

ACC AC 57/45/TN.4 10000/148/211 PRIVATE RAILWAYS - APNA
MAY - JUN. 1945

48/211 PRIVATE RAILWAYS - APNANIA
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HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-CommissionTel. 843236
Ref. AC/57/45/Tn 4

1 June 1945

SUBJECT : Apuania RailroadTO : Regional Commissioner Toscana Region
(attention Major A.F. Guidette PSO Apuania)

1. Reference letter dated 28 May 45 to this Sub-Commission from PSO Apuania Province, file AV/PSO/4/20.
2. The Railway in question should handle the subject of rehabilitation direct with the general inspectorate MCTC who has the power to authorize loans to private railways in concession for reconstruction of their lines.
3. We cannot sponsor the reconstruction programme at this time due to the lack of essential materials required for more urgent projects, however we would be glad to see the management make a start with whatever labor and material they have or can make available locally.

for Mr. Taylor
MERBITT H. TAYLOR
Director

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ALLIED MILITARY GOVERNMENT
HEADQUARTERS
PROVINCE OF APUANIA

File Ref. AU/PSO/4/20

SUBJECT :- Railroad Apuania
TO Allied Commission
Transportation Subcommittee

28 May 1945

1. Attached is a complete report on needed work and material to reactive important branch Railroad in Apuania.
2. May we have reply on disposition you have taken?

For the Provincial Commissioner
A. F. Guille
ABDON F. GUILLETTE
Major Infantry
PSO Apuania

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FERROVIA MARMIFERA IN ZONA DI CARRARA

May 21st 45

TECHNICAL AND ECONOMICAL SUMMARY REPORT May 20th, 45

The Marble Railway guarantees, with its traffic, the work of all the mass of the marble industry, and the supply of the essential raw material for the chemical industries that exist in the zone of Apuania.

The management, in the war period that preceded July 1st, 44, on account of the reduction of traffic and for other plausible reasons, went on amidst great difficulty and with great economical losses that absorbed almost the whole capital: but the Direction confided that they would be able to absorb at the end of the war, those losses, with the hoped for re-establishment of the marble exportation.

Unfortunately, with the aerial bombardment effected on January 6th, 45 the bridge situated in the whereabouts of the railway station of St. Martino was distructed, and with the explosion of mines laid by the German soldiers the bridges of Anderlino and Avenza, property of the state Railways and connected with the rail line towards the mountains (property of the Private Marble Railway) were also distructed. Besides, still by work of the German troops the plants of the Bridge Company (Azienda Pontili) administrated by the D.I.L.I. that functions in the port of Carrara, were greatly damaged or distructed.

Therefore, in order that it be possible that the Marble Railway may be able to solve its task in favour of the marble business, of the industrial plants of the Industrial Zone working for the under-products of the marble industry (marble scales) and in sight of an eventual plan to supply the city of Carrara by sea, it is necessary to resolve the above mentioned problems that belong to the management of the Marble Railway, State Railways and Bridge Company.

In relation to the State Railways and the Bridge Company the Marble Railway is straightly connected to them by common work and acts also as a propulsory. In fact, to the management of the State Railways, the problem of the Carrara-Avenza line, under a strictly economical point of view, may result additional, but the political and social question of giving work to the population of Apuania Zone must be considered.

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The same be said for the C.I.E.L.I. Elettric Company that vast branches in other parts of Italy; the Bridge Company may appear additional in respect to the principal function of the said Company, that is that of furnishing electric force for illumination and industrial uses, but the C.I.E.L.I. Company is also interested in the Marble Railway inasmuch as it would be useless to furnish the Electric force necessary for the work at the quarries if the transportation of the marble from the place of production to its destination is not assured.

In this brief report that concerns only the Marble Railway Co., the means necessary for the State Railways and the Bridge Company of the C.I.E.L.I. to assure the management of the Railway line Carrara-S. Martino-Avenza and of the plants for the cargo loads in the port of Carrara are not mentioned.

Limiting the problem to the Marble Railway, besides various materials for the mobile property, that at first can be repaired as best as possible, it is necessary to furnish material to re-activate the Bridge near S. Martino, such as : burnt bricks, cement, lime and timber for the bridge building.

Said material may be found in Toscana Region, provided that the Administration is allowed to inquire for it in the localities where it may be found.

But no practical conclusion may be obtained by the Marble Railway Co. if in the same time the State Railways do not provide to re-activate her part in the Carrara-S. Martino-Avenza line.

Similarly for what concerns the Bridge Company of the C.I.E.L.I. for the re-activation of the port of Carrara.

Consequently, it is necessary that the work above indicated be declared and recognized by all the competent authorities as essential for the development of the industrial and commercial life of the territory of Apuania, and to assure work to the numerous labourers of the zone, which is a coefficient necessary for social peace.

The Administration of the Marble Railway, when the Superior Authorities agree with the above stated conclusions, ask to give its service and that of ~~the Administration~~ administrators to assure the bond between the various initiatives and the rapid examination and actuation of the problems that are prospected to the Department of the FF.SS. of Florence, to the General Direction of the FF.SS. in Rome and to the Central Office of the C.I.E.L.I. in Milan.

The Administration has already endured heavy sacrifices aiming to maintain the staff of the concern in order that at the moment of the hoped for re-establishment it would have its specialized workmen at its disposal, and also to save its installations from unrepairable damage or destruction from abandonment.

No. 3

For this financial problem the Administration of the Marble Railway is also in need of the friendly consideration of the Superior Authorities, because the sum needed and estimated is on the base of L.12.000.000 that would not be possible to find without the moral and technical aid of the Civil Authorities.

To better illustrate the report of the Administration of the Marble Railway includes a planimeter" of the traced rail line and the quantity of material necessary for the repairs and estimated cost.

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FERROVIA MARMIFERA LIVATA CARRARA

DAMAGES SUFFERED BY THE PRIVATE MARBLE RAILROAD OF CARRARA BY CAUSE OF WAR

A. DAMAGES for which repairs is indispensable to reactivate even partially the railway service:		
Destruction of the Bocalone Bridge		Lit. 1,200.000
Destruction of 400 mt. of rail in various tracts		800.000
B. DAMAGES for which the repair can be postponed:		
No. 37 Platform trucks seriously damaged		2,220.000
" 7 Trucks type L.		560.000
" 6 Platform trucks lost		900.000
" 26 Trucks type L. lost		4,680.000
" 50 Trucks stripped of wooden platform		560.000

DAMAGES to Buildings:

Monterosso Station severely damaged		
Goods Store	"	"
Work Shop	"	"
Fantiscritti Station damaged		
Tarnone	"	Destroyed
Colonnata	"	"
Miseglia Sup.	"	Damaged
Piastra	"	"
Calaggio	"	Destroyed
San Martino	"	seriously damaged
Avenza	"	"
Marina	"	"
Sentry boxes	"	"
Head Offices		Damaged
Fantiscritti jib slightly damaged		800.000
Damages to telephonic lines and apparatus		20.000
Various damages to line, Quay etc.		100.000
		220.000

Lit. 12,000.000

MATERIALS NEEDED FOR REPAIRS

a) of buildings and masterpieces of art:

Tiles (Marsellaise)	No	No 8000
Bricks		No 160.000
Cement	Q.11	250
Lime	"	500

b) of the rolling stock

Axles	No	8
Wheels	"	15
Bosses	"	40
Bow springs	"	25
Cylinder springs	"	25
Repulsants	"	50

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(2)

Iron plates	Q.11	No	80
Oak supporters	0.19x0.20x2.40		400
Oak boards	0.07x 2.40 runn. mt.		600
c) of the line			
Oak supporters	0.14 x 0.24 x 2.60	No	1600
Rails R. A.	36. s runn. meters		800
d) of the telephone service			
Galvanized iron wire	No 14 Q11		30
Cables under lead	12/10 double thread		
	runn. meters		200

(2)

Iron plates	Q.11	No	80
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