

ACC AC108/4/TN.4 10000/148/2191 REPAIR SHOP
OCT. 1944-14 p

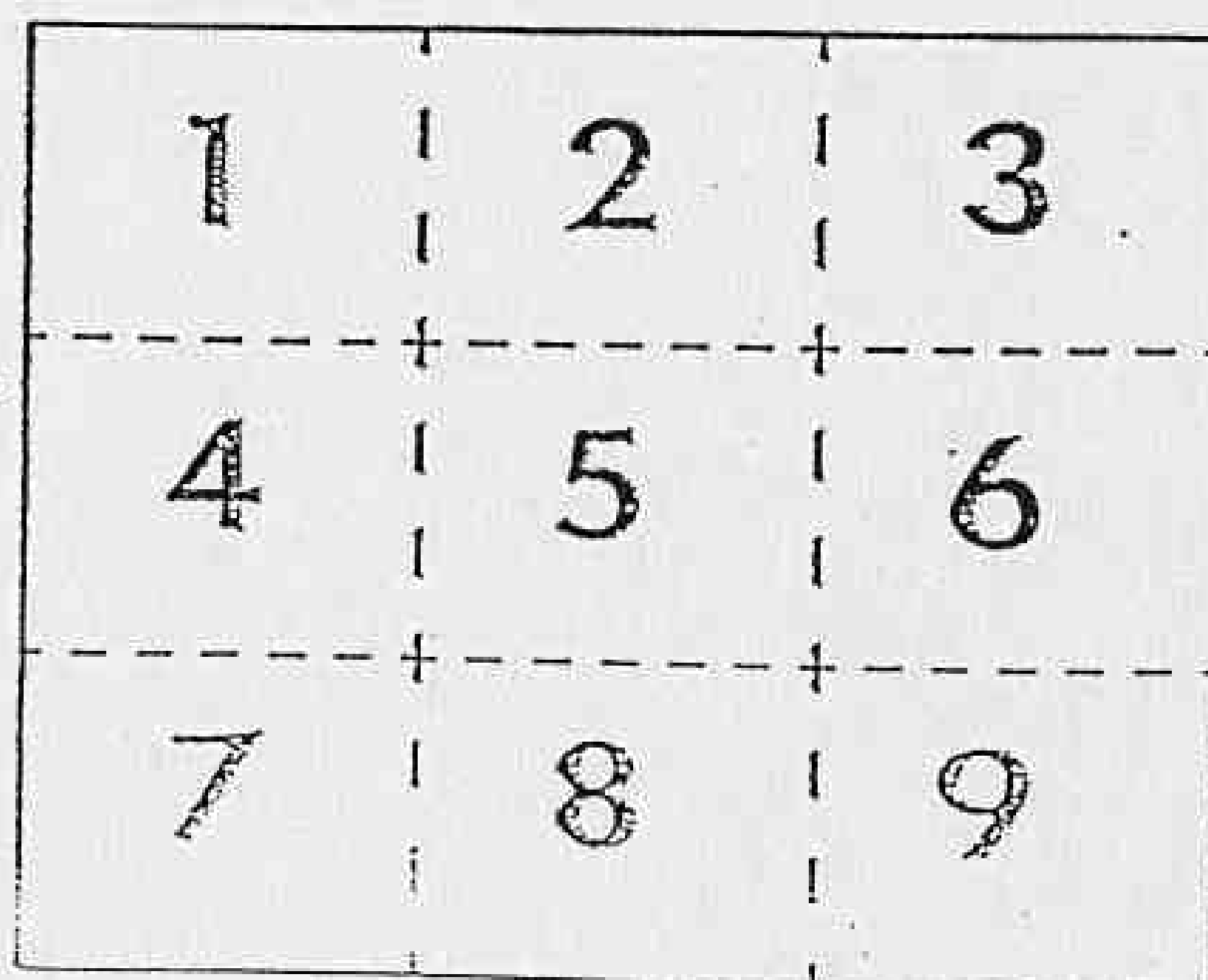
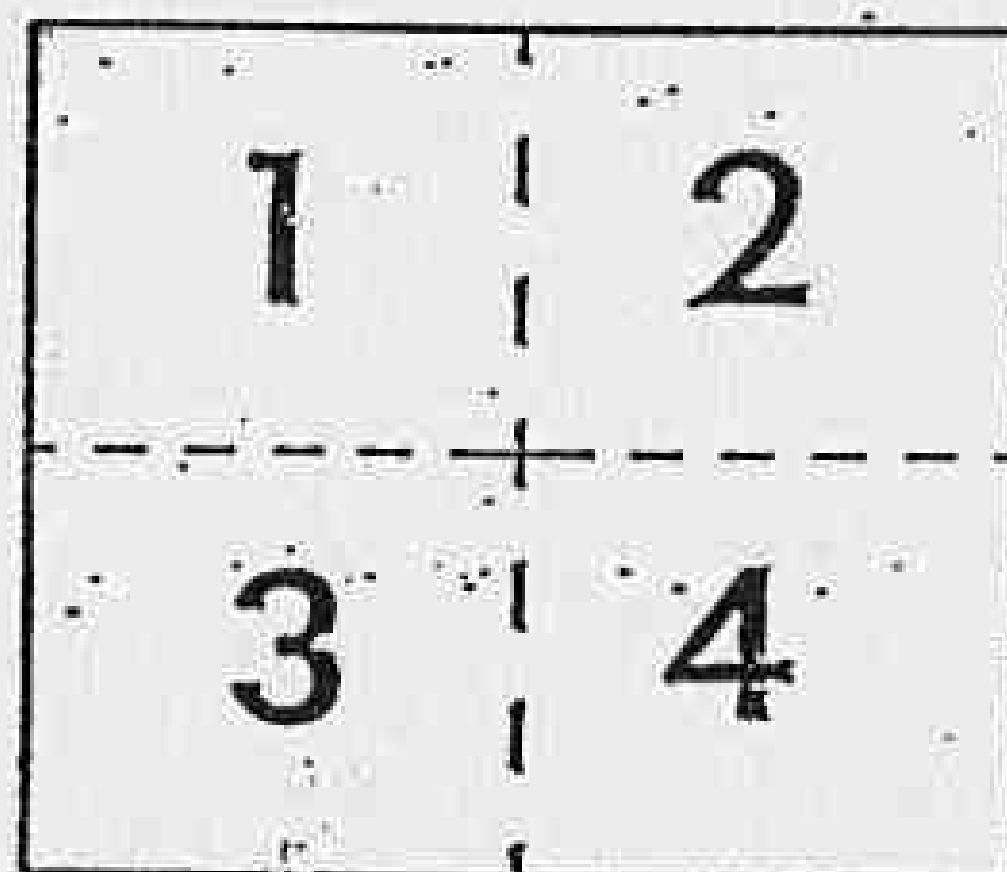
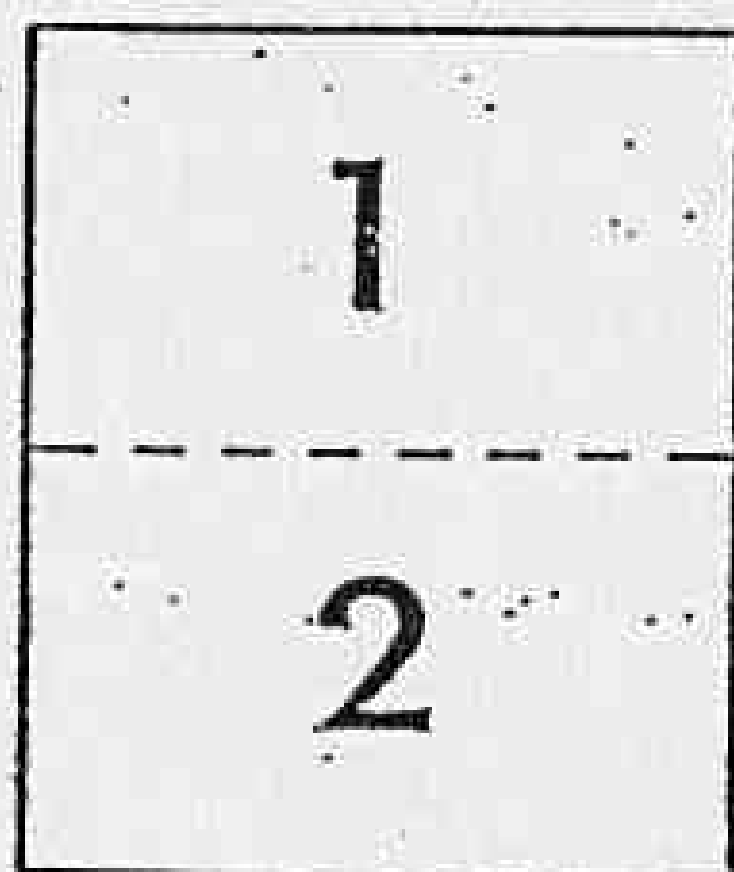
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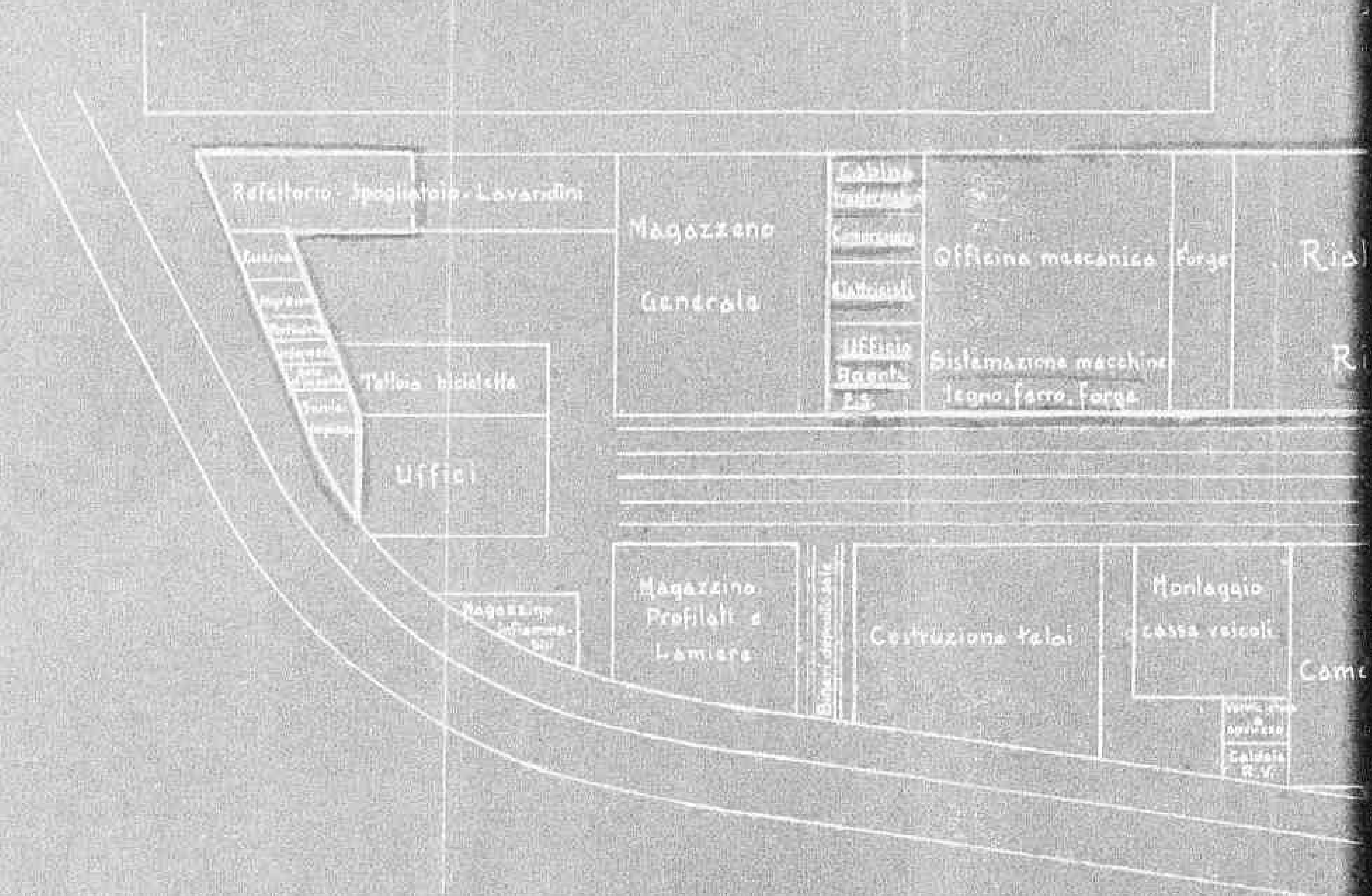
REPAIR SHOPS - S.A. PIAGGIO - PISA

OCT. 1944 - MAY 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.





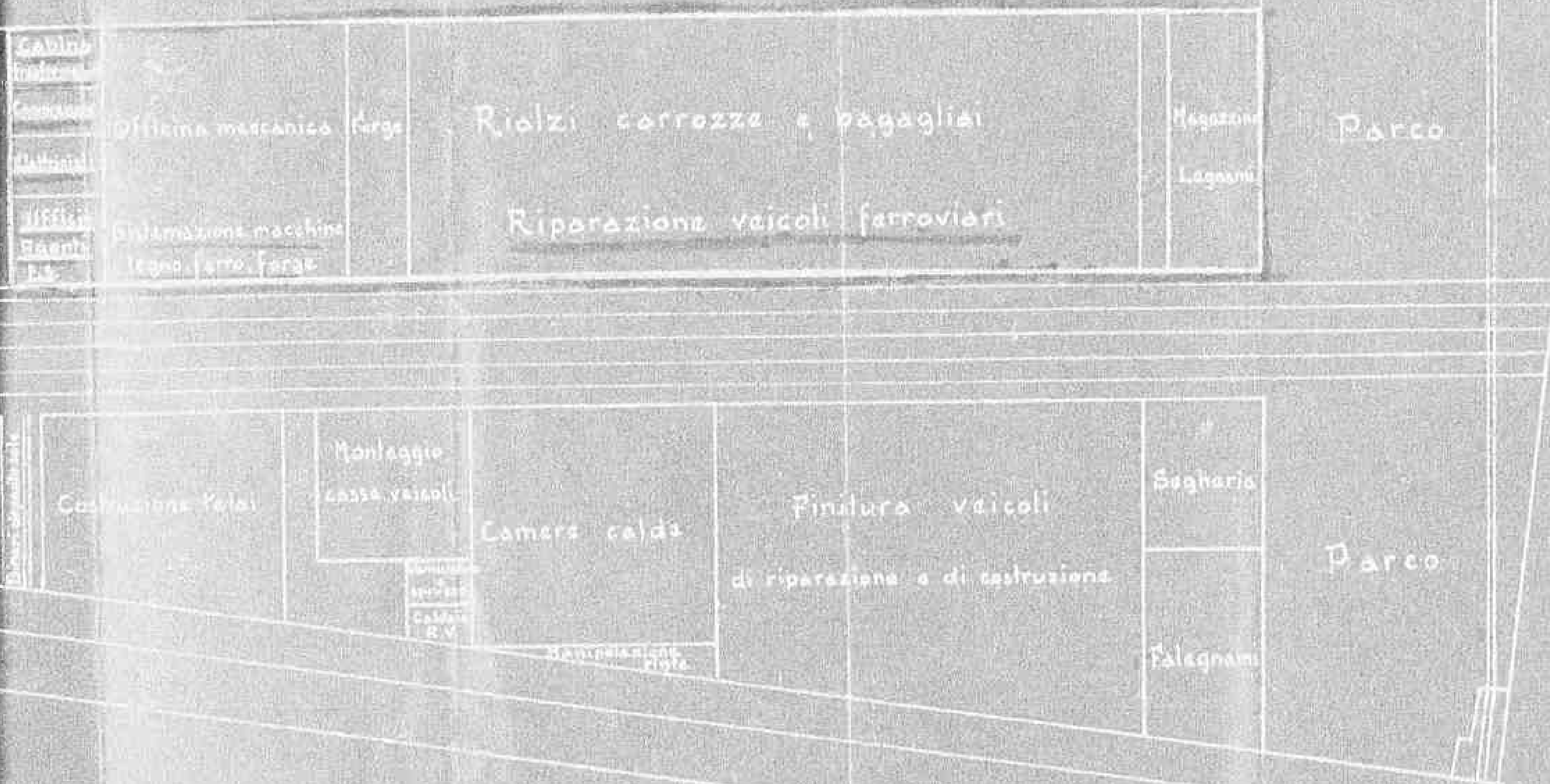
Legenda
 — 1ª fase
 — sistemazione definitiva

PRO

1050

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

18



PROGETTO RICOSTRUZIONE STABILIMENTO P IN PISA

SCALA 1:1000

1051

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

12

Riparazione carrozze e bagagliai

Magazzino

Parco

Legnami

Riparazione veicoli ferroviari

Magazzino
veicoli

Segheria

Camera calda

Finitura veicoli

Parco

di riparazione e di costruzione

Palagnami

RAVIERE
Pisa

PROGETTO RICOSTRUZIONE STABILIMENTO PIAGGIO IN PISA

SCALA 1:1000

1052

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

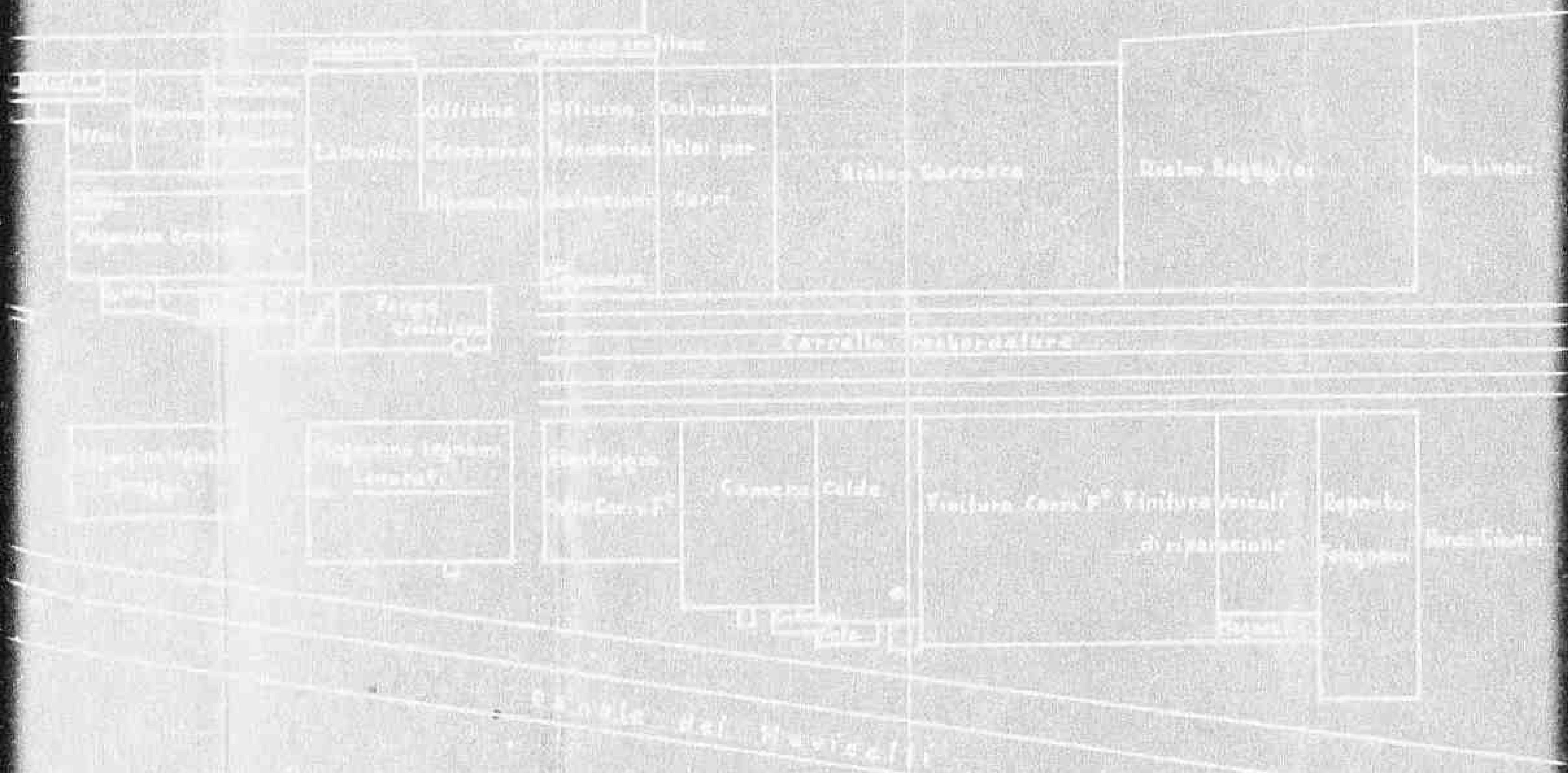
3314

72 15



1054

Declassified E.O. 12356 Section 3.37882 No. 13



AZIONE STABILIMENTO PIAGGIO IN PISA AL 31 AGOSTO 1943

SCALA 1:1000

14

HEADQUARTERS ALLIED COMMISSION

A/C 394

INDUSTRY SUB-COMMISSION

WJH/etl

Tel. 237

24 May 1945

Ref. A3/5615/6/HB

SUBJECT : Piaggio Railway Works, Pisa, and Officine San Giorgio, Pistoia

TO : Ministry of Industry, Commerce and Labour

1. Your 0465 of 23 April refers.
2. The above-named plant has been very heavily damaged and much of its equipment destroyed so that months must elapse before it can be put in condition to render any useful service.
3. All materials and tools remaining at the plant are held under requisition by Military Railway Service A.F.R.G., who are not prepared at the present time to relinquish them.
4. There are now in operation sufficient railway wagon repair works to utilise all available raw material and the application of your Ministry for derequisitioning cannot therefore be supported by this Headquarters at the present stage.

For the Chief Commissioner:

18/ W. J. MASKREY

Copy to:-

A.F.R.G., G-5 Section
A.F.R.G., G-4 American
A.F.R.G., G-4 British
Director, Military Railway Services,
A.F.R.G.
A.F.R.G.S., R.A.A.G.
ECONOMIC SYSTEMS, A.C.
TRANSPORTATION S/G A.C.
ECONOMIC SYSTEMS, A.C.
ECONOMIC SYSTEMS, A.C.

W.J. MASKREY,
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

3313

108/4/
SBL/avINTER-OFFICE MINUTES

Ref: AC/108/4/Tm 4

SUBJECT : Piaggio Railway Works, Pisa
and Officine San Giorgio, Pistoia.

TO : Industry Sub-Commission

1. Reference your letter AC/5615/6/IND dated 7 May 45 and translation of letter from Ministry of Industry, Commerce and Labor attached thereto.
2. This plant has been very heavily damaged and much of its equipment destroyed so that months must elapse before it can be put in condition to render any useful output.
3. M.R.S. hold a requisition on all material and tools remaining at the plant and are not prepared at the present time to relinquish this.
4. There are now in operation sufficient car repair shops to utilize all available material.

S. L. Santa Napi
for DIRECTORTransp. Sub-Commission (Rail Div.)
14 May 1945
Tel. 843403

3312

Tel. 237

NRIM/nm

Ref. AC/5615/6/IND.

7 May 1945

SUBJECT : Piaggio Railway Works, Pisa
and Officine San Giorgio -
Pistoia.

TO : Transportation Sub-Commission,
Rail Division. ✓

FROM : Industry Sub-Commission.

1. The attached copy of a translation of a communication received from the Ministry of Industry, Commerce & Labour is submitted for your attention.

2. Before taking any action to protect the interests of the firm it would be appreciated if you would inform us as to the current status of the plant and its possibilities for resuming operation if released by M.R.S.

1 Encl. :
Copy of translated ltr
from Ministry of Ind.
Comm. & Labour, dtd
23 April 45, ref. 0465

W. J. Maskey
W. J. MASKEY
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

Copy to :-
Economic Section
(Attn.: Brig. D.L. Anderson)

3311

C O P Y

T R A N S L A T I O N

Rome 23/4/1945

From : Ministry of Industry, Commerce and Labour
General Direction for Industry and Mining
3rd Division

To : Allied Commission
Industry S/C

Our ref. 0465

SUBJECT : Railway and tram plant, belonging to Piaggio Co. at Pisa.

1. With our letter N° 598, dated 5/12/1945, we pointed out to this Commission that Piaggio Co., according to directions of Transportation Sub-Commission and of the General Direction of Italian State Railways, was preparing a plan for rebuilding the installations of their plant at Pisa. The plant was damaged owing to war action, and they wanted to be able to start soon repairing railway cars.

2. With the same letter, we asked this Commission to examine please, the possibility for taking steps with the Allied Authorities, in order to avoid the eventual requisition of the materials belonging to the Company.

3. This Commission, with its letter dated 7/12/1945, informed us to have written to the competent Military Authority in order to avoid the requisition of installations and materials belonging to Piaggio Co., so that they could resume working as soon as war necessities would allow it.

4. Now it is understood by this Ministry that the General Direction of Italian State Railways, by order of Military Railway Service, would have asked Piaggio Co. to give them all raw materials and a big axle lathe.

5. According to the assurances we were given by this Commission, we beg you please to take action with the Allied Military Authorities in order that said materials be left available for Piaggio Co.

6. Should said materials be requisitioned, the resumption of the activity of Piaggio Co. would be impossible and a difficult situation would arise in that industrial area.

7. Waiting for an early answer we remain.

2340

The Minister

Signed : Gronchi

Subject : Car Wheel Lathe - Piaggio, ISA.

Military Railway Service,
C.H.R.
Telephone : Firebox 52,
Outside Line 843867.
Tn.A.3(M)/60.
21 Feb. 45.

To : Asst. Deputy Director Equipment (Bdg.)

Copy to : Tn. Sub Commission, AC. (Bdg.)

Lt. Bowie (Bdg.)

1. It is understood that Tn. Sub Commission, AC, wish to remove a car wheel lathe from Piaggio, PISA, to COLLEFERRO.

2. In view of the fact that COLLEFERRO is extending its facilities for car repairs and that in my recent tour I noted that Piaggio has been bombed to the ground, this move is approved.

3. Tn. Sub Commission, AC, ^{however} will have to make their own arrangements for its removal and loading.

[Signature]
A.D. Tn.3(M),
for Brigadier,
Director Military Railway Service.

108/4/12

322/ab:

31 January 1945

REPAIR-OFFICE MEMO.

Ref.: AG/108/4/Ch. 4

TO : Director, In. Sub-Commission.
 SUBJECT: Car repair shops S.A. Pisaggio, Piac.

- 1.) Reference attached letter from S.A. Pisaggio dated 22 Jan. 43.
- 2.) The project for the re-contruction of this factory has been discussed with the director of the firm, Sig. Pisaggio.
- 3.) A reconnaissance of these workshops was made in Sept. 43 by U.S.S. and In Sub-Comm. (Rail Section) when the buildings and plant were found to be very heavily damaged. Practically no work has since been done even in the way of clearance.
- 4.) The firms ability to start re-contruction depends on financial assistance being forthcoming from the Italian Government.
- 5.) In view of 3 and 4 above it is considered improbable that this firm can be in a position to repair rail cars for some months to come, and their estimated programme is unduly optimistic.
- 6.) The material and spare parts available at this firm's pipe works and also held by them at Cottolengo Monastery can be employed immediately in the repair of rail cars at workshops already in operation and should be removed for that purpose.
- 7.) A wheel turning lathe which they have at Pige should also be removed and installed at the works of Bonverini-Faroldi, Bellino at Colliere or other workshop under control of I.S.R.
- 8.) It is recommended that, as a matter of long term policy, every encouragement should be given to the Pisaggio firm to re-construct their workshops, particularly with a view to the contruction of new rail cars as soon as material becomes available for the purpose.

3308

W. Lindberg, Jr. Col.
 O.S. LIEUTENANT

Lieut-Colonel, R.A.,
 Chief of Rail Division

TO : Director, Int. Sub-Commission.

SUBJECT : Car repairs along S.A. Line, Pisa.

- 1.) Reference attached letter from S.A. Line dated 23 Jan, 45.
- 2.) The project for the re-contruction of this factory has been discussed with the Director of the firm, Sig. Pinaggio.
- 3.) A reconnaissance of these workshops was made in Sept. 43 by U.S. and Int Sub-Comm. (Rail Section) when the buildings and plant were found to be very heavily damaged. It officially no work has since been done even in the way of clearance.
- 4.) The firm's ability to start re-contruction depends on financial assistance being forthcoming from the Italian Government.
- 5.) In view of 3 and 4 above it is considered improbable that this firm can be in a position to repair rail cars for some months to come, and their estimated programme is unduly optimistic.
- 6.) The material and spare parts available at this firm's Pisa works and also held by them at Cortolena Monastery can be employed immediately in the repair of rail cars at workshops already in operation and should be removed for that purpose.
- 7.) A wheel turning lathe which they have at Pisa should also be removed and installed at the works of Benvenuto Perotti, Dalpino at Colleferrro or other workshop under control of I.S.R.
- 8.) It is recommended that, as a matter of long term policy, every encouragement should be given to the Pinaggio firm to re-construct their workshops, particularly with a view to the contruction of new rail cars as soon as material becomes available for the purpose.

3308

W. Lindbergh, Jr. Col.
O.H. LINDBERGH,
Lieut-Colonel, R.E.,
Chief, Rail Division.

PIAGGIO & C.

SOCIETA PER AZIONI

SEDE IN GENOVA - CAP. LIT. 52.500.000 INT. VERE

STABILIMENTO
GENOVA-SESTRI - FINALE LIGURE
PIA - PORTOFINO

Indirizzo:
Telegrafo: COMPAGNO - ROMA
Telefono: 433-133
C. R. C. Roma M. 87370

ROMA, 22nd January 1945

VIA S. GIOV. CASAROTTO, 10-14

Vs.

Ns. 1.11390

Transportation Sub Commission
ALLIED COMMISSION

R O M E

As we have already had the pleasure to inform you, we let you know that on the 20th November 1944 we have handed to the General Direction of Italian Railways the project for the reconstruction of our factory at Pisa for construction and repair of railway material.

By such project, that bears an expense of about 60 millions lire, the reconstruction of the factory is foreseen to be performed in two successive times, requiring 3 months altogether.

We have nevertheless foreseen the reconstruction plans in such a way that we shall be able in the same time to start the work of repair of railway vehicles with the following programme:

within the 3rd month: repair of 40 cars	
" " 4th " : " " 80 "	3337
" " 5th " : " " 130 "	
" " 8th " : " " 250 "	

30 new cars.

The General Direction of Italian Railways had recently given us general approval to the execution of our project and has indicated the approval of the Military Railway

Transportation Sub Commission
ALLIED COMMISSION

R O M E

N. 7.11396

As we have already had the pleasure to inform you, we let you know that on the 20th November 1944 we have handed to the General Direction of Italian Railways the project for the reconstruction of our factory at Pisa for construction and repair of railway material.

By such project, that bears an expense of about 60 millions lire, the reconstruction of the factory is foreseen to be performed in two successive times, requiring 9 months altogether.

We have nevertheless foreseen the reconstruction plans in such a way that we shall be able in the same time to start the work of repair of railway vehicles with the following programme:

within the 3rd month: repair of 40 cars	
" " 4th " : " " 80 "	3337
" " 5th " : " " 130 "	
" " 8th " : " " 250 "	and construction of

30 new cars.-

The General Direction of Italian Railways had recently given us general approval to the execution of our project and also had communicated the approval of the Military Railway Service on the 17th December 44 to allot to our firm contracts for repair of railway materials.

Rev. 22/1/1945

Successively the same General Direction has informed us that by disposal of the Direction of M.R.S. we were bound to yield to the General Direction of Italian Railways all our raw and half-worked materials, which we had subtracted and saved from german razzias, so as a big coupled turner's lathe for turning of wheels.

We must represent that the actuation of such orders would put us in the painful condition of being obliged to renounce to the planned reconstruction of the factory, as in default of the materials of our propriety indispensable to the development of work and in default of the mentioned machinery, it would mean the practical uselessness of an establishment that we would have reconstructed with remarkable and useless sacrifice.

We understand the reason that have induced the Direction of M.R.S. to take the decision in question, caused by the fact of utilising at once our material and machinery in other factories already efficient. - However we allow ourselves to prospect if, owing to our programme of work restarting, and owing to the unavoidable loss of time necessary to gather the materials (which are still decentralised) and the machinery and forward them to the places of employ, an immediate advantage of one or two months would not be sufficient to justify the renounce to the reconstruction of an establishment that will bring very soon a considerable contribution to the reestablishment of ~~it~~ ^{the} railway communications.

To these considerations of technical order, we must add also those of not less importance of social order, as all the industrial factories at Pisa have been destroyed by events of war and the fact of being able to assume again on work the necessa-

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and the fact of being able to assume again on work the necessa-
ry workers would relieve the difficult conditions of the popula-
tion of such town.

We remain in the hope of a favourable acceptance of
our request.

PIAGGIO & C. Soc. S. Azioni

Mr. Piaggio

INTER-OFFICE MINUTE.

SLE/ab:

Ref.: AC/108/4/Tn.4

31 January 1945

TO : Director, Tn. Sub-Commission.

SUBJECT : Car repair shops S.A. Piaggio, Pisa.

- 1.) Reference attached letter from S.A. Piaggio dated 22 Jan. 45.
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- 6.) The material and spare parts available at this firms Pisa works and also held by them at Cottolengo Monastery can be employed immediately in the repair of rail cars at workshops already in operation and should be removed for that purpose.
- 7.) A wheel turning lathe which they have at Pisa should also be removed and installed at the works of Barberini-Parodi-Delfino at Colleferro or other workshop under control of I.S.R.
- 8.) It is recommended that, as a matter of long term policy, every encouragement should be given to the Piaggio firm to re-construct their workshops, particularly with a view to the contruction of new rail cars as soon as material becomes available for the purpose.

A. Lindberg, Jr. Col.
O.H. LINDBERG,

108/4/10

TO : Director, Tn. Sub-Commission.

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W. Lindberg, Jr. Col.
O.H. LIMDBERG,
Lieut-Colonel, R.E.,
Chief, Rail Division.

FIACCIO & Co Ltd.
GENOVA

Roma
Via Carducci 10/4

RAM 30 Nov. 1944
108/4/9

ref. P-11974

Ministry of Transports
General Direction ISR
ROMA

With reference to the verbal agreements with Director General ISR, we beg to send herewith enclosed the plan for the reconstruction of our factories at Pisa.

We have planned to carry out above reconstruction in two phases of almost equivalent entity; the first phase could be completed in about 4 months' time and the second in further 6 months.

As shown in our plan, we could start with the first deliveries of repaired cars within the third month.

We must point out that our Company is not in a position to meet the expenses that will be required to carry out above plan, which is consequently subjected to the possibility that adequate financial support be granted.

To be borne in mind that by the 15th of July ult. (and as far as we know, no alterations occurred later on) our Company was in credit with several Administrations of the State for a total amount of more than 400 millions lire, while an estimate of the damages suffered on account of the war by those of our factories that are presently included in liberated territory exceed, by the middle of May ult., the sum of 300 millions lire (valuated in accordance with present dispositions of law).

We are therefore of the opinion that a financial support could be afforded, partially on account of war damages, and partially on account of outstanding accounts.

We await to hear your decisions, trusting that they will be favourable ones, as our plan, when carried out, besides helping the industrial revival in such an important sector, would also greatly improve the conditions of the workers in one of the most savagely ravaged zones of our Country.

cc
108/4/9

DESCRIPTION OF THE WORKSHOPS BEFORE THE DAMAGES

Piaggio Workshops were located in the industrial area of Pisa, locality Porto a Mare, and they were especially intended for construction and repairs of rail vehicles, on behalf of both ISR and, at a smaller extent, private Companies.

Above Workshops, whose Staff numbered some 700 people, had following works in hand in fulfillment of ISR contracts:

- a) N. 260.000 tariff-hours yearly for coaches and luggage-cars repair
- b) Construction of 440 cars type P^c (box cars with pneum. brake equipm.)

The average monthly output was: some 25 box cars constructed and some 60 vehicles (coaches and luggage-vans repaired)

As shown by attached map, the Workshops were completely equipped with all plants & machinery that are required to carry out above works.

PRESENT SITUATION

The Workshops were heavily raided the first time on Aug. 31st 1943 when more than 40 heavy bombs fell on hit and destroyed nearly all buildings.

Every activity ceased after said date; successively other bombardments were carried out against the Workshops.

After the first raid instructions were issued that no debris was to be cleared nor machinery of material salvaged in order to prevent German robberies which have been thus very limited.

Presently only one building (assembly of car bodies) is still standing and can be easily repaired, while all remaining buildings are completely destroyed.

The siding with the station is in operating condition; the same can be said of the sidings of the car park. It will be necessary to reconstruct the wagon traveller slip.

3303

In so far as the machinery is concerned, about 30% was either destroyed or seriously damaged, a further 10% taken away by the Germans, and the remaining 60% of our total machinery can still be used, although some slight repairs will be needed, to be carried out by ourselves.

The big lathe for axles & wheels is in good condition; the entire equipment of the transforming sub-station has been also salvaged.

In so far as the materials are concerned, we have salvaged a big quantity of rolled bars and beams, plates & sheets, rivets, bolts & nuts, small accessories, etc. as well as paintings and accessories (linseed oil, turpentine, zinc white, red painting, etc.); also some quantities of timber (oak planks; fir-wood, beech-wood, etc.) have been salvaged.

The greatest part of the materials belonging to the construction of the

works in hand in fulfillment of ISR contracts:

- a) M. 260.000 tariff-hours yearly for coaches and luggage-cars repair
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The greatest part of the materials belonging to the construction of the box cars had been despatched to our factory of Vinale Marina when it was established to transfer to the latter factory the construction of said cars but the movement was carried out only partially.

- 2 -

RECONSTRUCTION PLAN

As shown by attached map, it has been planned to follow the scheme of the old factory when reconstructing the new one, with only slight alterations.

It has been foreseen to carry out the plan in two successive phases:

1st phase

- a) construction of abt. 10.000 sq.mt. covered area to be employed for car repair.
- b) emplacement of existing machinery
- c) repair and re-habilitation of wagon traveller
- d) partial re-habilitation of general plants & services
- e) provisory re-settlement of the offices

2nd phase

- a) construction of further 10.000 sq.mt. sheds
- b) purchase of the machinery furtherly required
- c) definitive settlement of offices, plants etc.

ESTIMATE OF COST & TIME1st phase:

time required:	4 months	
cost for buildings	15 millions	
" " machinery	3 millions	
total cost		18 millions

2nd phase :

time required	8 months	
cost for buildings	15 millions	
" " machinery	20 millions	
" " settlement	5 millions	
total cost		40 millions

grand total 58 millions

The expenses for machinery during the first phase include re-emplacment and repair of existing machinery, and during the second phase the purchase of new machinery.

MATERIAL REQUIRED TO CARRY OUT ABOVE PLAN

To carry out above plan following materials must be allocated:

= 3 -

a) cement for framework and foundations	quintals	11.200
b) " " floors	"	5.000
c) lime for masonry works	"	7.000
d) reinforcing iron for concrete	"	2.200
e) tarboard or tiles for roofing	sq. mt.	24.000
f) glass for sky-lights	" "	2.300

Above materials to be delivered according to following programme:

10% within 30 days	}	first phase
20% " 60 "		
20% " 90 "		
50% within 120 days		second phase

PRODUCTION PROGRAMME

first phase

- Within 30 days we could arrange for staff and equipment for demolition of vehicles and salvage of spare parts from the wrecked vehicles lying in ~~www~~ several yards all around Fisa
- Within 90 days we would be able to repair 30/40 cars monthly
- within 120 days we would be able to repair 80 cars
- within 150 days we would be able to repair 130 cars

second phase

- within eight months we would be able to repair either 250 cars monthly or the equivalent number of coaches and luggage vans, besides constructing 30 new cars per month.

3301

30 Novembre 1944

T. 11974

On. MINISTERO DELLE COMUNICAZIONI

Direzione Generale
Ferrovie dello Stato

R O M A

Con riferimento agli accordi presi con S.M. il
Direttore Generale ci pregiamo rimettere qui allegato il
progetto per la ricostruzione del nostro stabilimento di
Risa.

Abbiamo previsto di eseguire detta ricostruzione
in due fasi di entità quasi equivalente: la prima po-
trebbe essere condotta a termine in un tempo di 4 mesi e
la seconda entro un tempo di 8 mesi.

Come indicato nel progetto potremmo più entro
il terzo mese iniziare la consegna di una prima aliquota
di carri riparati.

Dobbiamo però far presente che la nostra Società
non si trova in condizione di poter disporre delle somme
occorrenti all'attuazione del progetto stesso, il quale per
tanto resta subordinato alla possibilità di ottenere il re-
lativo finanziamento.

Si segnala però che la nostra Società alla data
del 15 luglio us. (dopo non abbiamo avuto notizie da even-
tuali banche o dalla Amministrazione

30 Novembre 1944

On. MINISTRO DELLE COMUNICAZIONI

T. 11974

Direzione Generale
Ferrovie dello Stato

R O M A

Con riferimento agli accordi presi con S.E. il
Direttore Generale ci preghiamo rimettere ad allegato il
progetto per la ricostruzione del nostro stabilimento di
Sisa.

Abbiamo previsto di eseguire detta ricostruzione
in due fasi di entità quasi equivalente: la prima po-
trebbe essere condotta a termine in un tempo di 4 mesi e
la seconda entro un tempo di 3 mesi.

Come indicato nel progetto potremmo già entro
il terzo mese iniziare la consegna di una prima aliquota
di carri riparati.

Dobbiamo però far presente che la nostra Società
non si trova in condizione di poter disporre delle somme
occorrenti all'attuazione del progetto stesso, il quale per-
tanto resta subordinato alla possibilità di ottenere il re-
lativo finanziamento.

Si segnala però che la nostra Società alla data
del 15 luglio us. (dopo non abbiamo avuto notizie di even-
tuali variazioni) vantava crediti verso le varie amministra-

30 Novembre 1944

zioni dello Stato per un ammontare di oltre 400 milioni e i valori di perizia dei danni di guerra subiti entro maggio us., nei soli stabilimenti posti in zona attualmente liberata, superava i 300 milioni (valutati in base alle competenti disposizioni di legge).-

Pensiamo quindi che un eventuale finanziamento potrebbe essere ottenuto parte in conto crediti e parte in conto danni di guerra.

Restiamo in attesa di conoscere le decisioni che verranno prese, fiduciosi che esse saranno favorevoli al nostro progetto, la cui realizzazione, oltre a permettere una ripresa industriale in un settore oggi particolarmente importante, apporterebbe un beneficio alla classe delle maestranze di una zona che è stata una di quelle maggiormente e più lungamente colpite dalla guerra.

Con osservanze.

3299

I

DESCRIZIONE DELLO STABILIMENTO PRIMA
DEI BOMBARDAMENTI

Lo Stabilimento della Società per Azioni PIAGGIO & C., posto in Pisa nella zona industriale di Porta a Mare, era adibito alla costruzione ed alla riparazione dei veicoli ferroviari per conto delle FF.SS. ed in parte minore per conto di Ditte private.

Detto Stabilimento, cui prestavano la loro opera oltre 700 persone, aveva, prima dei bombardamenti, in lavorazione le seguenti commesse per conto delle FF.SS.:

- n° 260.000 ore tariffarie annuali di riparazione carrozze e bu-

gagliani,

- n° 440 carri FC

La produzione mensile era su una media di circa 25 carri FC costruiti e 60 veicoli riparati tra carrozze e bugliani.

Come risulta dalla pianta allegata lo stabilimento era convenientemente dotato di tutti gli impianti, macchinari ed installazioni necessari ad eseguire le lavorazioni sopra descritte.

3298

II

SITUAZIONE ATTUALE

Alla data del 31 agosto 1943 lo stabilimento ha avuto un primo grave bombardamento aereo durante il quale è stato colpito da oltre 40 bombe di grosso calibro che hanno quasi completamente distrutto tutti i fabbricati.

Da tale data è cessata ogni attività e successivamente altre incursioni più lievi colpirono di nuovo lo stabilimento.

Dopo la prima incursione venne disposto di non procedere alla rimozione delle macerie ed al recupero del macchinario e materiali, ed evitare asportazioni da parte dei tedeschi; infatti tali asportazioni furono limitate.

Attualmente un solo edificio (locale montaggio casse veicoli) è in piedi e facilmente riparabile; tutti i restanti fabbricati sono distrutti.

Il binario di raccordo con la stazione è efficiente, così pure sono in buone condizioni i binari del parco sosta veicoli. Dovrà invece essere rifatto il piano di scorrimento del carrello trasbordatore.

3297
(circa i macchinari, un 30 % venne distrutto o gravemente danneggiato, un 10 % venne asportato dai tedeschi e si può:

quindi fare assegnamento su di un 60 % delle macchine totali dello stabilimento, una parte delle quali ha bisogno di riparazioni effettuabili coi nostri mezzi.

Il tornio a carrelli accoppiati per la tornitura dei cerchioni dello scafo montate è in buone condizioni; così pure è stato salvato tutto l'impianto relativo alla cabina di trasforma-

SITUAZIONE ATTUALE

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Il tornio a carrelli accoppiati per la tornitura dei cerchioni delle sale montate è in buone condizioni; così pure è stato salvato tutto l'impianto relativo alla cabina di trasformazione.

Per i materiali disponiamo di una buona quantità di profilati, lamiere, rivetti, bulloni, piccole ferramenta, ecc., di generi di mesticheria (olio di lino, acqua ragia, bianco zinco, rosuo vagone, ecc.) ed in quantità più limitate di legumi (rovere in tavoloni, abete, larice, ecc.) e attrezzi vari per le lavorazioni.

Il grosso dei materiali relativi alla costruzione dei carri MC venne invece spedito presso il nostro stabilimento di Vinale Ligure quando ci fu ordinato di trasferire a detto stabilimento la lavorazione di tali carri, trasferimento che però ebbe esecuzione solo parziale.

3296

III

PROGETTO DI RICOSTRUZIONE

Come risulta dalla pianta allegata si è progettato di ricostruire lo stabilimento sullo schema di quello preesistente, salvo l'apporto di lievi modifiche.

Il progetto prevede una realizzazione in due fasi suc-

cessive:

1° fase:

- a) costruzione di circa 10.000 m² coperti da impiegarsi per la riparazione di carri,
- b) sistemazione delle macchine recuperate,
- c) rimessa in efficienza del carrello trasbordatore,
- d) sistemazione parziale degli impianti di officina e servizi,
- e) sistemazione provvisoria uffici

2° fase:

- a) costruzione di ulteriori circa 10.000 m² di capannoni,
- b) dotazione dell'ulteriore macchinario occorrente,
- c) sistemazione definitiva impianti, uffici, ecc.

3295

IV
PREVENTIVI DI TEMPO E SPESAI° FASE

Tempo occorrente: 4 mesi

Spesa:

fabbricati L. 15.000.000.=

sistemazione mac-

chinari, loro riparazio-

ne, impianti, ecc.

" 3.000.000.= L. 18.000.000.=

II° FASE

Tempo occorrente: 3 mesi

Spesa:

fabbricati L. 15.000.000.=

nuovo macchinario " 20.000.000.=

sistemazione im-

pianti

" 5.000.000.= " 40.000.000.=

L. 58.000.000.=

PIACENZA D. 800. 8. 1914
Ufficio di
Via Carducci 10/14

V

MATERIALI NECESSARI ALL'ESecuzione DEL

PROGETTO

I materiali per i quali è necessario avere l'assen-

sione, per la realizzazione delle due fasi, sono i seguenti:

- Cemento per fondazioni e esatauro	q.li.	11.300
- Cemento per pavimentazioni	"	5.000
- Calce per muratura	"	7.000
- Ferro per cemento armato	kg.	120.000
- Copertura in cartone filtro o tegole	mq.	24.000
- Vetri per lucernari	mq.	2.300

La loro consegna dovrebbe avvenire alle seguenti sca-

denze:

1° Fase: 1/10 entro 30 giorni

2/10 " 60 "

2/10 " 90 "

3/10 " 120 "

2° Fase:

PAUSE DI 10 MINUTI
 10/10/1944
 Ufficio di Roma
 Via Carducci 10-4

VI

PROGRAMMA DI PRODUZIONE

I° PIANO

Noi potremo entro un termine di 30 giorni approntare squadre di personale e relativa attrezzatura onde eseguire lavori di demolizione veicoli e recupero parti per quel materiale rotabile che si trova esistente nei vari scali di Pisa e nei loro dintorni.

Entro il terzo mese potremo eseguire una riparazione di 30/40 carri.

Entro il quarto mese, la riparazione di n° 50 carri.

Entro il quinto mese, la riparazione di n° 130 carri.

II° PIANO

Entro l'ottavo mese potremo portare la riparazione a n° 250 carri al mese o aliquota equivalente di carrozze o carrozze di costruzione di n° 30 carri nuovi.

3292

ALLIED FORCE
MILITARY RAILWAY SERVICE
HEADQUARTERS 704B RAILWAY GRAND DIVISION
OFFICE OF COMMANDING OFFICER

A.F.O. 400
29 September 1944

MEMORANDUM:

TO : Capt. W. H. Vick, Actg. Ry. Equip. Supt., Bldg.

1. After investigating the Cottolengo Monastery and the Piaggio Firm at Pisa I have the following report to submit.
2. Located approximately five miles north of Pisa is the monastery of Cottolengo. There is a quantity of hand tools, bolts, nuts, rivets of various sizes, drills, paints and sandpaper, which has been moved to the monastery for safe keeping by the director of the Piaggio Car Firm. There was no record kept of above supplies, and it is impossible for me to give exact quantities of supplies in this storage. There are no prefabricated car parts stored at this monastery as suggested in the letter of DI Raimondo.
3. Located in Pisa at the Piaggio Car Firm are supplies of sheet steel, bar steel, angle steel and prefabricated box car parts. There are approximately 100 car body parts of materials. The damaged magazine was well supplied with bolts, nuts, rivets, nails and screws.
4. Following is list of car parts located at this firm:
 - 30 Pairs of freight car wheels (used)
 - 80 Pairs of freight car wheels (new)
 - 50 Coupler links
 - 50 Freight car springs
 - 50 Journal brass - sizes 32, 40 and 28
 - 1 Pile lumber 1"x4 1/2"x9' - Pile is approx. 7'x12'x9'
 - Approx. 1000 sheets steel for car sides, sizes 1/16"x39"x78"
 - " 50 Angle - 1/4"x2-1/8"x2-1/4" steel
 - " 50 " - 3/16"x2-5/8"x2-5/8" steel
 - " 50 " - 1/4"x2-5/8"x1-5/8" steel
 - " 200 Pcs - Flat steel 1/4"x5-1/2"x14-1/2'
 - " 50 Pcs - 1-1/2"x14-1/2' Bar steel
 - " 50 " - 2"x14-1/2' Bar steel

Also quantity of mixed small bar and rod steel, slightly damaged by bombing.

One pile of 1/8" electric welding rod 3'x5' damaged by water.
5. The condition of this shop is bad, all buildings either bombed or destroyed by demolition and fire. There is one lead in track from Central Station approximately 1 KM.

3291

ALLIED FORCE
MILITARY RAILWAY SERVICE
HEADQUARTERS 704th RAILWAY GRAND DIVISION
OFFICE OF COMMANDING OFFICER

6. The machinery has been bombed and is in a bad condition. There is little machinery in shops. The greater part of their machinery has been removed by the Germans or parties unknown. No machinery is in serviceable condition.

7. Tracks and transfer table have been badly damaged and will require much repairing as well as all buildings.

R. C. FISHER
1st Lt. TC
Master Car Builder

3290

108/4/8

ACP/ic

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

Tel: 483836
Our Reference: AC/108/4/Tn

27 December 44.

TO : Director
Industry Sub-Commission
HQ. AC.

SUBJECT : Contract Firms of Piaggio, PISA
and Officine SAN GIORGIO, Pistoia.

1. Reference is to my letter AC/108/4/Tn dated 13 December 44, and to your AC/5615/Ind dated 8 Dec. 44, to SCAO AMG 5th Army.
2. The enclosed is now sent you for information.

CLW
O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section.

3289

Subject:- Contract Firms of Piaggio, PISA
and Officina San Giorgio, PISTOIA.

Military Railway Service

CLF

Tele: Wirebox 53

Outside Line 843867

Tn.A.3(M)/60

17 Dec 44

Director General ISR (Bldg)
Director AC Tn Sub Comm (Bldg)✓
Supt Equipment 774th Rly Gd Div (Bldg)

1. Please note that all material belonging to the firm of Piaggio, PISA, including that at the Cottolengo Monastery has now been released to MRS by Local Resources Section AAI by Release Order No. 210 dated 24 Nov 44. Director General ISR is therefore at liberty to arrange any contract he may wish for rolling stock repairs or purchase of material from this firm. Supt Equipment 774th Rly Gd Div may also require some of the material for his "B" Coy of 719 Rly Op Bn in LEGHORN.

2. As regards the firm of San Giorgio at PISTOIA, 5th Army have released all stocks and facilities to South African Engineering Corps and consequently these are not available to MRS. Doubtless however if CC "B" Coy 719 Rly Op Bn interviewed the local South African authorities they would not raise any objection to the supply of certain materials, especially special rolling stock parts, to us for use at PISTOIA Roundhouse and neighbourhood.

3288

AD Tn.3(M)
for Brigadier
Director Military Railway Service

attach 2 copies please

TRANSPORTATION SUB COMMISSION(AC)
(Rail Section)
C/o Transportation Increment
C. M. F.

ACP/ic

Tel: 8453207

Our Reference: AC/108/4/Tn

13 December 44.

TO : Director
Industry Sub Commission

SUBJECT : ER Car Repair Works of the Società Piaggio at Pisa.

1. Reference is to your letter to SCAO AC/5615/Int of 8th December AMG 5th Army.

2. This firm has already approached this Sub Commission, and although a request was sent to AMG 5th Army, it is desired that the position in regard to such establishments be made perfectly clear.

3. In such cases, The Director of Military Railway Services arranges for an inspection to be made of the premises. If facilities exist for the speedy repair of rolling stock, contracts are taken out with the I.S.R.

4. If, as in this case, the works are heavily damaged, an inventory is made of the material which can be usefully transported, and such items as can be used elsewhere are removed, either by requisition, or by ISR purchasing by agreement.

5. There is a considerable amount of railway material and prefabricated parts at the firm, and additional items hidden nearby in the Cottolengo Monastery.

6. It is very unlikely that the buildings will be capable of undertaking repair work for some long time (photographs are available). It is therefore very probable that the Director, Military Railway Services, by virtue of the powers vested in him, will arrange for the removal of such equipment as can be usefully and immediately used elsewhere.

. 2287

O. H. LINDBERG
Lt. Col. R.E.

Tel: 843207

Our Reference: AC/108/4/Tz

13 December 44.

TO : Director
Industry Sub Commission

SUBJECT : RR Car Repair Works of the Società Piaggio at Pisa.

1. Reference is to your letter to SCAO AC/5615/Int of 8th December AMG 5th Army.

2. This firm has already approached this Sub Commission, and although a request was sent to AMG 5th Army, it is desired that the position in regard to such establishments be made perfectly clear.

3. In such cases, The Director of Military Railway Services arranges for an inspection to be made of the premises. If facilities exist for the speedy repair of rolling stock, contracts are taken out with the I.S.R.

4. If, as in this case, the works are heavily damaged, an inventory is made of the material which can be usefully transported, and such items as can be used elsewhere are removed, either by requisition, or by ISR purchasing by agreement.

5. There is a considerable amount of railway material and prefabricated parts at the firm, and additional items hidden nearby in the Cottolengo Monastery.

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copy to : DMRS.

W.
O. H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Section.

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

SDB/ab

Tel. 447

8 December 1944

Ref. AC/5615/IND

SUBJECT: R.R. car Repair Works of the Societa
Piaggio, at Pisa.

TO : SOAO, AMG 5th Army
(Attn.: Economics & Supply Division)

1. We are in receipt of a letter from the Ministry of Industry, Commerce and Labour in which they plead to us for safeguarding the equipment and stocks of the above named plant.
2. This plant they state will be able to resume its operations in about 4 months and to repair about 100 RR cars per month.
3. The inventory of the equipment and stocks salvaged by the Company on its own expense is now being taken by the order of Brig. General Bowman, Chief of the 5th Army Engineers. And the Ministry is afraid that it would be diverted to other uses.
4. Since the proper functioning of RR transport is of a paramount importance both for the military and civilian use and since there is an acute shortage of facilities for repairing RR cars we are placing this matter for your special consideration and attention.
5. Kindly let us know the steps you are taking for preserving the plant.

For the Chief Commissioner:

(Signed)

W.S. VAUGHAN
Director

Copy to:-
Transportation S/O

3086

108/4/3

Tel. 447

8 December 1944

Ref. AC/56I5/IKD

SUBJECT: R.R. car Repair Works of the Società
Piaggio, at Pisa.

TO : SCAO, AMG 5th Army
(Attn.: Economics & Supply Division)

- I. We are in receipt of a letter from the Ministry of Industry, Commerce and Labour in which they plead to us for safeguarding the equipment and stocks of the above named plant.
2. This plant they state will be able to resume its operations in about 4 months and to repair about 100 RR cars per month.
3. The inventory of the equipment and stocks salvaged by the Company on its own expense is now being taken by the order of Brig. General Bowman, Chief of the 5th Army Engineers. And the Ministry is afraid that it would be diverted to other uses.
4. Since the proper functioning of RR transport is of a paramount importance both for the military and civilian use and since there is an acute shortage of facilities for repairing RR cars we are placing this matter for your special consideration and attention. 9086
5. Kindly let us know the steps you are taking for preserving the plant.

For the Chief Commissioner:

Copy to:-

✓Transportation S/C

(Signed)

W.S. VAUGHAN
Director,
Industry Sub-Commission

HEADQUARTERS ALLIED COMMISSION
APC 394
INDUSTRY SUB-COMMISSION

SDB/ag

Tel. 447

7 December 1944

Ref. AC/5615/IND.

SUBJECT : R.R. Car Repair Works of the
Società Pisana at Pisa.

TO : Ministerium of Industry, Commerce and Labor.

1. This is to acknowledge the receipt of your letter of December 5th, 1944 No. 598.

2. We are writing to-day to the proper military authorities asking them to take necessary measures for safeguarding the equipment and stocks of the a/n plant so that it could resume its operations as soon as the military exigencies will allow.

As soon as we will hear from them we shall communicate with you.

For the Chief Commissioner :

3285

(Signed) W. S. VAUGHAN

W. S. VAUGHAN
Director,
Industry sub-Commission.

Copy to :

Transportation S/O

HEADQUARTERS
 AMG FIFTH ARMY
 APO 464 U.S. ARMY

November 20, 1944

202/26

SUBJECT: Building and Equipment of the Soc. An. Piaggio & Co.
 Pisa.
 TO : Transportation Sub-Commission, HQ, Allied Commission.

1. Reference your AGS/TH/CH dated 1 November 1944.
2. Please be advised that above plant and property therein was blocked on November 10, 1944 by the Economic & Supply Officer Pisa Province.

For the Commanding General:

Frank E. Toscani
 FRANK E. TOSCANI,
 Lt. Col., F.A.,
 Senior Supply Officer,
 AMG Fifth Army.

/can

3284

1095
COPY

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

DOA/AL

AG/TN/CH

Tel: 220

19 Nov. 44

SUBJECT: Buildings & Equipment of the
Soc. An.-Pieglio & C. - Pisa

TO : AMO 5th Army

1. The above firm owns at Pisa (in the industrial zone of Porta a Mare) a factory formerly used for the construction of railway freight and passenger cars.

2. This factory has been heavily bombed and the buildings badly damaged; however, there is recoverable certain machinery. Plans are under way for the rehabilitation of this plant and of the use of such machinery and equipment as can be recovered. Therefore, it is very desirable that there be no removal of any of this equipment or machinery from the site of the plant for any purpose.

3. Will you advise your officer in charge of that area so that he may give as much protection as possible against any such removal?

By command of Commodore STONE:

/sgt/ S.S. ADAMS,
Colonel, C.E.
Director, Trans. S/O

2223

SOC. AN. - PIAGGIO & CO - GENOVA

COPY

Rome 27th October 1944

Col. D.S. ADAMS
Director Trans. Sub-
Commission of A.C.C.

ENCL

My Firm owns at Pisa (by the industrial zone of Porta a Mare)
a factory where it used to be performed the construction of railway wagons
and the reparation of railway wagons, luggage-vans and traveller wagons.

Such factory has been heavily bombed during the month of August
1943 and the buildings are destroyed almost completely. The whole machinery
and plenty materials are on the contrary easily recoverable as the removal
of destroyed walls of the light type construction is relatively easy and
the materials have not been seriously damaged.

We are studying a programme, that we shall submit to you, to
provide for the rebuilding of a part of the factory in order to be able
within a few months to perform the work of repairing of at least 100 wagons
monthly.

In the meanwhile, in order to avoid that operating troops
pressed, for war exigencies, to further subtraction of materials which are
indispensable for the execution of the planned work, I shall be grateful
if convenient measures will be taken so that no material or machinery should
be subtracted.

Thanking you in advance, I remain

3282

Yours very sincerely.

/sgd/ Dott. ENRICO PIAGGIO

SOC. AN. - PIAGGIO & C. - GENOVA

COPY

Rome, 10th November 1944

Col. D.S. ADAMS
Director Trans. Sub-
Commission of A.C.

ROME

As by your instructions, I confirm that we are preparing the project for a gradual restoration of our factory of Pisa in order to be able within a few months to start the reparation of railway vehicles.

The preparation of the project has been delayed by the recent inundations of the town of Pisa and we shall be able to present it within a week.

I inform however that it continues the subtraction of the materials existing in the factory from Allied troops and just in the last days an officer with a group of soldiers has been at the factory in order to draw up the inventory of existing materials.

In answer to our question the officer told us that such inventory was drawn on the purpose to state the existence of materials to be subtracted for war exigencies and that such disposition had been given by the General Brigadier Bowman, Chief of the Engineer Services of the 5th Army.

As the eventual subtraction of existing materials would reduce to impossible the prompt restoration of the factory of Pisa, I shall be very grateful if you will urgently intervene by the above mentioned Command in order to prevent the subtraction of materials.

Thanking you in advance, I remain

Yours very sincerely,

3281

/sgl/ DOTT. ENRICO PIAGGIO

108/4/2

Subject:- Contract Firm of Piaggio - PISA

Military Railway Service
CMF
Tele: Outside Line 843867
Tn.A.3(M)/60
15 Nov 44

D Works
HQ AAI

1. A considerable quantity of railway material and special pre-fabricated parts for the repair of railway wagons exists at the above firm, which has apparently been bombed out and cannot be operated.
2. A second quantity of railway material has been hidden by the above firm at COTTOLENGO Monastery to avoid its removal by the enemy.
3. May I take it, please, that you are in agreement to the ISR reaching an agreement with the owners of the firm for the removal and, where necessary, the purchase of this material, which is in great demand for repairs to rolling stock.
4. I should be glad to hear from you as soon as possible on the matter.

(Sgd) W.L. TOPHAM

AD Tn.3(M)
for Brigadier
Director Military Railway Service

*File this
called for*

Copy to:- Lt BOWIE ACC ✓

2280

SOC. AN. - PIAGGIO & C. - GENOVA

Rome, 10th November 1944

UN AMMINISTRATORE DELEGATO

Col. D.S. ADAMS
Director Trans. Sub-
commission of A.C.
R O M E

As by your instructions, I confirm that we are preparing the project for a gradual restoration of our factory of Pisa in order to be able within a few months to start the reparation of railway vehicles.

The preparation of the project has been delayed by the recent inundations of the town of Pisa and we shall be able to present it within a week.

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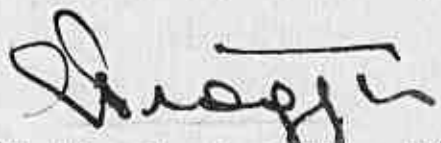
2279

In answer to our question the officer told us that such inventory was drawn on the purpose to state the existence of materials to be subtracted for war exigencies and that such disposition had been given by the General Brigadier Bowman, Chief of the Engineer Services of the 5th Army.

As the eventual subtraction of existing materials would reduce to impossible the prompt restoration of the factory of

Pisa, I shall be very grateful if you will urgently intervene by the above mentioned Command in order to prevent the subtraction of materials.

Thanking you in advance, I remain yours very sincerely


(Dott. Enrico Piaggio)

HEADQUARTERS UNITED COMMISSION
APO 994
TRANSPORTATION SUB-COMMISSION

DEA/HI

ACC/TM/GH

1 Nov. '44

Tel: 220

SUBJECT: Buildings & Equipment of the
Acc. RA.-Pignolo & C. - Pisa

TO : ACC/ST/ST

1. The above firm owns at Pisa (in the industrial zone of Porta a Mare) a factory formerly used for the construction of railway freight and passenger cars.

2. This factory has been heavily bombed and the buildings badly damaged; however, there is recoverable certain machinery. Plans are under way for the rehabilitation of this plant and of the use of such machinery and equipment as can be recovered. Therefore, it is very desirable that there be no removal of any of this equipment or machinery from the site of the plant for any purpose.

3. Will you advise your officer in charge of that area so that he may give as much protection as possible against any such removal?

By command of Commodore STONE;

L. E. Stone,
Colonel, C.E.,
Director, Trans. S/C.

2278

SOC. AN. - PIAGGIO & C. - GENOVA

Rome, 27th October 1944

UN AMMINISTRATORE DELEGATO

Col. D.S. ADAMS
Director Trans. Sub-
commission of A.C.C.
R O M E

My Firm owns at Pisa (by the industrial zone of Port-a Mare) a factory where it used to be performed the construction of railway waggons and the reparation of railway waggons, luggage-vans and traveller waggons.

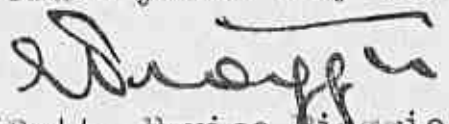
Such factory has been heavily bombed during the month of August 1943 and the buildings are destroyed almost completely.- The whole machinery and plenty materials are on the contrary easily recoverable as the removal of destroyed walls of the light type construction is relatively easy and the materials have not been seriously damaged.-

3277

We are studying a programme, that we shall submit to you, to provide for the rebuilding of a part of the factory in order to be able within a few monthes to perform the work of repairing of at least 100 waggons monthly.-

In the meanwhile, in order to avoid that operating troops proceed, for war exigencies, to further subtraction of materials which are indispensable for the execution of the planned work, I shall be grateful if convenient measures will be taken so that no material or machinery should be subtracted.

Thanking you in advance, I remain yours very sincerely


(Dott. Enrico Piaggio)

1103