspectorate for the payment of wages and salaries.
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5. By letter of 24 April 45, the General Inspectorate of Rome stressed this to the Prefect of Forlì, and requested that when credit was established, due consideration should be given for the age-bill of the personnel of this railway, and doubtless suitable action will have been taken by this time. 5.173
6. So far as the personnel of the Rimini-S.Marino Railway is concerned, this is a private railway which for the moment must look after its own personnel, as no sum has been yet allocated by the State so far as the payment of wages to employees rendered incapable of working due to war conditions are concerned.

By Command of Rear Admiral *Stefano* *Colonel*
Deputy Director

ACP/10

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

7 May 1945

Tel. 243238
Ref. AC/57/44/Tn 4

SUBJECT : Rimini Mercatino line.

TO : Finance Sub-Commission, AC HQ

1. Attached is a copy of a letter sent to Transportation Officer, Emilia Region, consequent upon his enquiry as to what method should be adopted to look after the personnel of the Rimini-Mercatino and Rimini-S.Marino private railways.
2. Both of these lines were in concession from the State, although the concession for the Rimini-Mercatino line has since lapsed, and the line becomes a State responsibility.
3. Neither of the lines are of any interest to the military nor to AC, and any repair work to be done would have to be on local initiative. However, last November a Decree was passed (it was passed to you in draft form, and your indication that you had no objection duly received) which permitted private railways in liberated territory to borrow money for the purpose of rehabilitation.

4. It would seem that no Budget provision has been made to meet the needs of such lines in AMG or northern territory, and it is in the more northern areas where private railways are considerably developed. It is appreciated that any immediate action may be difficult, but doubtless you will agree that it is difficult to have a belt across the country where no money can be borrowed from the State for the purpose of self-reconstruction, and that no provision has so far been made for assistance to the private railways of the north to enable them to get back into service as soon as possible.

5072

SUBJECT : Rimini Mercatino line.

TO : Finance Sub-Commission, AC HQ

1. Attached is a copy of a letter sent to transportation officer, Emilia Region, consequent upon his enquiry as to what method should be adopted to look after the personnel of the Rimini-Mercatino and Rimini-S.Marino private railways.
2. Both of these lines were in concession from the State, although the concession for the Rimini-Mercatino line has since lapsed, and the line becomes a State responsibility.
3. Neither of the lines are of any interest to the military nor to AC, and any repair work to be done would have to be on local initiative. However, last November a Decree was passed (it was passed to you in draft form, and your indication that you had no objection duly received) which permitted private railways in liberated territory to borrow money for the purpose of rehabilitation.
4. It would seem that no Budget provision has been made to meet the needs of such lines in AMG or northern territory, and it is in the more northern areas where private railways are considerably developed. It is appreciated that any immediate action may be difficult, but doubtless you will agree that it is difficult to have a belt across the country where no money can be borrowed from the State for the purpose of self-reconstruction, and that no provision has so far been made for assistance to the private railways of the north to enable them to get back into service as soon as possible.
5. It may be that you will feel this Sub-Commission should be responsible for urging the Minister of Transport to give immediate consideration to the needs of these suddenly-freed private railways. If you think such action desirable we will act at once, but it would be unwise for us to take action without due consultation and an understanding of your policy for the areas concerned.

WPH

Director

TN S/x ?
HEADQUARTERS EMILIA REGION
ALLIED MILITARY GOVERNMENT

24 April 1945

Ref. II/RM

To:- General Inspectorate M.C.T.C. Rome

Subject:- Rimini-Mercatino Rimini-S.Marino Railroad

The Rimini-Mercatino railway and the Rimini-S.Marino railway are in need of funds to pay their employees. Some of these employees have been in the service of the I.S.R. for many years, and it is not possible to dismiss them as they are nearly pensionable. They have had no pay since January.

The Director of the Transportation Sub Commission A.C. (Rail Division) has stated that the management of the railways concerned should apply to you for financial assistance under the decree of October 1944. They have written to you but have received no reply. Will you please take some action on the matter.

R. Williams Major

5071
F.R.I. WILLIAMS MAJOR
Movements Section (Rails)
Transportation Division
H.Q. Reg. IX A.M.G.

0044
MINISTRY OF TRANSPORTS
GENERAL INSPECTORATE MCTC
SEN. I.°-N°798/P.80-F.568

Rom 3 May 1945

TO: The S. Commission A.C.,
(Rail Division)

SUBJECT: Rimini-Mercantino and
Rimini-S.Marino
Railways.

1. With reference to the letter sent this General Inspectorate MCTC by HQ Emilia Region on the subject of the payment of wages & salaries to the personnel belonging to above Railways in concession, we beg to point what follows:

a) The Rimini-Mercantino railway is now a property of the State, as in the meantime the concession has come to an end, but it does not belong to the lines directly operated by ISR.

b) The personnel of said Railway, which is operated by this General Inspectorate through the Compartimental Inspectorate of Bologna, is therefore in the same condition, in so far as the payment of wages & salaries is concerned, of the other employees depending on above Compartimental Inspectorate of Bologna.

c) It has been agreed btw. the Ministry of Treasury and the Finance S/Commission AC that only following Administrations (Military dept., ISR and State Monopolies) must provide for their own personnel, even in the districts under AMG jurisdiction, without applying to the Financial Offices AMG for opening of credits.

d) In our letter 24 April 1945 to the Prefect of Forlì we have stressed above point in order that, when establishing the amount of the credit to be open, the sum required for the wage-bill for the personnel of the Railway in question be included in the requirements for the personnel belonging to the Prefecture of Forlì.

e) The same arrangements cannot be made for the personnel belonging to the Rimini-S.Marino Rly., which is operated by a private Company which should look after its own personnel.

f) The personnel of latter Railway is therefore in the same conditions of that belonging to other Railways in concession that have been compelled to discontinue the operation on account of the war, we cannot do anything for them, as no dispositions have been issued yet enabling the State to replace the respective Grantees in so far as the payment of the wages to the personnel is concerned, nor any sum has been assigned in the State's budget for covering the expenditures concerning the territories which have not been handed over to Italian Administration.

For the Minister
DE CUPIS

5070

0045

16-M-239

Roma - 3 MAR 1945

MINISTERO DEI TRASPORTI
Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

11a COMMISSIONE ALLEATA
Sotto Commissione Trasporti

L. Serv. I
Dist. N. 798/F. 80-F. 568

Risposta al Fedel.
Dir. Gen. M.C.

OGGETTO.

Ferrovie Rimini - Mercatino e
Rimini - San Marino.

In relazione a quanto segnalato a
codesta Sotto Commissione dal Comando
della Emilia Legion A.C. con la lette-
ra qui comunicata circa il pagamento
delle competenze al personale delle
ferrovie Rimini - Mercatino e Rimini -
San Marino significativo quanto appresso:

1) La ferrovia Rimini - Mercatino è
di proprietà dello Stato per l'interven-
uta decadenza della società concessio-
naria, ma non fa parte della rete di
Stato gestita dall'Amministrazione del-
le ferrovie dello Stato;

2) Il personale di detta ferrovia,
gestita da questo Ispettorato Generale
a mezzo dell'Ispettorato Compartimenta-
le di Bologna, si trova, perciò, per
le paghe e per le competenze, nella
stessa condizione degli altri dipenden-
ti e salariati dell'Ispettorato Compar-

OGGETTO

Ferrovie Rimini - Mercatino e
Rimini - San Marino.

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gestita da questo Ispettorato Generale
a mezzo dell'Ispettorato Compartimenta-
le di Bologna, si trova, perciò, per
le paghe e per le competenze, nella
stessa condizione degli altri dipenden-
ti e salariati dell'Ispettorato Compar-
timentale di Bologna;

MT

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3) Giusta quanto concordato tra il Ministero del Tesoro e la Sottocommissione Finanziaria della Commissione Alleata soltanto per il personale delle Amministrazioni Militari, delle Ferrovie dello Stato e dei Monopoli dello Stato debbono provvedere le dette Amministrazioni a tutte le occorrenze anche nei territori sottoposti alla giurisdizione del Governo Militare Alleato senza ricorso ad aperture di credito da parte degli Uffici Finanziari dell'A.M.C.;

4) Quanto sopra è stato precisato al Prefetto di Forlì con nota 24 aprile u.s. n° 711 perchè, ai fini della corrispondente apertura di credito, tenga conto di quanto occorre per il pagamento delle competenze spettanti al personale della ferrovia della quale si tratta includendone l'ammontare nel fabbisogno per il pagamento dei dipendenti della Prefettura;

5) Analogo provvedimento non è possibile per il personale della ferrovia Rimini - San Marino, la quale è stata gestita da una società privata, a carico della quale dovrebbero essere le competenze

litari, delle Ferrovie dello Stato e dei Monopoli dello Stato debbono provvedere le dette Amministrazioni a tutte le occorrenze anche nei territori sottoposti alla giurisdizione del Governo Militare Alleato senza ricorso ad aperture di credito da parte degli Uffici Finanziari dell'A.M.C.;

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5) Analogo provvedimento non è possibile per il personale della ferrovia Rimini - San Marino, la quale è stata gestita da una società privata, a carico della quale dovrebbero essere le competenze spettanti al personale da essa di-

10 A



MINISTERO DEI TRASPORTI

Ministero delle Comunicazioni

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Al

Direzione

Prot. N. 2

Per

Allegato

Proposta dell'

Dir. Fin. M. P.

OGGETTO

pendente;

6) Il personale di questa ferrovia si trova, perciò, nelle stesse condizioni di quello delle altre sinistrate sulle quali l'esercizio è rimasto interrotto e nessun provvedimento può esser preso a suo favore sia perchè non vi sono attualmente disposizioni che consentano allo Stato di sostituirsi alle società concessionarie nell'adempimento dei loro obblighi verso il personale sia perchè non vi sono nel bilancio dello Stato stanziamenti per spese relative a territori non ancora restituiti all'Amministrazione diretta del Governo Italiano.

IL MINISTRO

5008

Disposto al fido
Dir. Fin. W.P.

Disposto al fido
Dir. Fin. W.P.

OGGETTO

pendente;

6) Il personale di questa ferrovia si trova, perciò, nelle stesse condizioni di quello delle altre sinistrate sulle quali l'esercizio è rimasto interrotto e nessun provvedimento può esser preso a suo favore sia perchè non vi sono attualmente disposizioni che consentano allo Stato di sostituirsi alle società concessionarie nell'adempimento dei loro obblighi verso il personale sia perchè non vi sono nel bilancio dello Stato stanziamenti per spese relative a territori non ancora restituiti all'Amministrazione diretta del Governo Italiano.

IL MINISTRO



5008

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

19 April 1945

Tel : 843238
Our ref: AC/43E/In.4

TO : Regional Transportation Officer
Bailis Region

SUBJECT: Rimini-Montecatini Railroad.

1. Reference your letter file RIX/TP/3.10 of 21 March.

2. The Management of the Rimini Mercantile Railroad should apply direct to the General Inspectorate M.C.T.C. for financial assistance under the decree of October 1944.

3. This would also apply to the Rimini S. MARINO Railway as mentioned in your report file R IX/TP/6.5 of 4 April.

4. This Sub-Commission is not in a position to authorize rehabilitation of either the Rimini S. Marino Railway or the Rimini-Mercantile Railway at this time due to the shortage of materials which are required for more important work. However where local materials and labor can be utilized to advantage in starting reconstruction under the Railways own responsibility no objection is made.

5. A copy of your letter dated 21 March was forwarded to the General Inspectorate M.C.T.C. April 13 for his consideration.

Director. 507

PGH/AG
54/54/5

HEADQUARTERS EMILIA REGION
ALLIED MILITARY GOVERNMENT
APO 394

REF : RIX/TF/5.10

9 April 1945.

SUBJECT: Rail Transport.

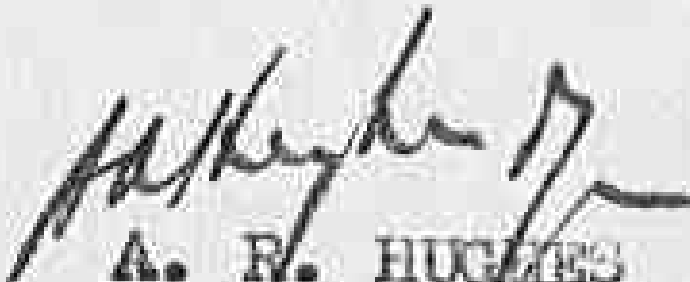
TO : Roads Division, Transportation Sub-Commission.

Rimini-Mercantino Railway

1. It is requested that a reply be given to this Division of letter dated 21 March 1945 in respect of above-mentioned Rly.

For the Regional Commissioner:

ARH/js


A. E. HUGHES
Major, R.A.
Regional Tptn. Off.

57/44/3

PGM/1c

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

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

3 April 1945

TO : Ministry of Transports
General Inspectorate MCTC

SUBJECT : Railway Service Rehabilitation Rimini-Mercatino Railroad.

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

For the Chief Commissioner :


P.C. LITTON, Major T.O.

Copy to: MRS - Building.

5006

HEADQUARTERS EMILIA REGION
UNITED MILITARY GOVERNMENT
APO 394

REF : RIX/TF/5.10

21 March 1945.

SUBJECT: Rail Transport.

TO : Rails Division, Transportation Sub-Commissioner, A.M.G.

Rimini - Mercantino Railroad

1. It is requested that you inform this Headquarters of any instructions you have in respect of narrow gage railroad running from Rimini to Mercantino. H.R.S. have been contacted and have stated that they have no operational interest in this railway. It is also understood from the Rails Officer this H.Q. that instructions from yourselves were asked for on the 21st November, 1st December and 1st January. So far no reply has been received. This Railway is in a very poor financial state and that the Directors have stated that the employees have not been paid for the past 3 months. A loan of \$22,500. Lire was applied for on the 17th February 1945 from A.M.G. funds but was not approved on the grounds that A.M.G. cannot help the Railway.

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

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

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

For the Regional Commissioner:

5065

HEADQUARTERS
24 MAR 1945
A. C.
ARE/jc

A. R. Hughes
A. R. HUGHES
Major, R.A.
Regional Tptn. Off.

CONFIDENTIAL

REPORT ON THE PRESENT CONDITIONS OF THE

RIMINI - MERCATINO RAILWAY

(Nova/feltra)

Appendix

The following remarks are herein repeated for the sake of clearness and in correspondence with the questions put to this office.

- 1) Condition of the Rolling Stock
- 2) Minimum of Personnel
- 3) Cost of Personnel
- 4) Approximate value of material available
- 5) Damage to Installations

1) The Rolling Stock of the Rimini - Mercatino consisted of 3 train-locomotives, 1 switching locomotive, 3 coaches and 50 wagons, besides a crane wagon and 4 wagons with normal gauge (see attached appendix). The locomotives are all in good condition or need slight repairs; three coaches are slightly damaged but repairable and so are about half of the wagons, one of which however, is not repairable (see previous reports).

2) The personnel at present employed by the Rimini - Mercatino is of 92 Agents, including 16 Rly. Station Contractors. The A/M Personnel corresponds to the number necessary and sufficient for the re-organization of the Railway.

3) The cost for wages of said personnel is, according to information, about L.250.000.

4) Owing to the present conditions of the market and the impossibility of judgment, it is not possible to give an exact and serious estimation of the monetary value of the Rolling Stock Installations.

5) Damages to Installations (lines and buildings) (See attached appendix) From the attached appendix we may conclude that the metal frame-work has suffered little damage and is easily repairable, while the 13 bridges must be either reconstructed or repaired and will require considerable work. Five of these bridges are

2) Minimum of Personnel

3) Cost of Personnel

4) Approximate value of material available

5) Damage to Installations

I) The Rolling Stock of the Rimini - Mercatino consisted of 3 train-

locomotives, 1 switching locomotive, 6 coaches and 50 wagons, besides a crane wagon and 4 wagons with normal gauge (see attached appendix).

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half of the wagons. One of which however, is not repairable (see previous reports).

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3) The cost for wages of said personnel is, according to information, about L.250.000.

4) Owing to the present conditions of the market and the impossibility of judgment, it is not possible to give an exact and serious estimation of the monetary value of the Rolling Stock Installations. 500%

5) Damages to Installations (lines and buildings)

(See attached appendix) From the attached appendix we may conclude that the metal frame-work has suffered little damage and is easily repairable, while the 13 bridges must be either reconstructed or repaired and will require considerable work. Five of these bridges are over rivers and the other over roads. Owing to the destruction of the Central Station in Rimini, it is necessary to commence the service from Rimini Porta Montanara.

Concluding Remarks:-

The substantial difficulty which hinders the re-establishment of rly. service is the destruction of the A/M bridges(°). It would

./.

be possible to begin a limited service from Rimini to Verucchio on condition that the locomotives and part of the Rolling Stock in Mercatino or beyond the destroyed bridges be transported on the ordinary roads; the transport cannot easily be effected owing to the destruction of the road-bridges and besides the means of transportation would have to be obtained from the Allied Military sources.

(c) For the complete re-establishment of the railway, it would be advisable to examine the State Rly. Santarcangelo - Urbino, a railway which has been constructed but has never operated; it runs very near the Rimini - Mercatino Rly. line and some parts of it could be used.

transportation would have to be obtained

sources.

(o) For the complete re-establishment of the railway, it would be advisable to examine the State Rly. Santarcangelo - Urbino, a railway which has been constructed but has never operated; it runs very near the Rimini - Mercatino Rly. line and some parts of it could be used.

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(Appendix I)

ROLLING STOCK IN THE CENTRAL RLY. YARD OF THERIMINI - MERCATINO

Good	Lightly Damaged	Badly Damaged but repairable	Unrepairable	Remarks
	F.156			
	P.602	P.406	P.616	
	P.154	309		
	L.259	P.618		
	F.606			
	P.604			
	P.151			

All these vehicles
are detailed or
turned over.LOCOMOTIVES IN THE MERCATINO WAREHOUSE

Locomotives	Remarks
F.P.60	It is being repaired.
F.P.61	It can be immediately used.
F.P.62	150 smoke-tubes are necessary.
C4	The four shunting wheels are good.

ROLLING STOCK IN THE MERCATINO RLY. STATION

Good	Lightly Damaged
------	-----------------

F.33 (coach)	AB.101 (coach)
BD.152 (coach)	
BD.121	
AE.102	
B. 34	
FP.409 (wagon)	
FP.403	

ROLLING STOCK IN THE PIETRACUTA RLY. STATION

P.402 (wagon)
P.404
F.606
Q.204
F.603
F.601

P.604
P.151

LOCOMOTIVES IN THE MERCANTILE WAREHOUSE

Remarks

Locomotives

P.P.60 It is being repaired.
P.P.61 It can be immediately used.
P.P.62 150 smoke-tubes are necessary.
C4 The four sauntering wheels are good.

ROLLING STOCK IN THE MERCANTILE RLY. STATION

Lightly Damaged

Good

P.33 (coach) AB.101 (coach)
BD.152 (coach)
ED.121 "
AB.102 "
E. 34 "
EP.409 (wagon)
EP.403 "

ROLLING STOCK IN THE PIETRAVITA RLY. STATION

P.402 (wagon)
P.404 "
P.605 "
Q.204 "
E.603 "
P.601 "
L.257 "
E.310 "
P.304 "

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(Contin. Appendix I)

ROLLING STOCK IN THE TORELLO RLY. STATION			
Good	Lightly Damaged	Badly Damaged but Repairable	Unrepairable
		MD. I53 (ceacore) AB. IO3 "	
ROLLING STOCK IN THE VERUCCHIO RLY. STATION			
		IC vehicles (°)	(°) No service number
P. 301	P. I55		
P. 405	L. 260	L. 258	
P. 605	L. 255	P. 401	
P. 502	P. 253		
L. 256	P. 504		
ROLLING STOCK IN THE VILLA VERUCCHIO RLY. STATION			
P. 306			
ROLLING STOCK IN THE CORREIO' RLY. STATION			
FP. 408			
P. 305			
P. 307			
ROLLING STOCK IN THE VERGIANO RLY. STATION			
P. 308	L. 302		
P. 303			

5001

Signed

Capo delle Officine

Countersigned

Rimini, January I, 1945

P. 409	L. 255	P. 401
F. 605	L. 253	
P. 502	F. 504	
L. 256		
ROLLING STOCK IN THE VILLA VERUCCHIO RLY. STATION		
P. 306		
ROLLING STOCK IN THE CORPOLO RLY. STATION		
FP. 408		
F. 305		
F. 307		
ROLLING STOCK IN THE VERGIANO RLY. STATION		
P. 306	L. 302	
F. 303		

5001

Signed
Capo delle Officine
Countersigned

[Signature]

Rimini, January 1, 1945

CONFIDENTIAL

REPORT ON THE PRESENT CONDITIONS OF THE

RIMINI - SAN MARINO RAILWAY

1/84
APP. B

The following remarks are herein repeated for the sake of clearness and in correspondence with the questions put to this office:-

- 1) Condition of the Rolling Stock
- 2) Minimum of Personnel
- 3) Cost of Personnel
- 4) Approximate value of material available
- 5) Damage to Installations.

1) The Rolling Stock of the Rimini - San Marino Rly. consisted of 4 electric locomotives, 6 coaches and 18 wagons.

The present condition of the Rolling Stock may be seen in the attached appendix. There are therefore, only two wagons which are not repairable; one wagon and two coaches are damaged, but are repairable.

The four electric locomotives are in good condition, but dealing with electric material, before putting the locomotive in working order, it is necessary to proceed with the operations of drying and examining of the apparatuses and motors which have been for a long time out of use; the same may be said for the material which, although useful, has been used as shelters by refugees and thus must be examined before used.

2) The Personnel up to the 30/II/44 consisted of 35 persons including the Managers and Employees (4) and the Contractors of the Rly. Station (9). This Personnel is sufficient for the examination and re-pairing of the Installations.

If the railway should function, the personnel will have to be doubled.

3) The cost of the Personnel on the staff till 30/II/44 may be calculated according to information received, at L.150.000 per month.

4) Owing to the present conditions of the market and the impossibility of judgment, it is not possible to give an exact estimation of the monetary value of the Rolling Stock Installations.

5) The cables, the sub-transformer cabin, and various bridges and rails have been damaged.

The result is:-

- a) The overhead cable is damaged (30%) but it could be easily repaired with a moderate quantity of materials (about 16 tons of copper wire, 8 tons of steel wire and about 600 insulators).
- b) The Sub-transformer Station is totally destroyed and must be rebuilt.
- c) The railway line although damaged could be, with little difficulty,

4) Approximate value of damage to installations.

5) Damage to Installations.

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The present condition of the Rolling Stock may be seen in the attached appendix. There are therefore, only two wagons which are not repairable; one wagon and two coaches are damaged, but are repairable. The four electric locomotives are in good condition, but dealing with electric material, before putting the locomotive in working order, it is necessary to proceed with the operations of drying and examining of the apparatuses and motors which have been for a long time out of use; the same may be said for the material which, although useful, has been used as shelters by refugees and thus must be examined before used.
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If the railway should function, the personnel will have to be doubled.
- 3) The cost of the Personnel on the staff till 30/II/44 may be calculated according to information received, at L.150.000 per month.
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- 5) The result is:-
 - a) The overhead cable is damaged (30%) but it could be easily repaired with a moderate quantity of materials (about 16 tons of copper wire, 6 tons of steel wire and about 600 insulators).
 - b) The Sub-transformer Station is totally destroyed and must be rebuilt.
 - c) The railway line although damaged could be, with little difficulty, repaired.
 - d) The only bridges badly damaged or destroyed are the two on the Ausa Stream which must be reconstructed for the functioning of the Service Rimini Centrale. These are not indispensable because the service can begin at Rimini Marina.

Concluding Remarks:- The most important difficulties for the re-organization of the Rimini - San Marino Rly. are below stated:-

- a) Reconstruction of the two bridges on the Ausa Stream.
- b) Electric supply and power Installations.



(2)

It must also be noted that a steam locomotive would not be possible owing to the steep inclines (45% plus curves with a radius of 100') from Borgo Maggiore to San Marino.

A steam locomotive as far as Borgo Maggiore would also be difficult to function owing to the steep inclines (35 plus 100' radius) and for the difficulty of water supply along the line.

See top.

6009

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

6505



(Appendix I)

ROLLING STOCK IN THE RIMINI CENTRALE R.I.C. YARD

	Good	Lightly Damaged	Badly Damaged	Unrepairable	Remarks
Electric Loco.					
Coaches					
Wagons			Pc. 65	PcB 63 Lc 42	

ROLLING STOCK NEAR THE TUNNEL OF THE SERRAVALLE STATION

Electric Loco.	AB.04				
Coaches	AB.51 B. 71				
Wagons	Pc 22 PcB 62 Lc 43				

ROLLING STOCK IN THE DOMAGNANO - MONTELUPO STATION

Electric Loco.					
Coaches					
Wagons	d.27 P.23 G.26 P.24 P.21 P.28 Lc.45 Pc 4J				5028

===== ROLLING STOCK NEAR THE TUNNEL OF THE SERRAVALLE STATION =====

Electric loco.	AB.04				
Coaches	AB.51 B. 71				
Wagons	Pc 22 PcB 62 Lc 43				

===== ROLLING STOCK IN THE DOMAGNANC - MONTELUPO STATION =====

Electric loco.					
Coaches					
Wagons	d.27 F.23 G.26 F.24 F.21 F.28 Lc.45 Lc.41				

5028



0059

(Contin. Appendix I)

ROLLING STOCK IN THE MONTALE TUNNEL			
	Good	Lightly Damaged	Badly Damaged
Electric Loco.	A.B.02		
Coaches	B.62 B.61 B.72		
Wagons	Pc.25 (I)		
ROLLING STOCK IN THE RLY. YARD AND WAREHOUSE OF SAN MARINO			
Electric Loco.	AB.01 AB.03		
Coaches	AS.61		
Wagons	Pc.64 Lo.44 Pc.61		

Remarks

(I) the wagon is in the Borgo Maggiore Warehouse

ROLLING STOCK IN THE RLY. YARD AND WAREHOUSE OF SAN MARINO

Wagons	Pc.25 (I)			
Electric loco.	AB.01 AB.03			
Coaches	AS.61			
Wagons	Pc.64 Lc.44 Pc.61			

Remarks

(I) The wagon is in the Borgo Maggiore Warehouse

5007



(Appendix 2)

MATERIAL TO BE SUBSTITUTED

Linea di contatto e fune portante Rimini -Stazione Dogana	
Pali (not useful)	3
Pali (badly damaged)	5
Isolatori a perno per linea contatto (astine) e funi portanti	383
Isolatori a perno per linea telefonica	288
Isolatori a sospensione	60
Isolatori a bicchiere per linea telefonica	34
Mensole (not useful)	1
Mensole (missing)	4
Mensole (very badly damaged)	1
Astine di poligonazione (missing)	40
Astine di poligonazione (not useful)	5
Astine di poligonazione (very badly damaged)	1
Morsetti (missing)	75
Raccordi (fra astine e morsetti) (missing)	14
Ferri porta isolatori per telefoni (missing)	4
Ferri porta isolatori per linea contatto (astine)	1
Ferri porta isolatori per fune portante	4
Apparecchi telefonici	1
Apparecchi telefonici (not useful)	1
Apparecchi telefonici (missing)	2

The sub-station of Dogana may be considered as completely destroyed.

5926

Isolatori a bicchiere per linea telefonica	1
Mensole (not useful)	4
Mensole (missing)	1
Mensole (very badly damaged)	40
Astine di poligonazione (missing)	5
Astine di poligonazione (not useful)	1
Astine di poligonazione (very badly damaged)	76
Morsetti (missing)	14
Raccordi (fra astine e morsetti) (missing)	4
Ferri porta isolatori per telefoni (missing)	1
Ferri porta isolatori per linea contatto (astine)	4
Ferri porta isolatori per fune portante	1
Apparecchi telefonici	1
Apparecchi telefonici (not useful)	1
Apparecchi telefonici (missing)	2

The sub-station of Dogana may be considered as completely destroyed.

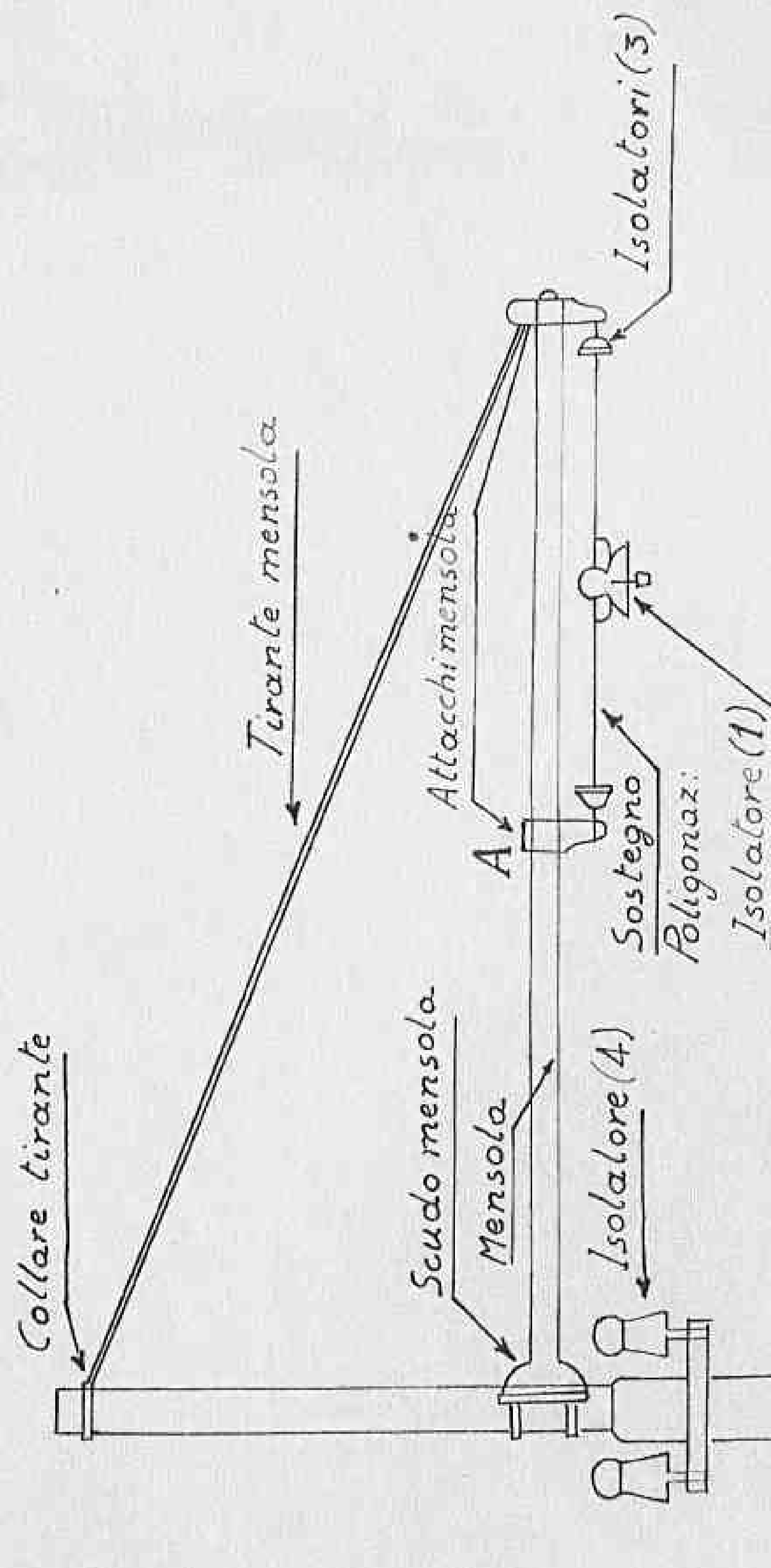
END



Pali	mensole	Tiranti mensola	Filo di contatto m.	Attacchi mensola		Giunta fili	Stalle porta isolatori telefono	Isolatori					- No
				A	B			1	2	3	4	5	
4	12	20	3670	4	5	170	5	90 per filo contatto	12	22	36 Isolatore a perno per linee telefoni	18. Isolatori a perno per fune e astine	Materiale manc che va so Puntoni per men Astine poligonaz Fune portante accia
19	9	4	Vari spezzoni di pochi metri.	3	1		1	47	1	18	26	23	Materiale avari

acchi mensola B	Giunta fili	Staffe porta isolatori telefono	Isolatori					Note - <i>copy</i>
			1	2	3	4	5	
5	170	5	90 per filo contatto	12	22	36 Isolatore a perno per linee telefoni	18. Isolatori a perno per fune e astine	Materiale mancante o comunque che va sostituito. Puntoni per mensola 3. Astine poligonazione 6 Fune portante acciaio - pochi spezzoni.
1		1	47	1	18	26	23	Materiale avariato utilizzabile.





Tratta linea semplice

Leggenda

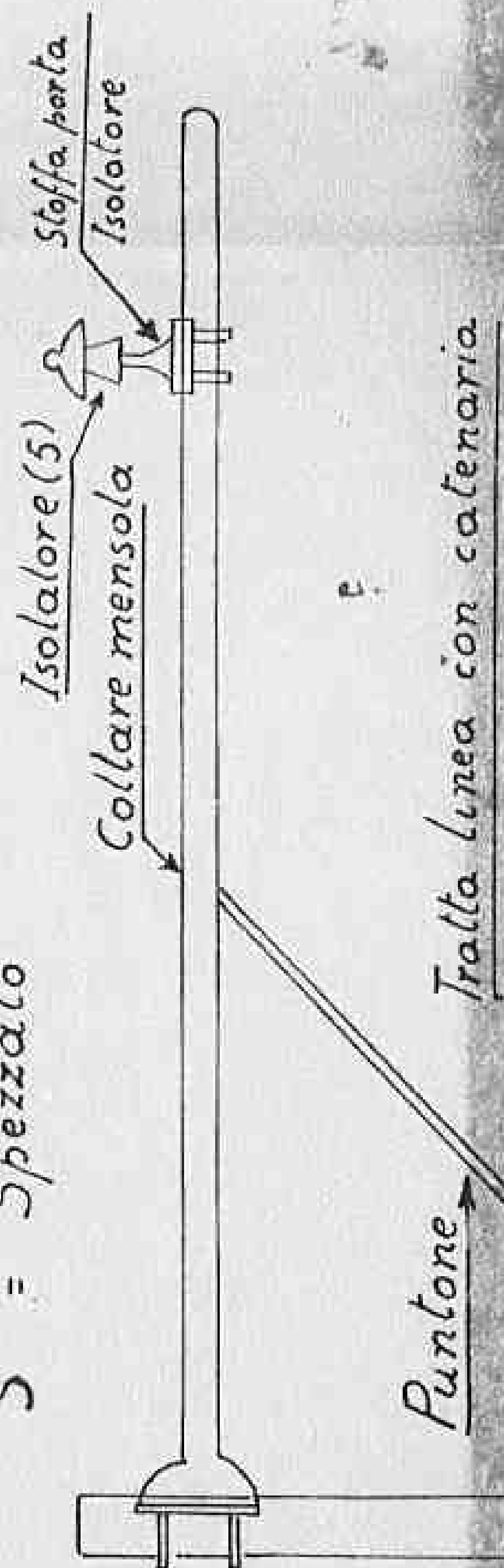
AU = Avariato utilizzabile

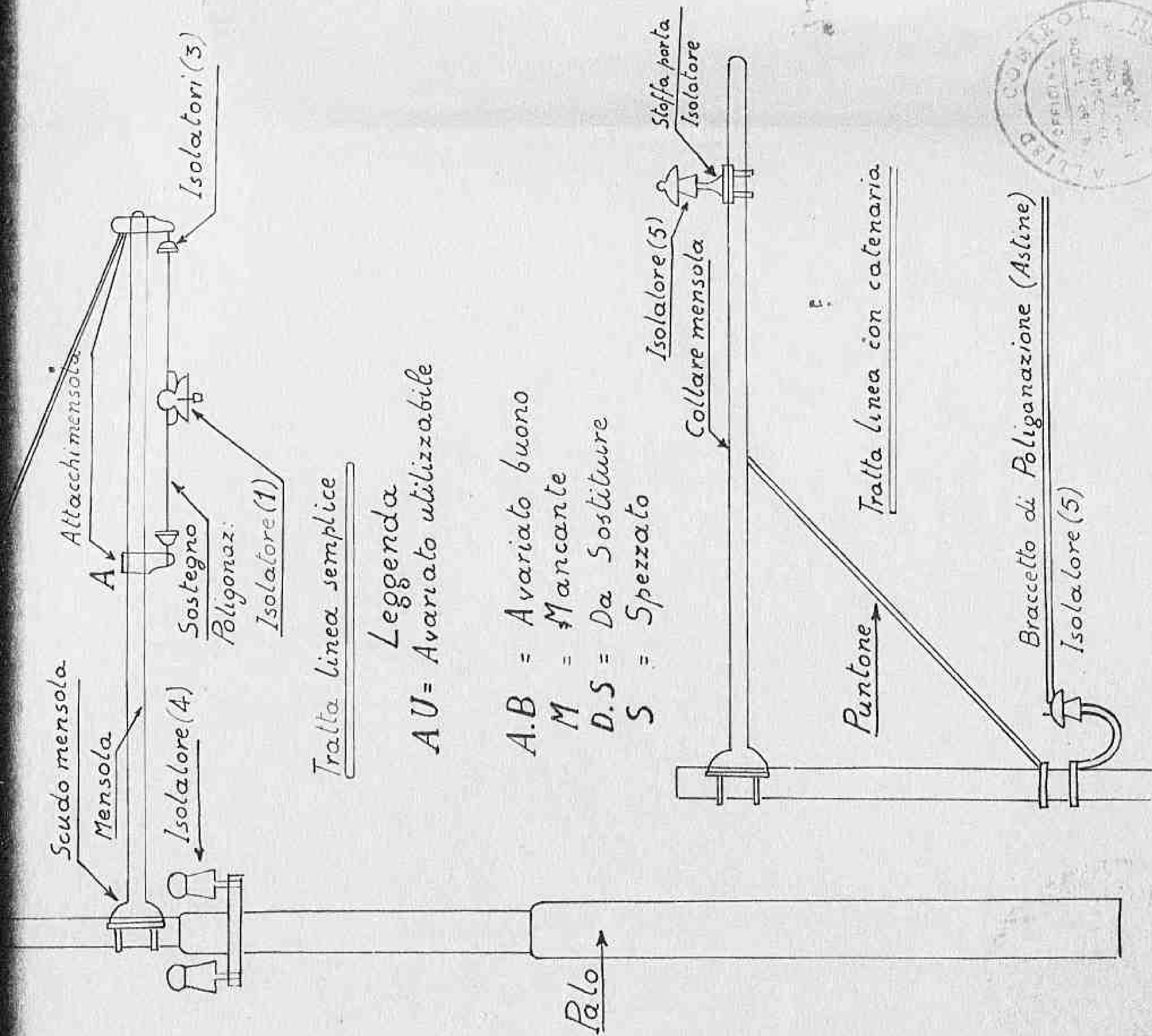
A.B = Avariato buono

M = Mancante

D.S = Da Sostituire

S = Spezzato





(Appendix 3)
ASSESSMENT OF WAR DAMAGES TO BRIDGES ALONG THE ELECTRIC RAILWAY LINE
RIJINI - REP. SAN MARINO

Prog. number	Bridges	Percent- age Destroyed	Remarks
1)	Bridge on the Ausa	80%	In cement - 3 spans m.10 each
2)	Bridge on the Ausa	80%	3 spans m.5 each

5053



(contin. Appendix 3)

ASSESSMENT OF DAMAGES TO BUILDINGS ALONG THE ELECTRIC RLY.

RIMINI - REP. SAN MARINO

Prog. Number	Buildings	Percentage Damaged	Remarks
1)	Warehouse (goods)	80%	
2)	Coach- Garage	80%	
3)	<u>Rimini marina:-</u>		
3)	Cantoniera-Level crossing (Via Faff- coll)	10%	
4)	Garage and Workshops	20%	
5)	Coach- Garage	20%	
6)	Cabinets	1%	
7)	Fuel Warehouse	30%	
8)	Cantoniera Colonella	15%	
9)	" Coriano - Cerasolo	17%	
10)	Sub-transformer Station	70%	
11)	Travellers building at Dogana	1,50%	
12)	" " Serravalle	1%	Reinforced walls included
13)	Warehouse at Serravalle	2%	
14)	Cantoniera at Damagnano-Montelupo	35%	
15)	Cantoniera at Valdragone	2%	
16)	Travellers building at Borgo	20%	
17)	Warehouse at Borgo	2%	
18)	Cabinet building	50%	
	<u>S.Marino Centrale:-</u>		
19)	Travellers building	N.N.	
20)	Garage	N.N.	
21)	Warehouse (goods)	N.N.	
22)	Cabinet building	N.N.	

5052

3)	<u>Rimini Marina:-</u>		
3)	Cantoniera-Level crossing (Via Pass-	10%	
4)	Garage and Workshops	20%	
5)	Coach- Garage	20%	
6)	Cabinets	1%	
7)	Fuel Warehouse	30%	
8)	Cantoniera Colonella	15%	
9)	" Coriano - Cerasolo	17%	
10)	Sub-transformer Station	70%	
11)	Travellers building at Dogana	1,50%	
12)	" " Serravalle	1%	
13)	Warehouse at Serravalle	2%	
14)	Cantoniera at Damagnano-Montelupo	35%	
15)	Cantoniera at Valdragone	2%	
16)	Travellers building at Borgo	20%	
17)	Warehouse at Borgo	2%	
18)	Cabinet building	50%	
	<u>S. Marino Centrale:-</u>		
19)	Travellers building	N.N.	
20)	Garage	N.N.	
21)	Warehouse (goods)	N.N.	
22)	Cabinet building	N.N.	

Reinforcement walls included

5052



(Contin. Appendix 3)

ASSESSMENT OF WAR DAMAGES TO THE ELECTRIC LINE
RIMINI - REP. SAN MARINO

Gauge m.0,95
Sleepers m.I,60x0,25x0,18
Weight for each ml. of rails Kg.25

METAL FRAMEWORK

Prog. Number	Reference	Material Missing			
		Rails ml.	Sleepers	Switches	Double Switches
1)	From Rimini Centrale to the iron bridge on the Ausa Stream	700	1.400	6	2
2)	From the iron bridge on the Ausa Stream to the Centoniera House of the L.C.-Flaminia State road	30	30	==	==
3)	From the C.H. at the L.C. Flaminia road to the Cerasolo Station	30	30	==	==
4)	From the Cerasolo Station to the Meliti bridge in the territory of the Rep. of San Marino	240	240	==	==
5)	From the Meliti bridge to the Central Station of San Marino there are no noteworthy damages to the iron framework. In the tunnels only sleepers are missing	==	2.300	==	==
Total		1.000	4.000	6	2

Material Missing

Prog. Number	Reference	Rails mi.	Sleepers	Switches	Double Switches
1)	From Rimini Centrale to the iron bridge on the Ausa Stream	700	1,400	6	2
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3)	From the C.H. at the L.C. Flaminia road to the Cerasolo Station	30	30	==	==
4)	From the Cerasolo Station to the Meliti bridge in the territory of the Rep. of San Marino	240	240	==	==
5)	From the Meliti bridge to the Central Station of San Marino there are no noteworthy damages to the iron framework. In the tunnels only sleepers are missing	==	2,300	==	==
	Total	1,000	4,000	6	2
	Rimini, January 1, 1945			Signed Capo delle Officine Countersigned	



Ministry of Transport
General Inspectorate L.O.T.C.
R.S.T. n°214/013

Roma 9 Feb. 1945

TO: The S/Commission A.S.

Rehabilitation of Railways - Present conditions of several railway - lines.

We beg to give you following detailed informations concerning same private Railways in concession:

A) Compartimental Inspectorate of Bologna.

1) Railway line Rimini - Novafeltria (length 36 Km) : not in operation; no rehabilitation works on hand.

With reference to above line we very much agree if that S/C could send some Official to carry out a survey together with an Official of this Ministry, in order to investigate the possibility to carry out some re-habilitation works enabling to re-operate the service on the line.

B) Compartimental Inspectorate of Firenze.

2) Railway line Arezzo - Fossato : length 134 Km; not in operation; no re-habilitation works on hand.

C) Compartimental Inspectorate of Rome.

3) Railway line Umbertide - Perugia - Todi - Terni: length 113 Km; presently in operation the section Todi - Terni, length 42 Km. Works on hand : reconstruction of a 6 mt-span rail-underbridge at Km. 50 + 360; reconstruction of a 4 15mt-spans bridge at Km. 50 + 854; repairworks at Marciano Station Bldg.

Upon completion of above works it will be possible to operate a service btw Perugia and Tratta Todina, abt. 30 Km, thus rehabilitating the whole section Perugia - Todi but for abt. 7 Km. interruption btw. Todi and Pratta Todina on account of a very important metallic bridge spanning the Tevere River at Km. 60 + 567.

4) Railway line Spoleto - Norcia: length 51 Km. not in operation. The Tunnel Biselli at Km. 42 has been repaired. A rectifier, of a connection with I.S.R. electric line or a steam loco have been requested; should it be possible to grant one of above requests, a service could be re-operated.

D) Compartimental Inspectorate of Ancona

5) Railway line Porto S. Giorgio - Amandola: length 59 Km. Not in operation. A service was operated till 12 Nov. 44 on the section Porto S. Giorgio - Servigliano but it was cancelled for lack of coal. Several damaged works are being repaired. An application for supply of el. power has been put, as both equipment and material are in operating conditions.

6) Railway-line Castelreimondo - Camerino : length 11 Km. No informations are available.

With reference to above line, the very
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of this Ministry, in order to investigate the possibility to carry
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- 4) Railway line Spoleto - Mercis: length 51 Km. not in operation. The Tunnel Biselli at Km. 42 has been repaired. A rectifier, of a connection with I.S.R. electric line or a steam loco have been requested; should it be possible to grant one of above requests, a service could be re-operated.

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- 6) Railway-line Castelraimondo - Camerino : length 11 Km. No informations are available.
- 7) Railway line : Penne - Pescara: length 39 Km. not in operation - Rehabilitation works of both track and electric equipment are being carried out.

The General Director
sgd. DE GUFFIS

0084