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ACC AC341/TX1 10000/148/2440 (1 OF 2) SITREPS - A
OCT. 1944 - A

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200/148/2440 (1 OF 2) SITREPS - NORTHERN ITALY

OCT. 1944 - AUG 1945

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AC.

TRANSLATED VERSION.

MOVING POSITION AS AT 17.00 HOURS ON 25th August 1945.

NORMAL OR PASSENGER TRAINS. Regular with the following exceptions:-

T.T.1451 arrived 12" late at Milan 12" ex Alessandria,7" at Novi for
train 754,4" at Genova PP, for
offloading." Ten speed restricti-
on Grade for unloading 209
axels postponed.

1171 " 24" " " " 21 ex Grade for unloading 209
axels postponed.

11 " 46" " " " 22" ex Alessandria,12" at Novi
crossing 7756

5 " 34" " " " 6" ex Alessandria, 4 at Novi, 6"
Arquata,13" at Principe for
loading and offloading.

DISPOSITION OF MILITARY TRAIN. The requirements of the port have been met with the engines arrived from North. One fresh of armoured tanks arrived yesterday ex Torino for Ventimiglia only.
T.T. 9463 departed ex Vado at 17.40(+26) hrs with 32 wagons petrol 800 tons
Platforms for Milan proceeded with to in 7806 at 22(+20) hrs ex Savigliano.
with those of Alessandria wagons to Torino despatched ex Savigliano
with train 7800 at 21.45 hrs Train 7806 with 32 loads petrol 850 tons
with traffic arrived ex S.Ambrogio Savigliano and Trofarello despatched
the following trains:-

7756	at	10.30	hrs	with	30	various good loads Milano 900 tons
7764	"	11.13	"	"	37	" " Vogogna and beyond 750 tons
9554/7772	at	9.45	hrs	with	2	coal Milano 500 "
7774	"	13.30	"	"	15	empty for Genoa, 1 grain Milano 420 "
7790	"	13.30	"	"	12	" " " 1 pole Verona 350 "
7782	"	17.30	"	"	35	grain Milano 970 "
7798	"	21.15	"	"	35	" Bellaburgo 970 "
9574/6260	"	15.00	"	"	35	various Verona Line 970 "
7806	"	23.45	"	"	10	petrol Torino,25 grain Milano 834 "
7812	"	6.30	"	"	1	Genoa,4 Alessandria,3Torino,25 Milano coal 850 tons
						30 coal and various Milano ex Asti 850 Tons
6456/7732	"	1.30	"	"		834 "
7738	"	2.45	"	"	25	Milano,2 Mortara,1 Novi,1Genoa coal
7746	"	4.30	"	"	14	assimilated Voghera,5 Torino,1 Chivasso,
						2 Centallo,2 Villafranca,2 Biella,5 Vercelli,
						1 Borgosesia,1 Novara various.
9550/7756	"	6.30	"	"	33	coal Milano 850 Tons

Savona despatched trains 9457 - 9471 with 16 vans beyond Alessandria,stages as considered and at Genoa. Owing to the locomotive shortage two material on trains 9477 and 9470 to Arquata at Asti. Owing also to the locomotive shortage 1 engine was stayed at Asti, 6 at Voghera, the other 2 for transit to Alessandria.
Owing to the shortage of Italian locomotives many goods trains are being worked by two engines.

POSITION OF ROLLING STOCK FOR MOVING AS AT 17.00 HOURS 25th August 1945.

Loaded							
M-T							
To-I							

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mat with the engines arrived from [illegible]. One train of armoured trains arrived yesterday at Torino for Casalegno duty.

T.V. 9403 departed ex Vado at 17.40(+26) hrs with 32 wagons petrol 880 tons Cisterna for Rimini proceeded with to in 7806 at 22(+10) hrs as required. with three w. ,Unions; engine to Ventimiglia despatched ex Ventimiglia with train 7808 at 21.45 hrs - train 7806 with 32 loads petrol 880 tons with 4 rifle carriers ex S.Remigio Carabinieria and Brigade despatched the following trains:-

7750	at 10.30	hrs with	29	vagons wood	Isola Rizzano 700 Tons
7754	" 11.15	"	37	" "	" Voghera and beyond 790 Tons
9534/7772	at 9.45	hrs with	3	cars	Milano 90 "
7774	" 13.30	"	15	empty	400 Tons Genoa, 1 grain Milano 306 "
7780	" 15.30	"	12	"	" " , 6 mail Torino 420 "
7782	" 17.30	"	33	grain	Asti 850 "
7798	" 21.15	"	30	"	Vallabuona 870 "
9574/6260	" 16.00	"	35	various	Novara Line 970 "
7808	" 23.45	"	36	petrol	Torino,29 grain Milano 934 "
7812	" 0.30	"	1	Tanker,	Alessandria,27Genoa,25 Milano coal 630 Tons
6456/7732	" 1.30	"	38	coal	and various Milano brought 770 "
7738	" 2.45	"	29	Milano,2	Vallo,1Brand new 601 "
7786	" 4.30	"	14	perishables	Voghera,5 Torino,1 Cuneo,
			2	Certello,	2 Villafranca,3 Stella,6 Vercelli,
			1	Cornigo,	1 Various various.
9550/7756	" 6.30	"	33	coal	Milano 900 Tons

Several despatches trains 9467 - 9471 with loads beyond Alessandria, should at Tortona and at Genoa. Owing to the locomotive shortage the arrivals of trains 9477 and 9478 is stayed at Asti. Owing also to the locomotive shortage 2 trains were staged at Ventimiglia, 1 at Savona, the other 2 for transit to Alessandria.
Shortage of traction locomotives causes congestioned line with repercussions to the detriment of service.

POSITION OF ROLLING STOCK AT TORINO AS AT 17.00 HOURS-24th August 1943.

	LOADED WITH STORES FOR ITALY	LOADED WITH STORES FOR ROUTE ELSEWHERE	EMPTY	UNDER REPAIR	AWAITING REPAIR
Loaded	-	32	10	-	-
Empty	20	109	324	74	4	6	95
Total	20	141	334	84	4	12	95
Required	14	116	109	8	1	2	110
Surplus	6	25	225	76	3	10	-
Shortage	-	-	-	-	-	-	15

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Rolling Position for 25 th August 1945 continued.....

TRAFFIC OF ENGINE STOCK AS AT 17.00 HRS. 24th August 45.

SECTION	PASSENGER CARRIAGES First	Comp	Second	Third	TOTAL	PACKAGE General	VANS Post	TOTAL
	A	AT	B	C		D	BG	
Genova Brignole	2	10	7	58	77	11	8	19
Genova P.P.	2	3	4	14	33	4	4	8
Tenco				4	4	1		1
Voghera		1	1	9	11	3		3
Castellazzo				1	1	1		1
Rivalta				1	1	1		1
Tortona		1		9	10	3		3
Sampierdarena						5		5
Novi				1	1			
Savona	1	2	4	11	18	3	2	5
Total	5	17	16	111	149	35	14	46
In Transit			3	24	27	5		5
Totalna	5	17	19	135	176	38	14	52

TRAIN TOW : 24th August 1945

Section	PASSENGER Mili.	CIVILIAN Only	Rail	GOODS Mili.	CIVILIAN Only	Rail	LIGHT ENGS	MATERIAL & Engines
Alessandria-Brignole	4	12		2	34			2
Voghera-Brignole		10			6			
Arenzi		2			1			
Imperia M.-Brignole		12		1	11		1	
Genova P. P.-Voghera		14						
Voghera-Piacenza		10						
Voghera-Piacenza		5						
Novi Tortona-Novi		12						
" -Alessandria		4						
Ovada-Alessandria		4						
Savona-S.Giuseppe		12						
Savona-Ventimiglia		6						
Novi-Ventimiglia		2						
Local Shunts					40			
" (Savona-Vado)							10	

MILITARY RAILWAY SERVICES
GENOVA. 25th August 1945.

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Totals	5	17	16	111	149	32	14	46
In Transit			3	24	27	6		6
Totals	5	17	19	135	176	38	14	52
						1		

TRAINS RUN : 24th August 1945

SECTION	PASSENGER Milit.	PASSENGER CIVILIAN Ordy	PASSENGER CIVILIAN Spl	GOODS Milit.	GOODS CIVILIAN Ordy	GOODS CIVILIAN Spl	LIGHT ENGS	MATERIAL & MOTORS
Alessandria-Brignole	4	12		2	34			2
Voghera-Brignole		10			6			
Acqui		8			3			
Imperia P.M.-Brignole		12		1	11		1	
Genova P. Teglia-Sco		14						
Voghera-Piacenza		10						
Voghera-Tortona		5						
Divic Tortona-Novi		13						
" " -Alessandria		4						
Ovada-Alessandria		4						
Savona-S.Giuseppe		12						
Sacco-S.Michele Pag.		6						
Borgalli-La Spezia		2						
Local Shunts					43			
" (Savona-Vado)							10	

MILITARY RAILWAY SERVICING
GENOVA. 25th August 1945

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TRANSLATED VERSION.

MORNING POSITION AS AT 07.00 HOURS - 24th August 1945.

RUNNING OF PASSENGER TRAINS. Regular with the following exceptions:-

T.V.2509 arrived at Brignole 94" late for speed restrictions and 15" at Savona for passenger inspection.
T.V.1395 " " 50" " 14" previous ex Tortona 17" at Buna la crossing 6122, 10" at Bolzaneto Shunting to add a wagon.
11 " " 40" " 25 previous exAlessandria and speed restrictions.
1171 " " 32" " 10" ex Ovada, 10 at Sampierdarena for offloading of 230 packages and speed restrictions.

DISTRIBUTION OF ROLLING STOCK. The requirements of S.Benigno for empties covered andopened wagons have been met.
A first load of armoured tanks arrived with train 7785 and despatched to S.Benigno for offloading. Train 7799 arrived conveying a second load of armoured tanks.
Train 9463 departed ex Vado at 17.14+36 with 18 cisterns petrol and an empty wagon,runner, arrived at Sampierdarena 37" late.
S.Benigno despatched for petrol loading 3 cisterns Milano Certosa, 4 Torino Sm., 2Borgo S. Giovanni, 1 Cremona.
To clear the traffic loaded ex at S.Benigno Sampierdarena and Brignole despatched the following trains:
7756 dep. at 8.45 hrs with 37 coal transit Milano tons 900
9956/7762 dep.at 10.45 hrs with 34coal " " "
7774 dep. at 13.30 hrs with 17 empty POL. Torino, 1 Alessandria, 1 Casaline coal 390 Tons.
7780 " " 15.40 " " 16 " " Busto S.Giovanni, 7empty cisterns Venezia, 10 coal transit Milano 680 Tons.
7782 " " 17.10 " " 32 grain, 2 escorts Lintz 850 "
9576bis/7796 " 19.22 " " 35 coal transit Milano 900 "
7798 dem " 19.40 " " 33 " " " 870 "
7802 " " 0.12 " " 33 grain and 2 escorts Salzburgo 900 Tons
7806 " in time " 5 cisterns petrol Torino Sm.,2 Torino Dora 7 Milano Certosa, 3 Milano Sm., 1 Borgo S.Giov. 1Cremona, 1 empty runner 650 Tons
7812 " at 10.45hrs " 27 various transit Milano, 8 various transit Torino, 1 Ophette cork. 831 Tons
9592/7740 " 2.40 " " 36 coal transit Milano 900 "
7746 " 4.30 " " 11 " " " 845 "
9544 " 6.10 " " 32 " " " 900 "

Savona despatched trains 9473 -9477 and 9479 with material beyond Ventimiglia: the first train was staged at Sampierdarena and the others staged at Ventimiglia owing to the shortage of traction material.
For the same reason the following trains have been staged : 2 at Brignole for Milano transit, 1at Sampierdarena Scalo Milano transit, 1 at Parma Voghera transit, 1 at Terni Milano transit. Shortage of locomotives due to congestioned line, owing single line, causes important delays to the good trains with repercussion to the line locomotive and, engine personnel and escort personal times.

POSITION OF ROLLING STOCK FOR LOADING AS AT 17.00HOURS 23 August 1945.

	BOXES COVERED	WAGONS FLATS	POL TOR/Shorbe	AUSTRIANS
Loaded	41	109	5	1

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S.Benigno for offloading. Train 7755 arrived conveying a second load of armoured tanks.
Train 9463 departed ex Vado at 17.14+36 with 18 cisterne petrol and an empty wagon,runner, arrived at Sampierdarena 37" late.
S.Benigno despatched for petrol loading 3 cisterne Milano Certosa, 4 Torino Sm., 2Borgo S. Giovanni, 1 Cremona.
To clear the traffic loaded ex at S.Benigno Sampierdarena and Brignole despatched the following trains:
7755 dep. at 8.45 hrs with 37 coal transit Milano tons 900
9556/7763 dep.at 10.45 hrs with 34 coal " " " "
7774 dep. at 13.30 hrs with 17 empty POL. Torino, 1 Alessandria,1 Cassine
coal 390 Tons.
7780 " " 15.40 " " 16 " " Desto S.Giovanni,7empty cisterne Venezia,16 coal transit Milano 680 Tons.
7782 " " 17.10 " " 32 grain,2 escorts Lints 850 "
9578bis/7790 " 19.22 " " 35 coal transit Milano 900 "
7798 dep " 19.40 " " 33 " " " 870 "
7802 " " 0.12 " " 33 grain and 2 escorts Salisburgo 900 Tons
7806 " in time " 5 cisterns petrol Torino Sm.,2 Torino Ferr
7 Milano Certosa,5 Milano Sm.,3 Borgo S.Giov.
1Cremona,1 empty runner 850 Tons
7812 " at 10.45hrs " 27 various transit Milano,8 various transit Torino,1 Spinetta cork. 831 Tons
9592/7740 " 2.40 " " 36 coal transit Milano 900 "
7746 " 4.50 " " 31 " " " 845 "
9544 " 6.10 " " 32 " " " 900 "

Savona despatched trains 9473 -9477 and 9479 with material beyond Ventimiglia: the first train was staged at Sampierdarena and the others staged at Sestri owing to the shortage of traction material.
For the same reason the following trains have been staged : 2 at Brignole for Milano transit,1at Sampierdarena 2 to Milano transit,1 at Forni Voghera transit,1 at Forni Milano transit. Shortage of locomotives due to congestioned line,owing single line,causes important delays to the good trains with repercussion to the line locomotive and,engine personnel and escort personel times.

POSITION OF ROLLING STOCK FOR LOADING AS AT 17.00HOURS 23 August 1945.

	METRE	COVERED	HIGH SIDED	GOATS	POX	POX/Shorts	AUSTRIANS
Loaded	-	41	100	-	1	-	-
Empty	25	301	966	87	2	14	163
TOTAL	25	342	1075	92	3	14	163
Required	12	301	714	3	3	2	100
Surplus	13	41	361	89	-	12	-
Shortage	-	-	-	-	-	-	-

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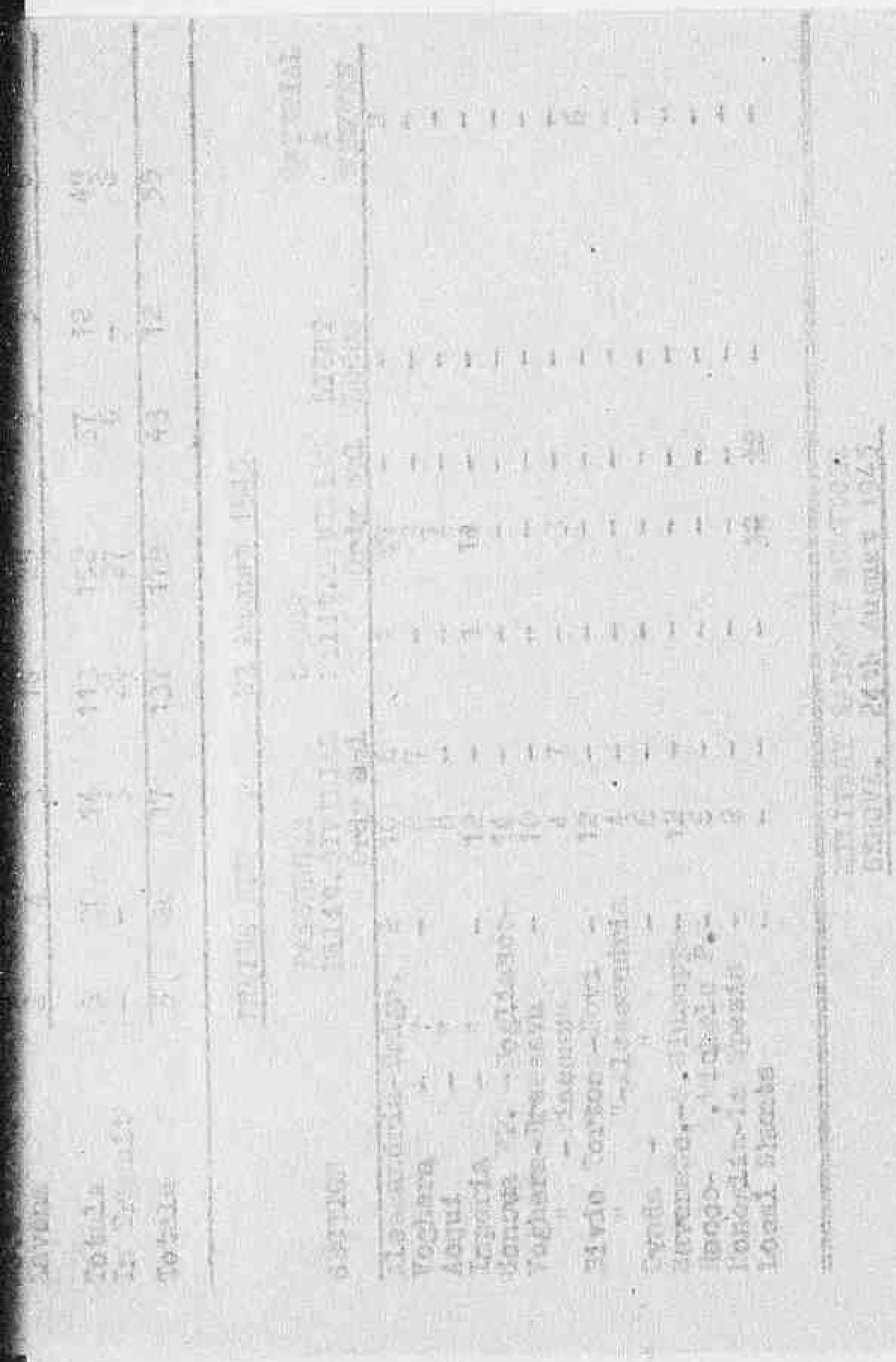

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TRANSLATED VERSION.

MORNING POSITION AS AT 8.00 HOURS - 23rd August 1943.

VARIOUS. - From 6.24 to 7.32 hours the overhead equipment was pulled down between S. Ambrogio and Div. Suceurcale. This caused a delay of 104" to train 1651 at Vignonego, and 92" to train 7754 at Div. Suceurcale.

RUNNING OF PASSENGER TRAINS. Regular with the following exceptions:-

1171 arrived 36" late - 6" Cvadn, 21" Desenzione for offloading, 11" at Rovezzi for train 7754.
11 " 22" " - 10" ex Alessandria.
1651 " 100" " - 104" at Vignonego for damaged O/H lines.
1410 " 55" at Savona - 1415 arrived 36" late.
2510 " 66" " " - IY 2309 " 29" "
1412 " 28" " "

DISPATCHING OF GOODS TRAIN. - A train of empty OMMS arrived ex the North. S. AMBROGIO's requirements of empty OMMS and CMMSD wagons were met by following releases:- 3 ex Brignole, 3 ex Sampierdarena, 1 ex Sestri, 1 ex Celle and 5 ex Arquata. Train 9463 departed at 17.35 (+31") ex Vado with cisterns ex Torino, 1 Borgo S. Giovanni, 9 Milano S.S., 5 S. Donigno, 4 Milano Smyrne, 6 wagons of drums for S.Donigno, 5 Piacenza wagons 31 - Tgs Tons.
Ex S. Donigno for POL - despatched 7 Borgo S. Giovanni, 8 Milano Certosa 3 Torino SS., 1 Savona - 442 Tons.
For the clearing of traffic arriving ex S. Donigno, Sampierdarena and Brignole, the following trains were run:-
6552/7756 at 9.50 with 29 coal transit Milano - 818 Tons.
7774 " 11.45 " 15 POLs, 1 Escort for Desio S.S. and 11 coal transit Milano - 550 Tons.
7780 at 14.32 with 16 POLs, 1 Escort Desio S.S. and 7 Transit Milano - 617 Tons.
7782 at 15.35 with 33 grain, 2 escort, LIVI - 850 Tons.
7800 " 20.00 " 30 various Transit Milano - 720 Tons.
7802 " 23.15 " 33 grain, 2 Escort SALIZZOLO - 782 Tons.
9838/7804 at 21.05 with 32 coal transit Milano - 900 Tons.
7806 at 22.20 with 4 Torino, 30 transit Milano POL - 875 Tons.
6240/7808 at 23.15 with 25 coal, 2 various transit Milano - 750 Tons.
7810 at 00.45 with 28 coal transit Milano, 5 cisterns Petrol Piacenza - 722 Tons.
9450 at 10.23 with 39 various loadings to Savona and beyond- 800 Tons.
7744 at 03.45 with 32 coal transit Milano - 900 Tons.

Due to the interruption on the section Verona - Ostiglia the following trains have been diverted on the section Voghera-Bertona - Arquata - Alessandria :-

7797 bis/9700 - Refugees to Torano
7801/9706 - " " Naples
7803/9708 - Rolling stock for Military for Bologna.
9707/7738 - Military - Milano
9709/7740 - " "
9713/7744 - " "
9721/7748 - POWs for Germany.
9723/7752 - Goods - Piacenza.
9727/7758 - " "

Arquata notifies that the Electric traction train crew ex Voghera do not want to proceed to Alessandria and they request a

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the North. S.Benigno's requirements of empty 0-6-0 and 0-6-0 wagons were met by following releases:- 3 ex Brignole, 1 ex Sampierdarena, 1 ex Ventimi, 1 ex Ormea and 5 ex Arquata. Train 9463 departed at 17.35 (+21') ex Vado with 41 wagons ex Torino, 1 Berge S. Giovanni, 9 Milano S.C., 5 S. Benigno, 4 Milano Certosa, 6 wagons of cranes for S.Benigno, 5 Piacenza wagons 31 - 790 Tons.
Ex S. Benigno for YOL - departed 7 Berge S. Giovanni, 8 Milano Certosa 1 Torino SE., 1 Cremona - 442 Tons.
For the clearing of traffic arriving ex S. Benigno, Sampierdarena and Brignole, the following train were run:-
6532/7756 at 9.50 with 28 coal transit Milano - 818 Tons.
7774 " 11.45 " 15 POZs, 1 Escort for Seste S.G. and 11 coal transit Milano - 590 Tons.
7780 at 14.52 with 16 POZs, 1 Escort Seste S.G. and 7 Transit Milano - 617 Tons.
7782 at 15.35 with 33 grain, 2 escort, hirer - 858 Tons.
7800 " 20.00 " 30 various Transit Milano - 720 Tons.
7802 " 23.15 " 33 grain, 2 Escort SAIL 20630 - 752 Tons.
9532B/7804 at 21.05 with 32 coal transit Milano - 905 Tons.
7806 at 22.20 with 4 Torino, 30 transit Milano POL - 873 Tons.
6240/7808 at 23.15 with 25 coal, 2 various transit Milano - 739 Tons.
7810 at 00.45 with 28 coal transit Milano, 5 cisterne Petrol Piacenza - 722 Tons.
9430 at 10.23 with 39 various loadings to Savona and beyond- 866 Tons.
7744 at 03.45 with 32 coal transit Milano - 900 Tons.

Due to the interruption on the section Voghera - Ostiglia the following trains have been diverted on the section Voghera-Tortona - Arquata - Alessandria :-

7797 bis/9760 - Refugees, to Taranto
7801/9706 - " " Naples
7803/9708 - Rolling stock for Military for Bologna.
9707/7738 - Military - Milano
9709/7740 - " "
9713/7744 - " "
9721/7748 - POWs for Germany.
9723/7752 - Goods - Piemonte.
9727/7756 - " "

Arquata notifies that the Electric traction train crew ex Voghera do not want to proceed to Alessandria and they request a change over, but neither Novi Depot nor Rivarolo Depot can provide.

Train 7967 conveying armoured tanks for MODENA/20 will be placed for unloading at the prescribed time. The second load of armoured tanks arrived with train 7799.

As it was not possible to change locomotives at Ronco with the case of Novi depot, Rivarolo experienced difficulties in providing locos for extra trains which were postponed from yesterday due to locos not being available. This hampered the movement of traffic at Gen. Brignole and Sampierdarena and held up the supply of empties for S.Benigno. In addition to the above, Rivarolo was obliged to supply traction for 3 extra trains ex Arquata for coal ex Ovada. The two locomotives of the 852 type used for shunting and movements between Sampierdarena and S. Brignole cannot cope with the traffic requirements because one is utilised fully on the section Sampierdarena-S.Brignole, S.Limbania for the trips of empty wagons required at S.Benigno and clearance of loaded traffic ex ...

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Morning Position for 23rd August 1945 continued.

....◆ 4.Perigno despatched via S. Liberale - S. Brigale. Arrangements have been made with Rivarolo depot and beginning from tomorrow a third locomotive will be allotted for this service. Novi depot justifies the non supply of traction supply at Ronco owing to the despatch of 3 locomotives to Voghera. For the running of three extra evening trains Nos.9302/7804 - 6240/7806 and 7810 three locomotives of which one of Group 432 of the Depot of Brignole were utilized. These were obtained from the passenger trips and Alessandria is requested to return these locos immediately.

POSITION OF ROLLING STOCK FOR LOADING AS AT 17.00 HOURS - 22 August 45.

	RIVAROLO	OGGIVARI	HIGH SIDED	FLATS	POZ	POZ/Sheets	AUSTRIA
Loaded	-	51	106	20	2	1	-
Empty	21	428	1294	67	1	12	201
Total	21	479	1422	87	3	13	201
Required	14	274	665	2	4	-	80
Surplus	7	205	827	85	-	13	103
Shortage	-	-	-	-	1	-	-

POSITION OF ROLLING STOCK AS AT 17.00 HOURS - 22 August 1945.

STATION	PASSENGER CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Gen. Brignole	1	12	8	48	69	15	5	21
" Principe	3	4	3	12	22	6	2	8
Ronco				4	4	1		1
Voghera		1	1	9	11	3		3
Castellazzo				4	4	1		1
Rivalta				1	1			
Arenzano		1		9	10	3		3
Sampierdarena						5		5
Savona	1	3	5	13	20	3	4	7
Novi				1	1			
Total	5	21	17	107	159	38	12	50
In Transit			3	24	27	6		6
Totals	5	21	20	131	177	44	12	56

TRAINS NOW : 22 August 1945.

SECTION	PASSENGER Milit.	CIVILIAN Ordy	Sol	GOODS Milit.	CIVILIAN Ordy	Sol	LIGHT LOCOS	MATERIAL & MOTORIAL
Alcan - Brignole	2	10		4	17			2
Voghera - "		10			5			
Novi - "		3			5		1	

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Total	21	471	1654	8	4	-	89
Required	14	274	565	2	4	13	103
Surplus	7	205	527	86	-	-	-
Shortage	-	-	-	-	1	-	-

POSITION OF ROLLING STOCK AS AT 17.00 HOURS - 22 AUGUST 1945.

STATION	PASSENGERS CARRIAGES First	Comps	Second	Third	TOTAL	BAGGAGE VANS General	Post	TOTAL
	A	AB	B	C		D	HD	
Gen. Brignole	1	12	8	48	69	15	6	21
" Principe	3	4	3	12	22	6	2	8
Ronco				1	4	1		1
Voghera		1	1	9	11	3		3
Sestaliasco				4	4	1		1
Rivalta				1	1			
Piacenza		1		9	10	3		3
Sampierdarena						6		6
Savona	1	3	5	10	20	3	4	7
Novi				1	1			
Total	5	21	17	107	150	38	12	50
In Transit			3	24	27	6		6
Totals	5	21	20	131	177	44	12	56

TRAINS RUN 1 - 22 August 1945.

SECTION	PASSENGER Milit.	CIVILIAN Ordy	Spl	GOODS Milit.	CIVILIAN Ordy	Spl	LIGHT LOCOS	MATERIAL & FUELING
Alcan - Brignole	2	10		4	17			2
Voghera - "		10			5			
Acqui - "		8			5		1	
Imperia Pk - "		12			6			
Voghera - Broni		10						
" - Piacenza		4						
Gen.P.P.- Bogliasco		14						6
Div.Novi - Novi		12						
" - Alcan.		4						
Ovada - Alcan		4						
Savona - S. Giuseppe		5						
Recco - S. Michele P.		6						
Genoglio - La Spezia		2						
Local Shunts								

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MILITARY RAILWAY SERVICES,
GENOVA. 23 rd August 1945.

Declassified E.O. 12356 Section 3.3/NND No. 782021

TRANSLATED VERSION. A/C

POSITION AS AT 07.00 HOURS ON 22nd August 1945.

WORKING OF PASSENGER TRAINS. Regular with the following exceptions:-

1311 arr. Brignole 06" late - 18" at Novi for 7703, 32" at Isola for defective locomotive.
1305 " " 31" late - 17" ex Ventimo for passengers, 14" en route for examinations and passengers.
11 " " 48" late - 30" ex Alessandria, 7" at Signals of FERRANDO, 1j" at Gen. Brignole.
TW 2509 arr. " 242" late - 28" at Ospalin and 96" at Serra for passenger inspection, 43" at Voltaggi and 10" at Mali for loco requirements, 54" at Ipotorno waiting relief locomotive.
1171 arr. Brignole 35" late - 6" at Ovada connection 3351, 15" at Bonsiglione, 5" at Campo Ligure and 7" at Spierdorens for goods traffic.

DISTRIBUTION OF ROLLING STOCK. - No trains of WAGONS on the North. The requirements of the port have been met with the despatch of high sides ex Brignole and Sampierdarena. 80 Italian wagons were returned from Sestri to Novara. Two trains of Armoured tanks arrived ex S-ato G. Giovanni for FORWARDING Army.

17 trips ex S. BENIGNO were made with a total of 320 wagons of which 244 coal, 31 empty POWs, 19 POL, 17 Various, and 9 for repairs. Train 9463 departed as YARD at 17.34 (+30) with 23 petrol - 643 Tons. proceeded ex Sampierdarena with train 7806 which left on time.

Despatches ex Sampierdarena:-

Train 7774 - 11.50 with 14 TARANTO Military, 15 POWs Santo S.S. 530 Tons.
" 7780 - 14.30 " 18 POWs, 1 Escort Santo S.S. - 330 Tons.
" 7793 - 18.30 " 32 coal transit Milano - 860 Tons.
" 7806 - 21.40 " 24 Milano, 8 Borgo S.S., 1 Granone POL - 850 Tons.
" 7808 - 23.00 " 22 coal and 5 Vino Milano, 9 Torino - 876 Tons.
" 7732 - 00.25 " 30 coal transit Milano - 975 Tons.
" 7734 - 02.00 " 17 Milano, 9 Novara, 3 Asti, 3 Aosta, 1 Cuneo, 1 Casale, various goods ex Savona - 900 Tons.
" 7740 - 04.55 " 30 transit Milano, 4 Torino various ex Savona-800 T
" 7742 - 03.35 " 22 coal Milano, 10 Empties Novi, Tortona - 690 Tons
" 7752 - ... " 29 coal Milano - 780 Tons.

Despatches ex Brignole:-

Train 9382 bis/7804 with 22 Santo, 2 Milano, 3 Vendelle coal, 3 various 748 Tons.
Train 6332/7756 with 29 coal Milano - 818 Tons.

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS - 21st Aug 1945.

	RETIA.	COVERED	HIGH SIDES	TANK	POS	POW/Shorts	ARSENAL
Loaded	-	41	109	1	1	-	-
Empty	22	436	1503	87	3	568	260

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DISPOSITION OF ROLLING STOCK. - No trains of EMPTIES ex the North. The requirements of the port have been met with the despatch of 4 gh sidors ex Brignole and Sampierdarena. 80 Italian Tellerwan were conveyed from Sestri to Savona. Two trains of Armoured tanks arrived ex S.Stefo d. Giovanni for MEDITERRANEO Quay.

17 trips ex S. MARGHO were made with a total of 320 wagons of which 244 coal, 31 empty POZs, 19 POZ, 17 Various, and 9 for repairs. Train 9463 departed ex VADO at 17.34 (+30) with 25 petrol - 648 Tons, proceeded ex Sampierdarena with train 7806 which left on time.

Despatches ex Sampierdarena:-

Train 7774	- 11.50	with	14 TARANTO Military, 13 POZs Sesto S.G. 520 Tons.
" 7790	- 14.38	"	10 POZs, 1 Smoort Sesto S.G. - 330 Tons.
" 7798	- 18.30	"	32 coal transit Milano - 960 Tons.
" 7806	- 21.40	"	24 Milano, 8 Borgo S.G., 1 Cremona POZ - 850 Tons.
" 7808	- 23.00	"	28 coal and 5 Wine Milano, 9 Torino - 876 Tons.
" 7732	- 00.25	"	30 coal transit Milano - 975 Tons.
" 7734	- 02.00	"	17 Milano, 9 Novara, 3 Asti, 2 Aosta, 1 Cuneo, 1 Crusle, various goods ex Savona - 900 Tons.
" 7740	- 04.55	"	30 transit Milano, 4 Torino various ex Savona-800 T
" 7742	- 03.35	"	22 coal Milano, 10 Empties Novi, Torbone - 699 Tons
" 7752	- ...	"	29 coal Milano - 780 Tons.

Despatches ex Brignole:-

Train 9582 bln/7804 with 22 Sesto, 2 Milano, 3 Vardelle coal, 3 various 748 Tons.
Train 6552/7756 with 29 coal Milano - 818 Tons.

POSITION OF ROLLING STOCK FOR MORNING AT 17.00 HOURS - 21st Aug 1943.

	ROMIO.	COVERED	HIGH SIDES	FLATS	POZ	POZ/shorts	AUSTRIAN
Loaded	-	41	109	1	1	-	-
Empty	22	406	1563	87	3	5	269
Total	22	447	1672	88	4	7	269
Required	18	216	637	5	4	-	100
Surplus	4	231	1035	83	-	-7	150
Shortage	-	-	-	-	-	5	-

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Marshalling Position for 22/8/45 continued .....

POSITION OF COACHING STOCK AS AT 17.00HRS - 21/8/45.

STATION	VACUUMS First Group A	AB	Second B	Third C	TOTAL	General S	Post MV	TOTAL
Genova-Brignole	2	10	10	58	80	19	5	24
Genova P.P.	3	4	1	14	22	4	2	6
Ronco	-	-	-	4	4	1	-	1
Voghera	-	1	1	9	11	3	-	3
Castellazzo	-	-	-	5	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Brosemo	-	2	1	5	8	1	1	2
Sampierdarena	-	-	-	-	-	5	-	5
Novi	-	-	-	1	4	1	-	1
Savona	-	1	5	18	26	8	3	12
Total	5	28	18	114	157	44	11	55
In transit	-	-	3	25	29	6	-	6
General Total	5	28	21	140	186	50	11	61

TRAINS RUN - 21st August 1945.

SECTION	PASSENGER Milit.	CIVILIAN Ordy	Spl.	GOODS Milit.	CIVILIAN Ordy	Spl.	LIGHT ENGS	MATERIAL & SECTION.
Alessandria -Brign.	4	11	-	4	22	-	-	2
Voghera - Brignole	-	8	-	-	4	-	1	-
Acqui -Brignole	-	8	-	-	4	-	-	-
Imperia PM. - Brign.	-	12	-	1	11	-	-	-
Ventimiglia - Bogliasco	-	14	-	-	-	-	-	-
Voghera - Piacenza	-	10	-	-	-	-	-	-
" - Piacenza	-	4	-	-	-	-	-	-
Novi Tortona-Novi	-	12	-	-	-	-	-	6
" -Alessandria-	-	24	-	-	-	-	-	-
Savona-S.Giuseppe	-	8	-	-	-	-	-	-
Ronco -S.Michele P.	-	6	-	-	-	-	-	-
Ventimiglia -La Spezia	-	2	-	-	-	-	-	-
Local Shunts	-	-	-	-	32	-	12	-

MILITARY RAILWAY SERVICES,
GENOVA. 22nd August 1945.

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Total	5	20	18	114	137	44	11	55
In transit	-	-	3	25	29	6	-	6
General Total	5	20	21	140	166	50	11	61

TRAINS RUN - 21th August 1943.

SECTION	PASSENGER Mili.	CIVILIAN Cadr	Ind.	GOODS Mili.	CIVILIAN Cadr	Ind.	LIGHT ENGINES	MATERIAL & MOTORS.
Alessandria -Brigm.	4	11	-	4	22	-	-	2
Voghera - Brigata	-	9	-	-	4	-	1	-
Acqui -Brigata	-	8	-	-	4	-	-	-
Imperia M. - Brigm.	-	12	-	1	11	-	-	-
GenovaPP - Reglisseo	-	14	-	-	-	-	-	-
Voghera - Arenzano	-	10	-	-	-	-	-	-
" - Piacenza	-	4	-	-	-	-	-	-
Mivid Tortona-Novi	-	12	-	-	-	-	-	6
" -Alessandria-	-	44	-	-	-	-	-	-
Savona-S.Giuseppe	-	8	-	-	-	-	-	-
Ponso -S-Michele P.	-	6	-	-	-	-	-	-
Managlia -La Spezia	-	2	-	-	-	-	-	-
Local Shunts	-	-	-	-	32	-	12	-

MILITARY RAILWAY SERVICES,
GENOVA. 22nd August 1943.

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TRANSLATED VERSION.

a.c.

MOVEMENT POSITION AS AT 07.00 HOURS - 21st August 1943.

RUNNING OF PASSENGER TRAINS. - Regular running of trains for Allied Command. Great delays due to speed restrictions, and single line working for the trains of the North and West. The following delays are advised:-

11 ex Alessandria arrived Brignole 42" late - 17" ex Alass.
11 bis/11 ter Milano arr. Brignole 261" " - 142" " " ; 13" arrueta for train 1395 and 60" at Camelia waiting loco ex P.Decima.
TV.175 ex Piacenza arr. Brignole 82" late - 65" ex Tortona.
TV. 5 ex Alessandria arr. Brignole 43" late - 13" ex Alass, 13" Gen. F.F. for train 175.
TV.1177 ex Aequi arr. Brignole 47" late - 23" Ovada for 5460 due low voltage, 16" at Novigliona.
TV.2817 ex Alass arr. Brignole 156" late - 65" ex Alass, 13" at Belmonte waiting section of 7971, 4" at Silvarole signals defective.

DISTRIBUTION OF ROLLING STOCK. - Only one CLOSED AUSTRIAN wagons arrived and was placed at S. REMO. 19 carriages from Voghera Workshops for Milano Central were despatched with train 8241/9571/7794 bis. All requirements for the port met. 25 OPENS were despatched to Voghera and 40 COVERED Ordinary, were sent to SAVONA. No loadings were effected at S. REMO. Yesterday with train 7799/9723 arrived at Sampierdarena a second train of Armoured tanks which left at 12.53 hours for S. REMO, for offloading. The empty FOZs were returned to Scalo S. Giovanni with trains 7794 and 7796.

Today, 21st, a train with Armoured tanks for S. Benigno was placed at 07.00. A second train was despatched ex Alessandria at 02.00 hours. It will be despatched to S. REMO as soon as the unloaded FOZs have been removed.
S. Benigno has despatched 11 trips to Sampierdarena with a total of 215 wagons of which 31 FOZ, 3 wagons accets, 33 grain, 72 coal, 18 paraffin, 20 empty cisterns, 1 empty wagon, 29 for repairs, 12 rubbish.

The following trains to Alessandria have been despatched ex SAMPIERDARENA.:-

7774 - on time - 14 FOZs plus 1 Escort Scalo S. Giovanni, 4 coal Scalo S. Giovanni - tons 353.
7780 - 14.50 hours - coal 25 Milano, 5 Torino - 800 tons.
7794 - 17.15 " - 16 FOZs + 1 Escort and 7 coal Scalo F.S. Tons 443.
7802 - 20.39 " - 33 grain + 2 escorts Bellaburgo - 845 Tons.
7806 - Time - Petrol 3 Torino, 7 Borgo S.Giovanni, 12 Milano C, 9 Milano S.G., 1 Cremona arr. Alass at 02.10 - 870 tons departed to Torino at 3.30 and Milano 4.05.
7808 - 22.33 " - 26 empty wagons required at Voghera, 5 petrol Piacenza - 340 tons.
7740 - 02.34 " - coal 24 Scalo F. S., 3 Casegas, 1 Carelee, 1 Recoredo, 1 empty Empire - 664 Tons.
7744 - 03.40 " - 4 petrol Torino, 14 Coal Torino, 2 Coal Asota, 4 Settimo, 5 perishables Torino - 540 Tons.
7750 - 06.24 " - Vehicles 30, Axles 60, tons 820 Trucks for Milano arrived ex Savona Sure with 9471.
9463 departed ex Vado Ligure on time with 30 wagons, 60 axles - 810 tons of petrol of which 5 Piacenza, 4 Torino, 4 Milano C, 9 Milano S.G., 1 Cremona arr. Alass at 02.10 - 870 tons departed to Torino at 3.30 and Milano 4.05.

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with train 6243/9571/7794 this. All requirements for the port met. 25 empty were despatched to Voghera and 40 covered ordinary, were sent to [illegible]. No loadings were effected at S. [illegible]. Yesterday with train 7795/9723 arrived at Rampiedarena a second train of Armoured tanks which left at 12.53 hours for S. BENIGNO, for offloading. The empty POZs were returned to Santa S. Giovanni with trains 7774 and 7794.

Today, 21st, a train with Armoured tanks for S. Benigno was placed at 07.00. A second train was despatched ex Alessandria at 02.40 hours. It will be despatched to S. BENIGNO as soon as the unloaded POZs have been removed.
S. Benigno has despatched 11 trips to Rampiedarena with a total of 215 wagons of which 31 POZ, 3 wagons escorts, 31 grain, 72 coal, 18 paraffin, 20 empty cisterns, 1 empty wagon, 25 for repairs, 12 rubbish.

The following trains to Alessandria have been despatched ex SAMPIERDARENA.:-

7774 - on time - 14 POZs plus 1 Escort Santo S. Giovanni, 4 coal Santo S. Giovanni - tons 395.
7780 - 14.50 hours - coal 25 Milano, 5 Torino - 800 tons.
7794 - 17.15 " - 16 POZs + 1 Escort and 7 coal Santo S.G. Tons 442.
7802 - 20.35 " - 33 grain + 2 escorts Salisburgo - 845 Tons.
7806 - Time - Petrol 3 Torino, 7 Borgo S.Giovanni, 12 Milano C, 9 Milano S.G., 1 Cremona arr. Alens at 02.10 - 870 tons departed to Torino at 3.30 and Milano 4.05.
7808 - 22.55 " - 25 empty wagons required at Voghera, 5 petrol Piacenza - 340 tons.
7740 - 02.54 " - coal 24 Santo S. G., 3 Cengna, 1 Cornico, 1 Rogoredo, 1 empty Naples - 664 Tons.
7744 - 03.40 " - 4 petrol Torino, 14 Coal Torino, 2 Coal Asta, 4 Settimo, 5 perishables Torino - 640 Tons.
7750 - 05.24 " - Vehicles 30, Axles 60, tons 826 EXTRAS for Milano arrived ex Savona Nave with 9473.

9453 departed ex Vado Ligure on time with 30 wagons, 60 axles - 810 tons of petrol of which 5, Piacenza, 1 Borgo S. Giovanni, 1 Torino SM, 3 Torino Dora, 5 S. Benigno, 4 Milano Smistam, 9 Milano S. Cristoforo, 1 empty Rampiedarena.

POSITION OF ROLLING STOCK AND LOADING AT 17.00 HOURS - 20/3/43.

	REFRIG.	COVERED VENTILATED	OPEN	FLATS	POZ	POZ/Shorts	ARMOURED
Empty	25	368	2055	82	2	12	260
Loaded	-	29	94	5	2	-	-
Total	25	397	2149	87	4	12	260
Required	4	110	668	8	6	2	100
Surplus	21	287	1481	79	-	10	160
Shortage	-	-	-	-	2	-	-

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Morning Position for 21/8/45 continued.....

POSITION OF COACHING STOCK AS AT 17.00 HOURS - 20/8/45.

STATION	CARRIAGES First A	First Comp AB	Second B	Third C	TOTAL	General D	Post DU	TOTAL
Gen. Brignole	2	10	6	47	67	10	8	18
" Principe	2	3	3	13	21	6	3	9
Ronco				4	4	1		1
Voghera		1	1	9	11	3		3
Castellanza				4	4	1		1
Rivolta				1	1	1		1
Bressana		1	2	7	10	3		3
Bongiovanna						5		5
Novi				1	1			
Savona	1	4	6	17	28	9	3	12
Total	5	19	20	103	147	39	14	53
In transit			3	26	29	6		6
General Total	5	19	23	129	176	45	14	59

TRAINS RUN - 20th August 1945.

SECTION	PASSENGER Mili.	CIVILIAN Ordy	Spl	GOODS Mili.	CIVILIAN Ordy	Spl	TIMBER LOGS	MATERIAL & WORKMEN.
Alesso-Brignole	2	10			15			
Voghera - Brignole		8			4			
Acqui "		8			2			
Imperia PM - Brignole		13			8			
Gen. P.P. - Bogliasco		14						
Voghera - Bressana		10						
Voghera - Piacenza		4						
Biv. Tortona - Novi		12			2			
" " - Aless.		4					6	
Arona - Alessandria		4						
Savona - S. Giuseppe		12						
Ronco - S. Michele		5						
Managlia - La Spezia		2						
Local Shunts					19			

MILITARY RAILWAY SERVICE.

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Novi						5		5
Savona	1	4	6	1 17	1 28	9	3	12
Total	5	19	20	103	147	39	14	53
In transit			3	25	29	6		6
General Total	5	19	23	129	176	45	14	59

TRAINS RUN - 20th August 1945.

SECTION	PASSENGER Milit.	PASSENGER CIVILIAN Cvdy	PASSENGER Sel	GOODS Milit.	GOODS CIVILIAN Cvdy	GOODS Sel	TIMBER LOCOS	MATERIAL & WORKMEN.
Alessa-Brignole	2	10			15			
Voghera - Brignole		8			4			
Acqui "		8			2			
Imperia PM - Brignole		13			8			
Gen: P.P. - Bogliasco		14						
Voghera - Brescama		10						
Voghera - Piacenza		4						
Riv. Tortona - Novi		12			2			
" " - Alessa.		4					6	
Ovada - Alessandria		4						
Savona . S. Giuseppe		12						
Ventimiglia - La Spezia		2						
Local Shunts		19						

MILITARY RAILWAY SERVICES.
GENOVA. 21st August 1945.

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Declassified E.O. 12356 Section 3.3/NND No. 782021

TRANSLATED VERSION.

MORNING POSITION AS AT 07.00 HOURS ON 20th August 1945.

RUNNING OF PASSENGER TRAINS. - Regular with the following exceptions:-

Train 1407 departed from SAVONA with 95" delay for train 9427 and speed restrictions - arrived Brignole 108" late.
Train 1391 departed from Tortona with 49" late start - arrived at Brignole 32" late.
Train 11 ex Alessandria with 16" late start, 19" Russila signals, 10" Rivarolo for train 7793 and low voltage - arrived Brignole 60" late.

DISTRIBUTION OF ROLLING STOCK. - 3 trains of COVERED AUSTRIAN wagons arrived ex the North, 2 were despatched to S. LIBERATA and 1 stayed in the Depot at SAMPIERDARENA because S. LIBERATA and S. BENIGNO were not in a position to accomodate these wagons. Of the trains of EMPTY wagons which arrived , only two were sent to the Port, 1 kept at PONTEDECIMO, the others at ARQUATA Depot. A train of NATIONAL CLOSED wagons and one of OPENS were despatched to VOGHERA.

Train No.7777 arrived at SAMPIERDARENA with 16 FOZs of Armoured tanks, and was sent to S. BENIGNO for offloading. The second train of armoured tanks was late and left Alessandria with train 7795 bor at about 05.00 hours.

15 trips were despatched ex S. BENIGNO to SAMPIERDARENA and 1 via S. LIBERATA for a total of 298 wagons, the majority of which was coal traffic.

Ex S. LIBERATA only 7 local loadings were despatched of which 6 MEAT for VARESE , BORGARO and PAVIA.

The following train were run to the North-
9554/7768 at 9.55 - 23 Torino, 1 Ivrea, 1 Trofarello, 2 Aosta various goods - 750 tons.
7774 at 12.05 - 11 Milano, 13 Torino, 1 Avigliano, 3 Aosta, 3 Castell. 1 Alba 1 Crocne, 1 Alessandria - various goods - 900 Tons.
7780 at 14.40 - 17 FOZ empty SESTO S. GIOVANNI, 3 Bologna - 380 Tons.
9572/7790 at 14.40 - 30 coal Sesto S. Giovanni - 670 Tons.
7794 - at 17.50 - 7 Aosta, 10 Settimo T., 22 Torino coal - 895 Tons.
9576/7798 at 17.30 - 25 transit Milano - coal and cement - 780 tons.
7804 at 21.55 - 27 transit Milano, 9 Omegna coal - 890 Tons.
7806 at 22.45 - 20 transit Torino, 11 transit Milano - coal - 700 Tons.
7740 at 02.40 - 7 Torino, 4 Omegna, 20 transit Milano - coal - 740 Tons.
7744 at 03.40 - 9 Milano Fruit and Meat, 2 Asti, 12 Torino, 11 Aosta coal - 850 Tons.

POSITION OF ROLLING STOCK FOR LOADING AS AT 17.00HRS- 19/8/45.

	MERCI.	COVERED HIGH SIDED	FLATS	FOZ	Carts	AUSTRIAN.
Loaded	-	32	127	2	3	-	-
Empty	27	462	1745	73	-	10	260
Total	27	494	1872	75	3	10	260
Required	2	194	585	4	4	-	100

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kept at POMEZIA, [illegible] were despatched to VENTIMIA.
NATIONAL CLOSED wagons and one of OPEN were despatched to VENTIMIA.

Train No.7777 arrived at SANPIERDARENA with 16 POWs of Armoured trains, and was sent to S. BENIGNO for offloading. The second train of armoured tanks was late and left Alessandria with train 7799 ter at about 05.00 hours.

15 trips were despatched ex S. BENIGNO to SANPIERDARENA and 1 via S. LIMBANIA for a total of 298 wagons, the majority of which was coal traffic.

Ex S. LIMBANIA only 7 local loadings were despatched of which 6 NEAT for VARESE , SONDRIO and PAVIA.

The following train were run to the North:-
9554/7768 at 9.55 - 29 Torino, 1 Ivrea, 1 Trofarello, 2 Aosta various goods - 750 tons.
7774 at 12.05 - 11 Milano, 13 Torino, 1 Avigliano, 3 Aosta, 3 Castelli. 1 Alba 1 Orcane, 1 Alessandria - various goods - 900 Tons.
7780 at 14.40 - 17 POW empty SESTO SI GIOVANNI, 1 Bologna - 380 Tons.
9572/7790 at 14.40 - 30 coal Susto S. Giovanni - 670 Tons.
7794 - at 17.50 - 7 Aosta, 16 Settimo T., 22 Torino coal - 895 Tons.
9578/7798 at 17.30 - 35 transit Milano - coal and cement - 780 tons.
7804 at 21.55 - 27 transit Milano, 5 Omegna coal - 830 Tons.
7806 at 22.45 - 20 transit Torino, 11 transit Milano - coal - 700 Tons.
7740 at 02.40 - 7 Torino, 4 Omegna, 20 transit Milano - coal - 740 Tons.
7744 at 03.40 - 9 Milano fruit and Meat, 2 Asti, 12 Torino, 11 Aosta coal - 850 Tons.

POSITION OF ROLLING STOCK FOR LOADING AS AT 17.00HRS- 12/8/45.

	BEPRIS.	COVERED	FLAT STOCK	FLATS FOR 30T/Shorts	30T/Shorts	AUSTRIAN.
Loaded	-	52	127	2	3	-	-
Empty	27	462	1745	73	-	10	260
Total	27	494	1872	75	3	10	260
Required	2	194	505	4	4	-	100
Surplus	25	300	1207	71	-	-	160
Shorts o	-	-	-	-	1	500-	-

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POSITION OF COACHING STOCK AS AT 17.00 HOURS - 19th August 1945.

	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	General Post D	Post DU	TOTAL
Gen. Brignole	1	10	5	50	66	24	7	31
Gen. Principe	3	6	3	18	30	7	3	10
Ronco		2	2	4	8	1		1
Voghera		1	1	9	11	3		3
Castellazzo				4	4	1		1
Rivalta				1	1	1		1
Tortona		2	1	7	10	2		2
Bressanone						5		5
Sampierdarena				1	1			
Novi		1	4	10	15	3	2	5
Savona		1	1	6	8	4		4
Ovada								
Total	4	23	17	110	154	51	12	63
In Transit			3	26	29	6		6
General Total	4	23	XX 20	XM 136	XM 183	57	12	69

TRAINS RUN : 19th August 1945.

SECTION	PASSENGER Milit.	CIVILIAN Ordy	Spl	GOODS Milit.	CIVILIAN Ordy	Spl	LIGHT LOCOS	MATERIAL & WORKMEN.
Alass.- S. Brignole	2	10			19		2	
Voghera - "		8			7			
Acqui - "		6			3		1	
Imperia IM - "		12			11		1	
Gen. Principe-Sogliasco		14						
Voghara - Bressanna		10						
" - Piacenza		4						5
Piv. Tortona - Novi		12						
" " - Alass.		4						
Ovada - Alessandria		4						
Savona - S. Giuseppe		8						
Ronco - S. Michele P.		6						
Moneglia - La Spezia		2						
Local Chants					31			

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Sampierdarena			1	1			
Novi	1	4	10	15	3	2	5
Savona	1	1	5	8	4		4
Ovada							
Total	4	23	17	110	154	51	12	63
In Transit			3	26	29	6		6
General Total	4	23	XX 20	XXX 136	XXX 183	57	12	69

TRAINS RUN : 19th August 1945.

SECTION	PASSENGER Milit.	PASSENGER CIVILIAN Cmdy Spl	GOODS Milit.	GOODS CIVILIAN Cmdy Spl	LIGHT LOCOS	MATERIAL & WORKMEN.
Alessa.- G. Brignole	2	10		10	2	
Voghera - "		8		7		
Acqui - "		6		3	1	
Imperia EM - "		12		11	1	
Gen. Principe-Voghera		14				
Voghera - Brescana		10				
" - Piacenza		4				6
Div. Tortona - Novi		12				
" " - Alessa.		4				
Ovada - Alessandria		4				
Savona - S. Giuseppe		8				
Rocco - S. Michele F.		6				
Monaglia - La Spezia		2				
Local Shunts						

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MILITARY RAILWAY SERVICES,
GENOVA. 20th August 1945.

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A/C.

TRANSLATED VERSION.

MOVING POSITION AS AT 07.00 HOURS - 14th August 1943.

MOVING OF PASSENGER TRAINS. - Regular with the following exceptions:-
3311 arrived 20" late - 18" at Isola preceding Colle.
11 " 20" " - 14" ex Alessandria.
11 Ger " 150" " - 130" " " 8" Novi - 12" Arquata, 7" Ventax.
1395 " 44" " - 16" ex Voghera-32" Arquata for train 11 Ger.
5 " 37" " - 5" ex Aless., 19" Isola for 175, 7" at Ventax.
175 " 34" " - 41" ex Voghera.
175 bis " 16" " - 18" " "
2817 " 110" " - 96" ex Alessandria.

RE-DIRECTION OF REQUIRED TRAINS. - From the North, 5 trains at 20.22 hours arrived - 2 stopped at ARQUATA, 2 went to VENTIMIA and 1 to Sampierdarena. 80 of the vans were taken from ARQUATA and placed at S. LIBERATA where 160 trucks (total) were stopped.

From YARD petrol train No.9463 was despatched, departing at 17.38 hours with a 34 minute delay awaiting 38 oiltanks ex MILANO - YARD zone with wagon announced GOC, which left at 18.35 hours with 18 wagons for MILANO and 3 Torino GS.

Trains 7305 and 7210 were run for the purpose of conveying the rail ex S. MARTINO. From SAVONA train 9477 was run conveying 9 MILANO 1 TORINO Smith, and proceeded with 7146 completed with other traffic.

The remaining 4 wagons of petrol from YARD to VENTIMIA were forwarded per train 7812 already scheduled for the conveyance of grain to Nice but used for the forwarding of coal for MILANO as the Military escort was not available.

For the conveyance of grain to Nice, train 7740 was run. From S. BENIGNO to Sampierdarena trips were effected to clear the traffic ex the port. The following trains were run for the conveyance of this traffic:-

7760 - Left at 3.47 with 56" late start - Coal 21 MILANO, 11 Torino, total of 32 wagons - 860 tons.
7760 - Left at 13.50 with 45" late start - Coal 13 various and 15 POZ , total wagons 28 - 840 tons.
9582/7302 - Left at 19.50 hours with 50" delay - various 14 MILANO 15 TORINO, Total wagons 29 - 729 Tons.
7306 left at 21.40 on time with 34 petrol for MILANO - 870 Tons.
7810 left at 23.19 with 29" late start - 24 to Milano, 12 Torino Petrol - 870 Tons.
7812 left at 0.30 hours with 65" delay - 26 coal for Milano - 4 wagons Petrol Ventimia - 880 Tons.
7740 left at 03.40 hours with 79" delay - 16 grain plus 1 escort for Nice, 15 Torino, 2 Milano, 1 Novi Coal - 883 Tons.
7745 left at 04.20 hours with 57" delay - 24 Milano, 2 Turino, various - 806 Tons.

With train 1174 Ms, 3 locomotives were sent to ARQUATA with 3 crews of personnel (train crews) to work trains 3677 - 8679 - 8683 of coal.

The 102s of armoured units arrived with train 7751 and were offloaded

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hours with a 3½ minute delay meeting 33 wagons for MILANO - 990 tons with trucks Unannounced 90T, which left at 16.35 hours with 18 wagons for MILANO and 3 for Turino 3M.

Trains 7805 and 7810 were run for the purpose of conveying the POL ex S. MARTINO. Train 7805 with 9477 was run conveying 9 MILANO 1 TORINO fuel, and proceeded with 7746 completed with other traffic.

The remaining 4 wagons of petrol drums from 7780 to MILANO were forwarded per train 7812 already mobecalled for the conveyance of grain to LECCE but used for the forwarding of coal for MILANO as the Military escort was not available.

For the conveyance of grain to LECCE, train 7740 was run. From S. ANDRIANO to Ospedaletto trips were effected to clear the traffic at the ports. The following trains were run for the conveyance of this traffic:-

7750 - left at 9.42 with 56" late start - Coal 21 MILANO, 11 Torino, total of 32 wagons - 960 tons.
7780 - left at 1?.50 with 45" late start - Coal 13 various and 15 POL , total wagons 28 - 600 tons.
9502/7502 - left at 19.50 hours with 58" delay - various 14 MILANO 15 TORINO, Total wagons 29 - 729 Tons.
7806 left at 21.40 on time with 34 petrol for MILANO - 870 Tons.
7810 left at 23.15 with 23" late start - 24 to Milano, 12 Torino Petrol - 870 Tons.
7812 left at 0.20 hours with 65" delay - 26 coal for Milano - 4 wagons Petrol Fiorenza - 880 Tons.
7740 left at 01.00 hours with 79" delay - 16 grain plus 1 escort for LECCE, 15 Torino, 2 Milano, 1 Novi Coal - 822 Tons.
7746 left at 04.20 hours with 57" delay - 24 Milano, 2 Torino, various - 866 Tons.

With train 1174 Mz, 3 locomotives were sent to ACQUI with 3 gangs of personnel (train crews) to work trains 3677 - 8679 - 8683 of coal.

The POWs of armoured tanks arrived with train 7791 and were offloaded at S. Benigno.

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Morning Position for 19th August 1945 continued...

POSITION OF ROLLING STOCK FOR LOADING AS AT 17.00 HRS - 19/8/45.

METRIC. COVERED HIGH SIDED FLATS 10T POC/Short AUSTRIAN.

Loaded	-	51	208	-	2	1	-
Empty	39	336	1413	71	2	1	214
Total	39	387	1621	71	4	2	214
Required	15	169	341	1	2	-	100
Surplus	24	218	1280	70	2	-	114
Shortage	-	-	-	-	-	-	-

POSITION OF LOADING STOCK AS AT 17.00 HOURS - 18th August 1945.

STATION	CARRIAGES First	Comps	Second	Third	TOTAL	BAGGAGE VANS General	Post	TOTAL
	A	AB	B	C		D	PO	
Gen. Brignole	2	13	5	52	72	15	8	23
Gen. Principe	3	6	3	15	27	6	3	9
Ponce				4	4	1		1
Voghera		1	1	8	10	3		3
Genbolinano				4	4	1		1
Rivalta				1	1	1		1
Bressana		1		9	10	3		3
Sampierdarena						5		5
Novi				1	1			
Savona		1	4	10	15	3	2	5
Total	5	22	13	104	144	32	13	51
In Transit			3	26	29	6		6
Gross Total	5	22	16	130	173	44	13	57

TRAINS NOW - 19th August 1945.

REGION	PASSENGER Milit.	CIVILIAN Only Spl	GOODS Milit.	CIVILIAN Only Spl	LIGHT LOCOS	MARSHAL & YARDMEN
Alessa.-Brignole	2	10		17		2
Voghera - Brignole		6		8		
Acqui - Brignole		8		2		
Imperia Pi - Brignole		12		16		

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Shortage - - - - - - -

POSITION OF COACHING STOCK AS AT 17.00 HOURS - 18th August 1943.

STATION	CARRIAGES First A	First Comp AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Gen. Brignole	2	13	5	52	72	15	8	23
Gen. Principe	3	6	3	15	27	6	3	9
Roma				4	4	1		1
Voghera		1	1	8	10	3		3
Castellazzo				4	4	1		1
Alvalta				1	1	1		1
Breschia		1		9	10	3		3
Sampierdarena						6		6
Novi				1	1			
Pavona		1	4	10	15	3	2	5
Total	5	22	13	104	144	38	13	51
In Transit			3	26	29	6		6
Gross Total	5	22	16	130	173	44	13	57

TRAINS RUN - 18th August 1943.

SECTION	PASSENGER Milit.	CIVILIAN Ordy	Spl	GOODS Milit.	CIVILIAN Ordy	Spl	LIGHT ENGS	MATERIAL & MISCEL
Alessa.-Brignole	2	10			17			2
Voghera - Brignole		8			8			
Acqui - Brignole		8			2			
Imperia PM - Brignole		12			16			
Gen.Principe-Voghera		14						
Voghera - Brescia		10						
" - Pinarolo		4						
Bsv.Tortona - Novi		12						6
" " - Alessandria		4						
Ovada - Alessandria		6						
Savona - S. Giuseppe		12						
Rocco - S. Michele Pagana		8						
Moneglia - La Spezia		2						
Local Genoa					23			

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MILITARY RAILWAY SERVICES,
GENOVA. 19th August 1943.

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ANNEXURE "B"

34/43

MILITARY RAILWAY SERVICES - GENOVA COMPARTIMENTO.

NUMBER OF TRAINS RUN W/E. 18th AUGUST 1945.

COMPARTIMENTO OF GENOVA.

SECTION	PASSENGER Milit.	PASSENGER CIVILIAN Ordy	PASSENGER CIVILIAN Spl	GOODS Milit.	GOODS CIVILIAN Ordy	GOODS CIVILIAN Spl	LIGHT LOCOS	MATERIAL & WORKMEN
Gen.Brignole-Aless.	14	72		1	100		9	12
Gen.Brignole-Novi								
Gen.Brignole-Voghera		58			41		3	
Gen.Brignole-Acqui		86			20		1	
Gen.Brignole-Bogliasco		98			10			
Gen.Brignole-Imperia		84		4	79		2	
Voghera-Bressana (1)		70						
Voghera-Piacenza		34						
Novi L - Biv.Tortona		28						
Aless.- Biv.Tortona		84						24
Savona-S.Giuseppe (2)		84						
Ovada - Castellazzo		24						
Moneglia-La Spezia		14						
Recco - S. Michele		36						
Aless-Arquata-Voghera					2			
Local Trains					158			
TOTALS	14	746		5	413		14	36

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Gen.Brignole-Voghera	38			21		2	
Gen.Brignole-Acqui	56			20		1	
Gen.Brignole-Voghera	98			10			
Gen.Brignole-Imperia	54		A	14		2	
Voghera-Bressana (1)	70						
Voghera-Piacenza	34						
Novi L - Biv.Tortona	28						
Aless.- Biv.Tortona	54						2A
Savona-S.Giuseppe (2)	84						
Ovada - Castellazzo	28						
Monaglia-La Spezia	14						
Recco - S. Michele	38						
Aless-Arquata-Voghera				3			
Local Trains				168			
TOTALS	14	796	5	911	14	36	

(1) Transhipping at the PO.

(2) Transhipping at SANTUARIO.

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Declassified E.O. 12356 Section 3.3/NND No. 780021

TRANSLATED VERSION

MOVEMENTS POSITION AS 0750 HRS ON 17TH AUGUST1945

ANNORMALITIES. NIL

SERIOUS DELAYED TRAINS On the most important delays due to passenger service and speed restrictions.Regular the running of the trains for the other lines. We note only the following delays:

3311 -7"et Ronco waiting section; 21" at Rivalta for TV14 arrived at Brignole with 33"

11 -with11" ex Alessandria- 7" at Isola for 1301- arrived with 25"

11bis(railcar U.N.), 13" at Mignanego for crossing 7772-arrived at Brignole with 19".

5 with 8" ex Alessandria; 10at Novi for offloading arrived with 39"

DISTRIBUTION OF EMPTY ROLLING STOCK. Two of the trains of empties ex North have been diverted to Voghera for distributionrequirements; the others have been despatched to the ports to ensure the load for two days. During the night a train of covered wagons has been despatched to Genoa. On the 17th two Austrian trains have arrived and they have been charged one at S.Lichenin and the other at Ampieldarena Forni.

MOVEMENT OF LOADED TRAFFIC. Vado Ligure has despatched train N.9463 with 10 cisterns petrol comm E45 proceeded with7606.

Ex Savonahas been despatched N.9471 with 41 wagons to clear the loaded traffic of Savona area. S.Benigno has despatched 15 trips for a complex of 251 wagons despatched with special trains.

Ampieldarena has despatched to the North the following trains:

7756 with 23 Milano and 9 Torino tons. 780 coal

7772 with 22 Milano and 10 Torino Alessandria,1 Asti tons9008. coal

7794 with 15 empty F.V.S. Sesto S.Giovanni;4 Milano coal tonns.400

7806 with 17 petrol Milano,Torino,tons.560 departed ex Ampieldarena on time (21,40) arrived at Alessandria at 1,55 departed for MILANO at 02.00 hours and for TORINO at 02.40 hours.

7810 with 28 wagons - 711 tons coal for MILANO District.

7750 with 26 coal and 4 various - tonnage 800 - MILANO.

Ex Genova BRIGNOLE.

9590 Dis/7736 with 32 coal - tons 890 for Milano and beyond.

TV.14A Dis/7758 with 21 grain to TORINO, 11 perishables Milano 890 tons.

Train 7791 conveying a load of ARMOURED tanks has arrived and was placed at the "MEGANTIC" Quay for offloading.

TRAINS RUN - 17th August 1945.

SECTION.	PASSENGER with CIVILIAN Only	PASSENGER with Mili.	GOODS CIVILIAN Only	GOODS Mili.	LIGHT Coal	LIGHT LOCOS	MATERIAL & ENGINES
Aless - Brignole	2	10	1	17		1	2
Voghera - Brignole		8		4			
Acqui - Brignole		8		6		1	
Imperia PM. - Brignole		12	1	16			
Gen.Principe-Ventimiglia		14		2			
Voghera - Arquata		10					
Voghera - Piacenza		4					
Div. Tortona-Novi L.		12					6
Div.Tortona-Alessandria		4					
Ovada - Alessandria		4					
Savona - S. Giuseppe		12					
Acqui - S. Michele P.		6					

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MOVEMENT OF LOADED TRAFFIC. Vado Ligure has despatched train n.9403 with 10 cisterns petrol tonn 245 proceeded with 7806.

Ex Savona has been despatched E.9473 with 41 wagons to clear the loaded traffic of Savona Lare. S.Benigno has despatched 15 trips for a complex of 253 wagons despatched with special trains.

Sampierdarena has despatched to the North the following trains:
7756 with 23 Milano and 9 Torino tonn. 780 coal
7772 with 22 Milano and 10 Torino Alessandria, 1 Asti tonn900. coal
7794 with 15 empty F.C.S. Sesto S.Giovanni; 4 Milano coal tonns.400
7806 with 17 petrol Milano, Torino, tonns.500 departed ex Sampierdarena on time (21,46) arrived at Alessandria at 1,55 departed for MILANO at 02.00 hours and for TORINO at 02.40 hours.
7810 with 28 wagons - 711 tons coal for MILANO District.
7750 with 26 coal and 4 various - tonnage 800 - MILANO.

Ex Genova BRIGNOLE.
9590 Bis/7736 with 32 coal - tons 890 for Milano and beyond.
TV.14A Bis/7758 with 21 grain to TORINO, 11 perishables Milano 890 tons.
Train 7/91 conveying A load of ARMOURED tanks has arrived and was placed at the "MOGADISCIO" Quay for offloading.

TRAINS RUN - 17th August 1942.

SECTION.	PASSENGER Milit.	PASSENGER CIVILIAN Ordy Spl	GOODS Milit.	GOODS CIVILIAN Ordy Spl	LIGHT LOCOS	MATERIAL & OTHERS
Alessa - Brignole	2	10	1	17	1	2
Voghera - Brignole		8		4		
Acqui - Brignole		8		6	1	
Imperia PM. - Brignole		12	1	16		
Gen.Principe-Bogliasco		14		2		
Voghera - Brescanna		10				
Voghera - Piacenza		4				6
Biv. Tortona-Novi L.		12				
Biv.Tortona-Alessandria		4				
Ovada - Alessandria		46				
Savona - S. Giuseppe		12				
Rocco - S. Michele P.		6				
Monaglia - La Spezia		2				
Local Shunts				31		

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Morning Position for 18th August 1942 continued...

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HRS - 17/8/43.

	REPRIG.	COVERED	HIGH SIDED	FLATS	POX	POX/Shorts	COVERED AMERICAN.
Loaded	10	17	77	3			
Empty	28	369	1290	74	2	4	171
Total	39	386	1367	77	2	4	171
Required	4	316	496	3	4	-	100
Surplus	34	70	871	74	-	4	71
Shortage	-	-	-	-	2	-	-

POSITION OF LOADING STOCK AS AT 1700 HOURS ON 17th Aug 1943.

STATION	PASSENGER CARRIAGES First A	First Composite AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DP	TOTAL
Sch. Brignole	1	11	9	51	72	19	6	25
Gen. Principe	3	6	3	15	27	6	3	9
Ronco				4	4	1		1
Voghera		1	1	9	11	3		3
Castellazzo				4	4	1		1
Tortona				1	1	1		1
Piacenza		2	1	7	10	2		2
Marghereteria						9		9
Novi				1	1			
Savona	1	2	-	12	15	1	3	4
Total	5	22	14	104	145	43	12	55
In transit			3	26	29	6		6
Gross Total	5	22	17	130	174	49	12	61

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Required	4	316	496	3	4	-	100
Surplus	34	70	871	74	-	4	71
Shortage	-	-	-	-	2	-	-

POSITION OF COACHING STOCK AS AT 1700 HOURS ON 17th AUG 1943.

STATION	PASSENGER CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS Composite D	Post DP	TOTAL
Gen. Briggle	1	11	9	51	72	19	6	25
Gen. Principe	3	6	3	15	27	6	3	9
Sonce				4	4	1		1
Voghera		1	1	9	11	3		3
Castellazzo				4	4	1		1
Rivalta				1	1	1		1
Brescana		2	1	7	10	2		2
Rampicalzarena						9		9
Novi				1	1			
Savona	1	2	-	12	15	1	3	4
Total	5	22	14	104	145	43	12	55
In transit			3	25	29	6		6
Gross Total	5	22	17	129	174	49	12	61

MILITARY RAILWAY SERVICES,
GENOVA. 18th August 1943.

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a.c.

TRANSLATED VERSION.

MOVING CONTROL AS AT 07.00 HOURS - 17th August 1945.

MOVING OF PASSENGER TRAINS. - Regular except the following:-

Train EV 1175 arrived Avignon 25" late - 18" at VINE attaching travelling workshop and crossing 3186.
Train 11 arrived Avignon 54" late - 43" lost previous to departure ex Alexandria.

DISPOSITION OF ROLLING STOCK. - Advised ex Forth that 5 trains of empty CISTERNE and 1 train of COVERED will be sent to S. LIBERATA for the use of S. BENIGNO.
Train 7791 arrived ex TORINO with 15 BOX loaded with armoured tanks, placed at S. BENIGNO for offloading.
S. BENIGNO despatched 16 trips via [illegible]-and 3 via S. LIBERATA with a total of 363 wagons of which 94 grain, 3 escorts and 8 petrol.
S. LIBERATA despatched 3 trains ex S. BENIGNO with 93 Iron Ore, and a train with 13 local traffic of which 9 perishable.
Ex VADO, train 9463 despatched with 34 petrol left with 60" late start waiting wagons from junction in two loads and shunting.
Ex SAVONA, trains 9469 - 9475 - 9479 and 9625 with perishables were despatched for destinations beyond [illegible] at SAVONA-GENOA. The perishables were loaded at Savona Piers. Also 7 wagons of perishables ex the West.
The following trains ex [illegible] were despatched to the North:-

7768 left at 10.30 with 26 coal Milano District, 8 Iron Ore SPINETTA with a total tonnage of 872 tons.
7776 left at 13.12 with 29, SPINETTA, 4 IVREA - Iron Ore - 747 tons.
7780 " " 14.45 (+100) detaching 2205047 of grain SALLUSSOLO due to broken coupling, departed with 17 grain, 1 escort [illegible] Tons.
7782 left 14.10 with 31 Iron Ore for SPINETTA - 722 Tons.
7802 " 20.10 with 26 NOVARA, 5 Torino of Iron Ore - 769 Tons.
7806 " Ex Time with 2 Livorno, 8 Torino, 1 Novara, 1 Lucca, 4 Brescia, 12 Milano Petrol - 8[illegible] Tons.
7812 left 23.25 (+10) with 32 -wagons,64 axles - 810 tons grain LENTZ)
7812Bis " 23.40 (+25) " 8 " 18 " - 290 " " ")
The latter two trains ran separately as far as BORGO where they were marshalled together.
7732 left 2400 with 31 Iron Ore Torino Stura - 750 Tons.
7740 " 02.25 " 15 Milano District various goods - 800 Tons.
7744 " 03.15 " 17 Iron Ore Spinetta, 8 Iron Ore, 10 Flour Torino Tonnage 900 Tons.
7790 left at 05.35 with 4 Alessandria, 1 Asti, 21 Trofarello, 7 Torino, 13 Milano FLOUR - Tons 700.
7732 left at 06.05 with 3 Milano, 24 Torino FLOUR - 860 Tons.

TRAINS RUN - 16th August 1945.

SECTIONS.	PASSENGER Mils. CIVILIAN Cmds. Spl	MIXED Mils. CIVILIAN. Cmds. Spl	MILITARY & LIGHT & LOCAL Workers.

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Dx V.30, train 9463 despatched with 34 petrol left with 60" late start waiting wagons from function in two loads and shunting.
Dx SAVONA, trains 9459 - 9475 - 9479 and 9425 with perishables were despatched for destinations beyond NOVI. [illegible] The perishables were loaded at Savona Zona. Also 7 wagons of perishables ex the West.
The following trains ex SAMPIERDARENA were despatched to the North:-

7768 left at 10.30 with 26 coal Milano District, 8 Iron Ore SPINETTA with a total tonnage of 872 tons.
7776 left at 13.12 with 29, SPINETTA, 4 IVREA - Iron Ore - 747 tons.
7780 " " 14.45 (+100) detaching 2205047 of grain SALUZZO due to broken coupling, departed with 17 grain, 1 escort [illegible]-456 Tons.
7782 left 14.10 with 31 Iron Ore for SPINETTA - 722 Tons.
7802 " 20.10 with 26 NOVARA, 5 Torino of Iron Ore - 789 Tons.
7806 " On Time with 2 Vincenza, 8 Torino, 1 Novara, 1 Lecco, 4 Brescia, 16 Milano Petrol - 38 Tons.
7812 left 23.25 (+10) with 32 wagons, 64 axles - 810 tons grain LUCCA)
7812bis " 23.40 (+25) " 9 " 16 " - 200 " " " ")
The latter two trains ran separately as far as ROMA where they were marshalled together.
7732 left 2400 with 31 Iron Ore Torino Sturo - 790 Tons.
7740 " 02.25 " 35 Milano District various goods - 880 Tons.
7744 " 03.45 " 17 Iron Ore Spinetta, 8 Iron Ore, 16 Flour Torino Tonnage 900 Tons.
7750 left at 05.35 with 4 Alessandria, 1 Asti, 21 Trofarello, 7 Torino, 13 Milano FLOUR - Tons 790.
7752 left at 06.05 with 8 Milano, 24 Torino FLOUR - 860 Tons.

TRAINS RUN - 16th August 1945.

SECTIONS.	PASSENGER Milit.	CIVILIAN Ordy.	Spl	GOODS Milit.	CIVILIAN Ordy.	Spl	LIGHT LOCOS	MATERIAL & Prisons.
Alass.-Brignole	2	10		1	21		2	2
Vaghera - Brignole		8			6			
Acqui - Brignole		9			4			
Imperia PM - Brignole		12		1	12			
Gen. Principe-Voghera		14			2		5673	
Voghera - Arquata		12						
Voghera - Piacenza		6						
Bivio Tortona - Novi		12						6
" " - Alass.		4						
Ovada - Alessandria		4						
Savona - S. Giuseppe		12						
Ventimiglia - S. Michele P.		6						
Monaglia - La Spezia		2						
Local Shunts					37			

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ROLLING POSITION for 17th August 1945 continued...

POSITION OF COACHING STOCK AS AT 17.00 HOURS - 16th AUG 1945.

STATIONS.	PASSENGER First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS. General D	Post EU	TOTAL
Gen. BRIGNOLE	2	12	8	53	75	24	10	34
" PRINCIPE	2	6	2	15	25	4	2	6
Ronco				4	4	1		1
Voghera		1	1	9	11	3		3
Castellazzo				4	4	1		1
Rivalta				1	1	1		1
Broccanin		1		9	10	3		3
Scapiardazzo						8		8
Novi				1	1			
Savona		1	4	10	15	3	2	5
Total	4	21	15	106	146	49	14	62
In transit			3	26	29	6		6
General Total	4	21	18	132	175	54	14	68

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS - 16th AUG 1945.

	REEFER	COVERED HIGH SIDED	FLATS	POZ/Short	AUSTRIAN.		
Loaded	10	39	118	2	1	-	-
Empty	29	412	1307	67	1	4	132
Total	39	451	1425	69	2	4	132
Required	4	297	532	4	6		100
Surplus	35	154	893	65	-	4	32
Shortage	-	-	-	-	4	-	-

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Rivalta				1	1	1		1
Bonassola		1		9	10	3		3
Sampierdarena						8		8
Novi				1	1			
Savona		1	4	10	15	3	2	5
Total	4	21	15	105	145	48	14	62
In transit	)		3	26	29	6		6
General Total	4	21	18	132	175	54	14	68

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS - 16th Aug 1945.

RETRO COVERED HIGH SIDED FLATS ICE POT/Short AUSTRIAN.

Loaded	10	32	115	2	1	-	-
Empty	29	412	1307	67	1	4	152
Total	39	451	1425	69	2	4	152
Required	4	297	532	4	6		100
Surplus	35	154	893	63	-	4	52
Shortage	-	-	-	-	4	-	-

MILITARY RAILWAY SERVICE,
G.HQ. 17th August 1945.

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A. C

TRANSLATED VERSION.

MOVING POSITION AT 07.00 HOURS - 15th August 1945.

MOVING OF PASSENGER TRAINS. - N. nil with the following exceptions:-

Train 1051 arrived 15" late - 15" ex Alessandria.
" 1395 " 33" " - 5" ex Voghera and 41" at Ronco due to H.9 points at Isola being defective.

DISTRIBUTION OF EMPTIES INTO S. - 150 HIGH SIDES were sent to S.BENIGNO and 30 OPENS to S. LIBURNIA for use of by S. BENIGNO. Trains of EMPTY OPENS are staged at CASTELNUOVA - SPEZIA - GAVIRATE and ARQUATA. Requirements of S. BENIGNO and locally were met.

The transport of POL was not affected from VADO or S. BENIGNO. The S. BENIGNO trips were affected on time to CASTELNUOVA as and when loads were ready. The loads consisted of COAL, IRON ORE, PHOSPHATES and GRAIN. Of the latter there were 4 32 wagons and 3 escorts for SALIBERGO despatched with 7760 and 33 wagons and 2 oilers wagons for LIVIZ despatched with 7806.

To clear the lines of "CASTELNUOVA" and to clear S. BENIGNO two trips have been made via S. LIBURNIA - One of 26 wagons coal for Voghera and one of 29 wagons of IRON ORE for MOLENDANO. Proceeded on Genova DIRIGOLE.

Ex S. LIBURNIA - 4 wagons EGGS - Torino and 2 IVECO - other wagons local package.

The following despatches were made ex CASTELNUOVA :-

7730 departed at 13.55 hours - 32 G.train, 1 escorts for SALIBERGO-307 Ton
7772 - 17 wagons Coal to S. NOVO completed with 20 for repatrn VOGHERA.
Unscheduled - 28 wagons coal RIVAROLO.
6960 - 15 wagons Coal for SAVONA, completed with loads for Depot SAVONA.
2538R/7804 - 26 wagons coal for VOGHERA completed with other loaded trains
7806 - 33 G.train - 2 Escorts for LIVIZ - Tons 871 - left 22.25 hours.
7738 - 14 Iron Ore ROSARO LOMBARDO - 11 perishables MILANO - 2 Motorcars
LIVORNO - 3 HAULED - 2 MONTECATTINO - Tons 860 - left at 01.22 hours.
C894/7748 - 27 wagons Iron Ore and phosphates - transit MILANO-810 Tons.
7752 - 29 wagons Iron Ore and phosphates - Transit MILANO-740 Tons.
7754 Rly/7754 - 22 wagons - Tons 700 of which 9 various transit MILANO-
17 Flour ROMANO - 5 Flour IVECO - all ex ravenna - Tons 700.

The Official at S. BENIGNO complains re the excessive delay in the furnishing of documents for loaded traffic by the various forwarding agents interested.

Loads already marshalled xxx, the wagons of which have been weighed yesterday afternoon are still awaiting the documents. This causes congestion in the yards and delays in despatch of traffic.

POSITION OF ROLLING STOCK - AT 17.00 HOURS - 15th Aug 1945.

STATION.	WARRANTS First	Second	Third	TOTAL	BRAKE VANS. General	Cat	TOTAL
	A	AB	B	C	D	DD	
							23

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To clear the lines of "GOOD ENGLISH" and to clear [illegible] traffic have been made via S. LUCIANIA - One of 26 wagons Coal for Voghera and one of 29 wagons of IRON ORE for MILANO. Processed ex Genova MARITTIMA.

Ex S. LUCIANIA - 4 wagons FLOUR - Torino and 2 IVREA - other wagons local produce.

The following despatches were made ex SAMPIERDARENA :-

7780 despatched at 13.55 hours - 32 Grain, 3 escorts for MILANO-SMC The 7772 - 17 wagons Coal to S. NOVO completed with 20 for repairs VOGHERA. Unmanned - 28 wagons coal RIVAROLO.
6260 - 15 wagons Coal for SAVONA, completed with loads for Beyond SAVONA.
9582R/7804 - 26 wagons coal for VOGHERA completed with other loaded traffic
7806 - 13 Grain - 2 Escorts for LUCCA - Tons 871 - left 22.25 hours.
7738 - 14 Iron Ore ROMANO LOMBARDO - 14 perishables MILANO - 2 Motorcars
LIVORNO - 3 BALES - 2 MONTEBOVINO - Tons 850 - left at 01.22 hours.
9594/7742 - 29 wagons Iron Ore and phosphates - transit MILANO-810 Tons.
7752 - 29 wagons Iron Ore and phosphates - Transit MILANO-740 Tons.
7754 Rio/7754 - 22 wagons - Tons 700 of which 5 various transit MILANO-
17 Flour TORINO - 5 Flour IVREA - all ex Savona - Tons 700.

The official at S. BENIGNO complains re the excessive delay in the furnishing of documents for loaded traffic by the various forwarding agents interested.

Loads already marshalled and, the wagons of which have been were weighed yesterday afternoon are still awaiting the documents. This causes congestion in the yards and delays in despatch of traffic.

-vTv-

POSITION OF GOODS STOCK - AT 17.00 HOURS - 15th Apr 1945.

STATION.	CARRIAGES Tyred A	Second AB	Second B	Third C	TOTAL	BAGGAGE VANS. General D	Post ED	TOTAL
Gen. Brignole		6	6	45	51	19	4	23
Gen. Principe	2	3	1	15	23	4	2	6
Sonce				3	3	1		1
Voghera		1	1	9	11	3		3
Castellazzo				4	4	1		1
Rivalta				1	1	1		1
Ronsecca		2	1	7	10	1		2
Sampierdarena						9		9
Novi				1	1			
Savona	1	2	2	13	18	1	4	5
Total	3	18	13	98	132	40	11	51
In transit			3	26	29	6		6
General Total	3	18	16	124	161	46	11	57

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Evening Position for 15th August 1945 continued.....

TRAINS RUN : 15th August 1945.

SECTION	PASSENGERS Milit.	PASSENGERS CIVILIAN Ordy.	PASSENGERS Spl.	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS Spl.	LIGHT LOCOS	MATERIAL & MOTHER.
Aless.-Brignole	2	10			10			2
Voghera - Brignole		8			7			
Acqui - Brignole		6			2			
Ixpress PP - Brignole		12			7			
Gen. Principe-Reglisuge		14			2			
Voghera - Tortona		10						
Voghera - Piacenza		4						
Mixte Tortona - Novi		12						
" " - Aless.		4						
Cynda - Alessandria		4						
Savona - S. Giuseppe		12						
Recco - S. Michele F.		4						
Ronaglia - La Spezia		2						
Local Runts					22			

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS - 15 Aug 1945.

	ROUTIE.	COVERED	HIGH SIDED	FLATS	POS	POS/Shorts	ARTISAN
Loaded		27	160	3		3	*
Empty	36	550	1284	63		4	202
Total	36	577	1464	66	-	7	202
Required	13	233	427	3	-	-	100
Surplus	23	344	1037	63	-	7	102
Shortage	-	-	-	-	-	-	-

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Ovada	- Alessandria 4
Sarzana	- S. Giuseppe 12
Recco	- S. Michele T. 4
Moneglia	- La Spezia 2
Local Guards	20

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS - 12 Aug 1945.

	BOXES	COVERED HIGH SIDED	FLATS	POX	POX/Shorts	AUSTRIAN
Loaded	27	180	3		3	-
Empty	36 350	1284	63		4	202
Total	36 377	1464	66	-	7	202
Required	13 233	427	3	-	-	100
Surplus	23 344	1037	63	-	7	102
Shortage	- -	-	-	-	-	-

MILITARY RAILWAY SERVICE,
GENOVA. 16th August 1945.

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A/C.

TRANSLATED VERSION.

MORNING POSITION AT 0700HRS ON 14TH AUGUST 1945.

RUNNING OF PASSENGER TRAINS. Regular running with the following exceptions:
3311- arr Gen Brignole 18" late, 9" Ronco and 5" Busalla waiting section.
11- arr Gen Brignole 38" late, 15" previous to Alessa., 7" Novi for passenger service, 9" Isola waiting section.
11bis/11ter- arr Brignole 130" late, ex Alessa 110" late, 34" Isola due to lack of current, 10" at S/Arena for loading.
1395- arr Brignole 23" late, 11" Stazzano- signals, 23" at Isola for 11bis and 1394.
175bis- arr Brignole 48" late, 23" ex Tortona, 11" Arquata waiting section ex Ronco, 29" Ronco signals.
1410bis- arr at Savona 120" late due mainly to heavy passenger service.

DISTRIBUTION OF ROLLING STOCK. Requirements met. From Gen Brignole 40 covered wagons were sent to Voghera and area for distribution. Two trains of empty opens arrived from the North for the Port, but no covered wagons.
Train 9463 dep ex Vado (to time) with 22 petrol and a further 12 petrol ex S Benigno by conn. train 7806.
From S Limbania trains 6159 and 1011 were run, with 34 wagons, 5 Torino, 2 Ivrea flour, 17 refrigerators Savona; two further trains of 27 wagons each of coal, clearing S Benigno.
The following trains were despatched from Gen Brignole for the North:
9560/7780 with 40 covered for distribution Voghera and beyond.
6240/7812 with 26 coal Novara, 9 coal Alessa. 380tons.
9596/7752 with 15 coal Alessa., 1 coal, 5 flour Torino, 2 flour Ivrea ex Brignole- 670tons, 13 perish Torino ex Sampierdarena. despatched
S Benigno with 14 trips for S/darena and 2 trains to S Limbania comprising 271 wagins, of which 230 coal, 12 petrol and the remainder various goods.
The following trains were despatched to the North ex Sampierdarena:
7774- dep 1235hrs with 30 coal Torino. 770tons.
7796- dep 1710hrs with 26 Torino, 3 Novara coal, 1 Alessa. service material, 780tons.
7804- dep 2304hrs with 46 "automezzi"(motor vehicles) Leghorn. 674 tons.
7806- dep to time with 34 petrol en route Milano and Torino. 690tons. Arr at Alessa.at 0110hrs, dep for Torino at 0225hrs and for Milano at 0240hrs.
7808- dep at 0005hrs with 17 Novara, 1 Torino, 16 Alessa. coal. 862tons.
7732- dep at 0122hrs with 16 Alessa. 12 Chivasso coal, 4 Cuneolio material, 815tons.
7746- dep at 0350hrs with 30 Milano coal. 825tons.

POSITION OF COACHING STOCK AT 1700HRS ON 13TH AUGUST 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DD	TOTAL
Genova Br.	-	15	13	41	69	18	7	25
Genova PP.	2	5	1	16	24	5	3	8
Ronco	-	-	-	4	4	1	-	1
Voghera	-	1	1	6	8	3	-	3
Castellazzo	-	-	-	4	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Arenzano	-	1	-	9	10	3	-	3
Sampierdarena	-	-	-	-	-	9	-	9
Novi	-	-	-	1	1	-	-	-
Savona	1	3	2	12	18	1	4	5

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of empty opens arrived from the North [illegible] and a further 12 petrol ex
Train 9463 dep ex Vado (to time) with 22 petrol and 6 further 12 petrol ex
S Benigno by comm. train 7806.
From S Lisbenia trains 6159 and 1011 were run, with 34 wagons, 5 Torino,
2 Ivrea flour, 17 refrigerators Savona; two further trains of 27 wagons each
of coal, clearing S Benigno.
The following trains were despatched from Gen Brignole for the North:
9550/7780 with 40 covered for distribution Voghera and beyond.
6240/7812 with 26 coal Novara, 9 coal Alessa. 880tons.
9596/7752 with 15 coal Alessa, 1 coal, 5 flour Torino, 2 flour Ivrea ex
Brignole- 870tons, 13 perish Torino ex Sampiardarena. despatched
S Benigno with 14 trips for S/darena and 2 trains to S Lisbenia comprising
271 wagins, of which 230 coal, 12 petrol and the remainder various goods.
The following trains were despatched to the North ex Sampierdarena:
7774- dep 1235hrs with 30 coal Torino. 770tons.
7796- dep 1710hrs with 26 Torino, 3 Novara coal, 1 Alessa. service material,
780tons.
7804- dep 2304hrs with 46 "automezzi"(motor vehicles) Leghorn. 674 tons.
7806- dep to time with 34 petrol en route Milano and Torino. 890tons. Arr at
Alessa.at 0110hrs, dep for Torino at 0225hrs and for Milano at 0240hrs.
7808- dep at 0005hrs with 17 Novara, 1 Torino, 16 Alessa. coal. 862tons.
7732- dep at 0122hrs with 16 Alessa. 12 Chivasso coal, 4 Cuneello material,
815tons.
7746- dep at 0350hrs with 30 Milano coal. 820tons.

POSITION OF COACHING STOCK AT 1700HRS ON 13TH AUGUST 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General B	Post BG	TOTAL
Genova Br.	-	15	13	41	69	18	7	25
Genova PP.	2	5	1	15	24	5	3	8
Ronco	-	-	-	4	4	1	-	1
Voghera	-	1	1	6	8	2	-	2
Castellazzo	-	-	-	4	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Bressana	-	1	-	9	10	3	-	3
Sampierdarena	-	-	-	1	1	-	-	-
Novi	-	-	-	-	-	-	-	-
Savona	1	3	2	12	18	1	4	5
Totale	3	25	17	94	139	42	14	56
In transit at 1700hrs	-	-	3	26	29	6	-	6
General Totale	3	25	20	120	169	48	14	62

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Morning position at 0700hrs on 14th August 1945.(continued).

TRAINS RUN - 13TH AUGUST 1945.

SECTION	PASSENGER Milit.	PASSENGER CIVILIAN Ordy.	PASSENGER CIVILIAN Spl	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl	LIGHT LOCOS	MATERIAL & WORKMEN
Alessa.-Brignole	2	12		1	13		3	2
Voghera-Brignole		10			5			
Acqui-Brignole		8			2			
Imp P Maurizio-Brignole		12		1	10		2	
Genova PP-Bogliasco		14			2			
Voghera-Arcasana		10						
Voghera-Piacenza		6						
S Tortona-Novi		12						6
S Tortona-Alessa,		4						
Ovada-Alessa.		4						
Savona-S Giuseppe		12						
Recco-S Michele F		4						
Ventimiglia-La Spezia		2						
Local shunts					20			

POSITION OF ROLLING STOCK FOR LOADING AT 2700HRS ON 13TH AUGUST 1945.

	Refrig.	Covered.	High sides.	Flats.	POZ.	POZ shorts.	Austrian.
Loaded	3	40	57	4	-	2	-
Empty	34	469	1287	110	1	6	312
Totals	37	509	1344	114	1	8	312
Required	-	349	486	49	7	-	-
Surplus	37	160	858	65	-	8	312
Shortage	-	-	-	-	6	-	-

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GENOVA. 14TH AUGUST 1945.

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B Tortona-Novi	12
B Tortona-Alessa,	4
Ovada-Alessa.	4
Savona-S Giuseppe	12
Recco-S Michele P	4
Monoglia-La Spezia	2
Local shunts	20

POSITION OF ROLLING STOCK FOR LOADING AT 1700HRS ON 13TH AUGUST 1945.

	Refrig.	Covered.	High sides.	Flats.	POZ.	POZ shorts.	Austrian.
Loaded	3	40	57	4	-	2	-
Empty	34	469	1267	110	1	6	312
Totals	37	509	1344	114	1	8	312
Required	-	349	486	49	7	-	-
Surplus	37	160	858	65	-	8	312
Shortage	-	-	-	-	6	-	-

MILITARY RAILWAY SERVICES.
GENOVA. 14TH AUGUST 1945.

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TRAFFIC AND WORKING POSITION AS AT 0600HRS ON 13TH AUGUST 1945.

RUNNING OF PASSENGER TRAINS. Regular except the following. A.C.

2311- arr 27" late due to speed restriction and passenger service.
TV1051- arr 41" late, 30" at Rigamego crossing 7750.
TV1391- arr 19" late, 17" at Tortona, attending one wagon, bekinswater and examining brakes. Train 11 arr 10" late, 10" ex Alessandria.
TV1395- arr 24" late, 17" ex Voghera.

DISTRIBUTION OF ROLLING STOCK. Requirements for distributionand loading met. Seven trains were run to clear traffic for the West. No empties arrived ex North. Only one trip of local traffic was despatched from S Remigio. Loading of coal commenced today. There was no transport of POL.

POSITION OF COACHING STOCK AS 1700HRS ON 12TH AUGUST 1945.

STATION	CARRIAGES First A	First Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Genova Br	1	6	4	43	54	19	2	21
Genova PP	2	5	1	20	28	6	3	9
Ronco	-	2	2	4	8	1	-	1
Voghera	-	1	1	9	1 1	3	-	3
Castellazzo	-	-	-	4	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Tressanna	-	3	2	5	10	2	1	3
Rampierdarena	-	-	-	-	-	8	-	8
Novi	-	-	-	1	1	-	-	-
Savona	-	1	4	10	15	3	2	5
Totals	3	18	14	97	132	44	8	52
In transit at 1700hrs	-	-	3	26	29	6	-	6
General Totals	3	18	17	123	161	50	8	58

ROLLING STOCK FOR LOADING AT 1700HRS ON 12TH AUGUST 1945.(POSITION).

	Refrig.	Covered.	High sides	Flats	POZ	POZ shorts	Austrians.
Loaded	-	44	120	3	1	-	-
Empty	35	549	1490	120	1	7	295
Totals	35	593	1610	125	2	7	295
Requirements	1	178	404	8	2	-	80
Surplus	34	415	1214	117	-	7	215
Shortage	-	-	-	-	-	-	-

TRAINS RUN - 12TH AUGUST 1945.

SECTION	PASSENGER Milit.	PASSENGER CIVILIAN Ordy.	PASSENGER CIVILIAN Spl.	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl.	LIGHT LOCOS	MATERIAL & WORKMEN
Aless.-Brignole	2	10			7		2	
Voghera-Brignole		8			5		2	
Acqui-Brignole		6			2			
Imp P Maurizio-Brignole		12			12			
Genova PP-Sestriasso		14			2			
Voghera-Bressanna		10						
Voghera-Piacenza		4						
Voghera-Alessa.					3			
S Tortona-Novi		12						
S Tortona-Alessa.		4						
Ovada-Alessa.		4						
Savona-S Giuseppe		12						
Ronco-S Michele		6						
Brignole-Sestri		2						

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Ronco	-	1	1	9	11	3	-	3
Voghera	-	-	-	4	4	1	-	1
Castellanno	-	-	-	1	1	2	-	2
Rivalta	-	3	2	5	20	6	1	32
Bressana	-	-	-	-	-	-	-	-
Campiertrena	-	-	-	1	1	-	-	-
Novi	-	1	4	10	15	3	2	5
Savona	3	18	14	97	132	44	6	52
Totals								
In transit	-	-	3	26	29	5	-	6
at 1700hrs	3	18	17	123	161	49	8	58
General Totals								

ROLLING STOCK FOR LOADING AT 1700HRS ON 12TH AUGUST 1945.(POSITION).

	Refrig.	Covered.	High sides	Platts	Pcr.	Pcr.	Shorts	Austrian.
Loaded	-	44	128	5	1	-	-	-
Empty	35	549	1490	120	1	7	7	295
Totals	35	593	1618	125	2	7	7	295
Requirements	1	178	404	8	2	-	-	88
Surplus	34	415	1214	117	-	7	7	215
Shortage	-	-	-	-	-	-	-	-

TRAINS RUN - 12TH AUGUST 1945.

SECTION	PASSENGER Mixed.	CIVILIANS Ordy.	Spl.	GOODS Mixed.	MILITARY Ordy.	Spl.	LIGHT MATERIAL ENGRS & WORKERS
Aless.-Brignole	2	10		7		2	
Voghera-Brignole		8		6		2	
Acqui-Brignole		8		2			
Imp P Maurizio-Brignole		12		12			
Genova PP-Bogliasco		14		2			
Voghera-Bressana		10					
Voghara-Piacenza		4		3			
Voghera-Aless.		12					
B Tortona-Novi		4					
B Tortona-Aless.		4					
Ovada-Aless.		12					
Savona-S Giuseppe		6					
Ronco-S Michele		2					
Oneglia-La Spezia				10			
Local Shunts							

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MILITARY RAILWAY SERVICES,
GENOVA. 13TH AUGUST 1945.

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

TRANSLATED VERSION.

MOVING POSITION AT 0700HRS ON 12TH AUGUST 1945.

ABNORMALITY. The telephone of the "Dirigenti Centrali" still interrupted beyond Albenzola. Train 9420, at about 0340hrs had a derailment between Albisuola and Savona, when an emptpointers, marshalled third vehicle from the head, became derailed. Line restored at 0650hrs. The following trains suffered delays: 9436 - 1405 - 9438.

RUNNING OF PASSENGER TRAINS. Regular running in general. The delays on the lines for the North were about 25"/30" due to passenger service and the usua other causes; train 1410 suffered the major delay due to passenger service. We note the delays to the following trains:
1051- 11" signals at S/Arcena, 11" unloading at Genova P.P.
3311- 16" at Isola crossing 72814, 4" at Busalla crossing ~~[illegible]~~
11bis- 167" late ex Alessa. waiting conn. arr at Brignole 240" late.
TV14A- 10" at Pontedecimo crossing 7063.
TV164bis- 26" late at Pontedecimo crossing 3311.
TV164ter- 24" late at Pontedecimo crossing 1051.
1050- 28" late at Pontedecimo crossing 11bis.
TV2817- dep 138" late ex Alessa. arr 186" late at Brignole.

PATROLLISATION OF PASSENGER TRAINS. Heavy on all lines with the exception of trains for Voghera, which had normal traffic in the afternoon.

DISTRIBUTION OF EMPTY ROLLING STOCK. Two trains of covered empties for loading grain to Austria have arrived; one was despatched to S Limbania, the othe despatched to the depot at S/Arcena to clear Brignole. These latter will be despatched to S Limbania as soon as possible. During the night 11/12th, four trains arrived from Milano Compartimento(open wagons), two staged at Arquata one despatched to Voghera for distribution and one to Langasville for that station's requirements. The requirements of opens formloading the ship of coal have been met by the wagons staged at S/Arcena, S Benigno, S Limbania and Sestri Ponente.

VARIOUS NEWS. 74 Wagons were despatched from S Benigno by four trips, of which 36 grain for Linta and 8 paraffin.
Train 9463 left Vado "on time" with 36 cisterns petrol. For the North, the following was despatched from Sampierdarena:
7802- dep 1948 with 18 grain Lintz, 1 runner. 460tons.
7802bis- dep 2032hrs with 20 grain Lintz and 1 runner. 542tons.
7806- dep at 2140hrs(to time) arr at Aless. at 0200hrs, dep for Torino at 0315hrs and for Milano at 0255hrs, with 37 cisterns petrol and 1 runner.
Ex Brignole: 9538/7750- 35 wagons of which 9 perish. en route for Milano and Torino and 3 empty coaches which must be returned to Alessandria.

ROLLING STOCK FOR LOADING AT 1700HRS ON 11TH AUGUST 1945.

	Retrig.	Covered.	High sides.	Flats.	TOR.	POZ shorts.	Austria
Loaded	2	38	94	3	-	-	-
Empty	45	547	1204	111	1	6	273
Totals	47	502	1298	114	1	6	273
Requirements	7	54	133	22	4	-	80

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TV2817- dep 13^{30}" late ex Alessa. arr 15^{50}" late at Brignole.

PATROLLATION OF PASSENGER TRAINS. Heavy on all lines with the exception of trains for Bogliasco, which had normal traffic in the afternoon.

DISTRIBUTION OF EMPTY ROLLING STOCK. Two trains of covered wagons for loading grain to Austria have arrived; one was despatched to S Limmania, the other despatched to the depot at S/darena to clear Brignole. These latter will be despatched to S Limmania as soon as possible. During the night 11/12th, four trains arrived from Milano Compartimento(open wagons), two staged at Arquata one despatched to Voghera for distribution and one to Rampavilla for that station's requirements. The requirements of opens formloading the ship of coal have been met by the wagons staged at S/darena, S Benigno, S Limmania and Sestri Ponente.

VARIOUS NEWS. 74 Wagons were despatched from S Benigno by four trips, of which 36 grain for Lintz and 8 paraffin.
Train 9463 left Vado "on time" with 36 cisterns petrol. For the North, the following was despatched from Campiordarena:
7802- dep 1948 with 18 grain Lintz, 1 runner. 460tons.
7802bis- dep 2012hrs with 20 grain Lintz and 1 runner. 542tons.
7806- dep at 2140hrs(to time) arr at Aless. at 0200hrs, dep for Torino at 0315hrs and for Milano at 0255hrs, with 37 cisterns petrol and 1 runner.
Ex Brignole: 9538/7750- 35 wagons of which 9 perish. en route for Milano and Torino and 3 empty coaches which must be returned to Alessandria.

ROLLING STOCK FOR LOADING AT 1700HRS ON 11TH AUGUST 1945.

	Refrig.	Covered.	High sides.	Flats.	POZ.	POZ shorts.	Austria
Loaded	2	35	84	3	-	-	-
Empty	45	547	1204	111	1	6	273
Totals	47	582	1298	114	1	6	273
Requirements	7	54	133	22	4	-	80
Surplus	40	528	1165	92	-	6	193
Shortage	-	-	-	-	3	-	-

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A/C

Narrative position for 11th Aug 1945 continued...

POSITION OF COACHING STOCK AT 17.00 HOURS - 11th August 1945.

STATION.	CARRIAGES First A	Composite AB	Second B	Third C	TOTAL	General S	Rest SU	TOTAL
Gen. Brignole		2	10	41	60	21	4	25
Gen. Principe	2	5	1	14	22	5	3	8
Ronco				4	4	1		1
Voghera		1	1	9	11	3		3
Castellamare				4	4	1		1
Rivalta				1	1	1		1
Brescana		1	1	8	10	1	1	2
Sampierdarena						8		8
Novi				1	1			
Savona	1	2	1	12	16	1	3	4
Total	3	18	14	24	129	42	11	53
In Transit			3	26	29	6		6
General Total	3	18	17	120	158	48	11	59

TRAIN MOVEMENTS 11th August 1945.

SECTION.	PASSENGER Milit.	PASSENGER CIVILIAN Ordy.	PASSENGER Spl	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS Spl	LIGHT LOCOS	MATERIAL & SUNDRIES.
Alessa.-Brignole	2	12		1	12		1	2
Voghera-Brignole		10			3			
Acqui - Brignole		8			2		1	
Imperia P.M.-Brignole		12		1	8			
Gen.P.P. - Bogliasco		14						
Voghera-Brescana		10						
Voghera-Piacenza		6						
Bivio Tortona-Novi		12						6
" " -Aless.		4						
Ovada - Alessa.		4			2			
Savona - S. Giuseppe		12						
Rocco-S.Michele P.		6						
Moneglia - La Spezia		2						
Local trips					8			

MILITARY RAILWAY SERVICES.
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Sampierdarena						3		3
Savona	1	2	1	1 12	1 16	1	3	4
Total	3	18	14	94	120	42	11	53
In Transit			3	26	39	6		6
General Total	3	18	17	120	158	48	11	59

TRAINS RUN : 11th August 1945.

SECTION.	PASSENGER Milit.	CIVILIAN Ordy.	CIVILIAN Sol	GOODS Milit.	CIVILIAN Ordy.	CIVILIAN Sol	LIGHT LOCOS	MATERIAL & CONVOYS.
Alessa.-Brignole	2	12		1	12		1	2
Voghera-Brignole		10			3			
Acqui - Brignole		8			2		1	
Imperia P.M.-Brignole		12		1	8			
Gen.P.P. - Voghera		14						
Voghera-Ivrea		10						
Voghera-Piacenza		6						
Mivio Tortona-Novi		12						6
" " -Aless.		4						
Ovada - Alessa.		4			2			
Savona - S. Giuseppe		12						
Recco-S.Michele F.		6						
Lonegiia - La Spezia		2						
Local trips				8				

MILITARY RAILWAY SERVICES,
GENOVA. 11th August 1945.

SR 3663

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LATEST VERSION.

A.C.

[illegible] POSITION AT 0700HRS ON 11TH AUGUST 1945.

VARIOUS. Between Pontedecimo and Busalla single line still in operation. Train 139 suffered the major delay of 25" when at Voltri due to damaged overhead wires. The Selector telephone of the "Centrale Irigente" interrupted beyond Albisola.

RUNNING OF PASSENGER TRAINS. Angular or mid Light Relays for the usual causes with the exception of train 139 and the following trains:
3311- arr at Genova Brignole 30" late, 10" at Marzabotto for loading, 14" at Busalla waiting train 154.
1051 arr at Genova Brignole 84" late, 40" at Novi due to inspection of Passengers, 5" at Serravalle waiting train 14, 7" Arquata waiting section ex Ronco, 15" Ronco due to loco duties, 5" Genova PP for unloading.
11- arr at Gen Brignole 64" late, 20" previous delay to Aless., 30" at Novi for inspection of passengers.
5- arr at Gen Brignole 40" late, 13" at Alessa for train 12, 15" at Novi for inspection of passengers, 12" at Isola, 7" Ronco for train 175.
175- arr at Gen Brignole 38" late, 30" ex Tortona, 57" previous to Tortona.
1395- arr at Gen Brignole 43" late ex Tortona, 43" previous to Tortona.
1407- arr at Gen Brignole 172" late, 115" ex Savona for conv. tr 9427, arr at 0743hrs, further delays are due to inspection of passengers, loading, unloading and speed restriction.

DISTRIBUTION OF ROLLING STOCK. Requirements not. 20 Covered and 20 High sides despatched from Brignole to Voghera. 40 Covered in depot at Quinto. In transit from the North two trains of covered were despatched from Milano S G.: 52 by train 9449 and 53 by train 9473. No trains of opens.
9463 dep ex Vado Ligure 30" late, due to waiting traffic ex junction: composed 23 petrol. Arr at Campiglenaren 16" late.
1091 dep ex S Limbania with 8 wagons various, 122tons.
S Benigno effected 7 trips for the clearance of 120 wagons, of which 040train 5 runners, 13 petrol. The first trip was ready at S Benigno with grain at 1000hrs but only left at 1220hrs due to late arrival of the escort personnel. Gen Brignole despatched the following: 9568/7704 with 17 wagons various material and 5 empty coaches all en route for Milano. 613tons.
The following trains were despatched from Campiglenaren:
7780- dep 1435hrs(+90) waiting traffic ex S Benigno, with 31 grain, 2runners Salisburgo, 830tons, arr Alessa. at 1948hrs, dep at 2020hrs.
7802- dep at 2130hrs(+72) waiting Allied escort, with 33 grain, 2 runners Linz. 896 tons, arr Alessa. 0025hrs, dep at 0120hrs.
7806- dep at 2230hrs(+29) marshalling wagons from S Benigno and for train 9463, with 11 petrol en route Torino, 5 Piacenza, 20 en route Milano, 890tons. arr Alessa. at 0120hrs, dep for Torino at 022 hrs, for Milano at 0320hrs.
7740- dep at 0155hrs(+14) crossing 7791, with 20 grain, 1 runner Salisburgo, 8 perish Milano. 631tons.

POSITION OF COACHES STOCK AT ITOMOS ON 10TH AUGUST 1945.

STATION	CARRIAGES First.	Compo	Second	Third	TOTAL	BAGGAGE VANS General	Post	TOTAL
	A	AB	B	C		D	DD	
Genova Br	2	10	2	55	72	21	4	25
Genova PP	2	5	1	14	22	6	3	9
Ronco	-	-	-	4	4	1	-	1

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inspection of passengers, 11" at Imola, 7" homo for train 175.
175- arr at San Brigmole 30" late, 35" ex Tortona, 57' previous to Tortona.
1395- arr at San Brigmole 43" late ex Tortona, 43' previous to Tortona.
1407- arr at San Brigmole 173" late, 115" ex Tavona for comm. tr 9427, arr at 0743hrs, further delays are due to inspection of passengers, loading, unloading and speed restriction.

DISPOSITION OF TROOPS, ETC. Requirements art. 29 Covered and 20 high sliders despatched from Brignole to Voghera. 40 Covered in depot at Quinto. In transit from the North two trains of covered were despatched from Milano S.C.; 32 by train 9449 and 33 by train 9473. No trains of opens.
9463 dep ex Vado Ligure 30" late, due to waiting traffic ex junction: composed 25 petrol. Arr at Sampierdarena 16" late.
1091 dep ex S Limbania with 6 wagons various, 122tons.
S Benigno effected 7 trips for the clearance of 120 wagons, of which 64 train 5 runners, 13 petrol. The first trip was ready at S Benigno with grain at 1000hrs but only left at 1220hrs due to late arrival of the escort personnel. San Brignole despatched the following: 9566/7734 with 17 wagons various material and 5 empty coaches all en route for Milano. 633tons.
The following trains were despatched from Sampierdarena:
7780- dep 1435hrs(+90) waiting traffic ex S Benigno, with 31 grain, 2runners Salzburg, 800tons, arr Alessa. at 1948hrs, dep at 2020hrs.
7802- dep at 2100hrs(+72) waiting Allied escort, with 33 grain. 2 runners Linz. 885 tons, arr Alessa. 0025hrs, dep at 0120hrs.
7866- dep at 2200hrs(+20) marshalling wagons from S Benigno and for train 9463, with 11 petrol en route Torino, 5 Piacenza, 20 en route Milano, 893tons. arr Alessa. at 0120hrs, dep for Torino at 022 hrs, for Milano at 0320hrs.
7740- dep at 0159hrs(+14) crossing 7791, with 20 grain, 1 runner Salzburg, 3 petrol Milano. 631tons.

POSITION OF COACHES AT STOPS AT 1700hrs ON 10TH AUGUST 1945.

STATION	COACHES First. A	Compo AB	Second B	Third C	TOTAL	BRAKE VANS General D	Post DP	TOTAL
Genova Br	2	10	5	55	72	21	4	25
Genova P	2	5	1	14	22	6	3	9
Ronco	-	-	-	4	4	1	-	1
Voghera	-	1	1	9	11	3	-	3
Castellazzo	-	-	-	4	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Brescana	-	1	1	8	10	1	1	2
Sampierdarena	-	-	-	-	-	-	-	-
Novi	-	-	-	1	1	-	-	-
Savona	-	1	6	12	19	3	3	6
Totals	4	18	14	108	144	44	11	55
In transit at 1700hrs	-	-	3	26	29	6	-	6
General Totals	4	18	17	134	173	50	11	61

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TRAFFIC

2.

Location position at 0700hrs on 11th August 1945(continued).

TRAINS RUN - 10TH AUGUST 1945.

SECTION	PASSENGER Mil&.Civilian Ordy.	Spl	GOODS Mil, Civilian Ordy.	Spl	LIGHT ENGINES Loco	Vehicles
	12					
Aless.-Brignole	24	2	1	3	2	2
Voghera-Brignole	8			8		
Acqui-Brignole	3			2		
Imp P Maurizio-Brignole	12		1	16	3	
Genova P.-Voghera	14			3	1	
Voghera-Piacenza	10					
Voghera-Piacenza	4					
S Torbano-Novi	12					6
S Torbano-Aless.	4					
Ovada-Aless.	4					
Savona-S Giuseppe	12					
Ventimiglia-S Michele P	6					
Genova-La Spezia	2					
Local shunts				13	2	

POSITION OF ROLLING STOCK FOR LOADING AT 1730HRS ON 10TH AUGUST 1945.

	Metrics.	Covered.	Fish vans.	Flats.	BOX.	BOX shorts.	Auctrics.
Loaded	5	28	117	2	1	-	-304
Empty	28	473	1160	91	1	6	-
Totals	33	501	1277	93	2	6	304
Requirements	9	102	225	7	5	2	80
Surplus	24	459	1051	86	-	4	224
Shortage	-	-	-	-	3	-	-

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Voghera-Pinerolo	4					
2 Tortona-Novi	12				6	
3 Tortona-Aless.	4					
Ovada-Aless.	4					
Savona-S Giuseppe	12					
Recco- Michele P	6					
Monaglia-La Spezia	2					
Local shunts			13	2		

POSITION OF ROLLING STOCK FOR LOADING AT 1730HRS ON 10TH AUGUST 1945.

	Refrig.	Covered.	High sides.	Flats.	20T.	10T short.	Austrian.
Loaded	5	88	117	2	1	-	-304
Empty	28	473	1160	91	1	6	-
Totals	33	561	1277	93	2	6	304
Requirements	9	102	226	7	5	2	80
Surplus	24	459	1051	86	-	4	224
Shortage	-	-	-	-	3	-	-

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CF 5603

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SPAR [illegible] DR.

A/C

MOVING POSITION AT 0700HRS ON 8TH AUGUST 1945.

VARIOUS. Line between Varazze and Celle restored at 1200hrs yesterday. Line between Sarmato and Bottofreno restored at 1200hrs yesterday. Single line working continues between Pontedecimo and Busalla.

RUNNING OF PASSENGER TRAINS. The trains for the west suffered delays due to the transfer of passengers between Celle and Varazze. Regular running on all other lines with the following exceptions:
3311- arr 27" late, 10" at Novi, 14" at Busalla for train TV1644.
1391- arr 20" late, 9" ex Voghera, 14" at Pontedecimo, 6" Busalla.
11- arr 49" late, 14" ex Alessa., 8" Arquata, 8" Novi, 7" S/Arena.
1395- arr 76" late, 76" ex Voghera.
175- arr 49" late, 53" ex Voghera.

DISTRIBUTION OF ROLLING STOCK. Two trains, 7737/163/7741/1941bis and 7743/9591/6572 of covered empties ex Austria have arrived with 40 wagons and 50 wagons respectively. The first train arr at S Limbania depot at 1514hrs and the second at S Limbania at 2029hrs- will be staged at Carignano this morning. 120 High siders were sent to Voghera and 40 FB covered to Tortona ex Savona for distribution and also to clear Savona. Genova Brignole sent 40 FB covered wagons to Voghera and also 40 opens from Sampierdarena. Special trains were run to Savona to clear the loaded traffic that had accumulated due to the interruption of the line. Due to the interruption on the line beyond Arnasca, the transport of grain to Austria is suspended until further orders from Allied Command. Because of this only one train, 7780 was despatched, dep at 1422hrs, 77" late ex S/Arena, composed of 20 grain, 1 runner to Lintz, plus 5 petrol for Milano that remained from train 9453 of yesterday, on the line when the derailment took place.
9453- dep 1727hrs ex Vado, 23" late, composed of 5 cisterne Milano R C, 2 S Benigno, 3 Torino Dora, 3 Torino Smistamento, 2 Milano Certosa, arr at S/Arena at 2003hrs, 36" late.
7806- dep at 2147hrs, 7" late, composed of 29 wagons, 729tons, 19 cisterns Milano, 2 Milano Certosa, 8 Borgo S Giovanni, arr Alessa. 0106hrs and dep for Milano at 0236hrs.
7808- dep to time, composed 27 wagons 655tons, 6 cisterns Torino Smistamento 3 Torino Dora, 1 salt Torino, 1 various Rimini, 1 disinfectant Alessa., 12 various Milano, 3 various Novara. Arr at Alessa. 0248hrs, departed for Torino at 0400hrs.

The following trips were despatched from S Benigno:
At 0830hrs, 8 cisterns empty S/Arena, 3 empty cisterns Vado, 1 rail Arquata, 2 earth Voltri. Tonnage 206.
At 1335hrs, 20 grain, 1 runner Lintz, 490tons.
At 1750hrs, 10 cisterns Rimini Milano, 8 cisterns Borgo S G, 3 cisterns Torino Smistamento- all paraffin. 539tons.
At 2100hrs, 14 earth Voltri, 1 earth Varazze, 2 empty cisterns Voltri, 2 empty cisterns S/Arena. 394tons.
S Limbania despatched train 6157 with 5 earth Voltri, 1 various Milano. For despatching perishables arrived ex the East by train 9473. S/Arena ran train 7752.

POSITION OF ROLLING STOCK FOR LOADING AT 2700HRS ON 9TH AUGUST 1945.

	Refrig.	Covered.	High siders.	Plats.	FOT.	FOS sheets.	Austrian.	
Loaded	5	62	113	96	3	2	-	281
Empty	21	515	1140			5		
Total	26	577	1253	101	3	7		281

wagons respectively. The first train arr at S Limbania depot at 1915hrs and the second at S Limbania at 2029hrs- will be staged at Carisenzo this morning. 120 High sides were sent to Voghera and 40 PW covered to Tortona ex Savona for distribution and also to clear Savona. Genova Brignole sent 40 PW covered wagons to Voghera and also 40 opens from Sampierdarena. Special trains were run to Savona to clear the loaded traffic that was accumulated due to the interruption of the line. Due to the interruption on the line beyond Brescia, the transport of grain to Austria is suspended until further orders from Allied Command. Because of this only one train, 7780 was despatched, dep at 1422hrs, 77" late ex S/darena, composed of 20 grain, 1 runner to Lintz, plus 5 petrol for Milano that remained from train 9463 of yesterday, on the line when the derailment took place.

9463- dep 1727hrs ex Vado, 23" late, composed of 9 cisterns Milano S G, 2 S Benigno, 3 Torino Dora, 3 Torino Cristemanto, 2 Milano Certosa, arr at S/darena at 2005hrs, 36" late.

7806- dep at 2147hrs, 7" late, composed of 29 wagons, 729tons, 19 cisterns Milano, 2 Milano Certosa, 8 Borgo S Giovanni, arr Alessa. 0106hrs and dep for Milano at 0236hrs.

7808- dep to time, composed 27 wagons 655tons, 6 cisterns Torino Cristemanto 3 Torino Dora, 1 salt Torino, 1 various Piemo, 1 disinfectant Alessa., 12 various Milano, 3 various Savona. Arr at Alessa. 0240hrs, departed for Torino at 0400hrs.

The following trips were despatched from S Benigno:

At 0830hrs, 8 cisterns empty S/darena, 3 empty cisterns Vado, 1 rail Arquata, 2 earth Voltri. Tonnage 208.

At 1335hrs, 20 grain, 1 runner Lintz, 490tons.

At 1750hrs, 10 cisterns Ex-Mrk Milano, 8 cisterns ex-Borgo S G, 3 cisterns Torino Cristemanto- all paraffin. 533tons.

At 2100hrs, 14 earth Voltri, 1 earth Varnase, 2 empty cisterns Voltri, 2 empty cisterns S/darena. 334tons.

S Limbania despatched train 6157 with 5 earth Voltri, 1 various Milano. For despatching perishables arrived ex the west by train 9473, S/darena ran train 7752.

POSITION OF ROLLING STOCK FOR LOADING AT ALESSA ON 9TH AUGUST 1945.

	Refrig.	Covered.	High sides.	Flats.	POL.	Rail chests.	Austrian.
Loaded	5	62	113	6	-	2	-
Empty	21	515	1140	98	3	5	281
Totals	26	577	1253	104	3	7	281
Requirements.	3	102	132	6	10	5	80
Surplus	23	475	1121	98	-	2	201
Shortage	-	-	-	-	7	3	-

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SLATED VERSI

Morning position at 07oohrs on 10th August 1945 (continued).

POSITION OF COACHING STOCK AT 1700HRS ON 9TH AUGUST 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE General D	VANS Post DB	TOTAL
Genova Br	2	14	9	47	72	23	4	27
Genova PP	2	5	1	16	24	5	3	9
Ronco	-	-	-	4	4	1	-	1
Voghera	-	1	1	9	11	3	-	3
Castellazzo	-	-	-	4	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Pressana	-	-	2	8	10	1	1	2
Stampiorderena	-	-	-	-	-	2	-	2
Novi	-	-	-	1	1	1	-	1
Savona	1	1	1	13	16	1	3	4
Totals	5	21	14	103	143	44	11	55
In transit at 1700hrs	-	-	3	26	29	6	-	6
General Totals	5	21	17	129	172	50	11	61

TRAINS RUN - 9TH AUGUST 1945.

SECTION	PASSENGER Milit.	CIVILIAN Ordy.	Spl.	GOODS Milit.	CIVILIAN Ordy.	Spl.	LIGHT LOCOS	MATERIAL & WORKMEN
Alessa-Brignole.	2	10			11		3	2
Voghera-Brignole		8			8			
Acqui-Brignole		8			2			
Imp.P.Maurizio-Brignole		12			19		2	
Genova PP-Foglianco		14						
Voghera-Brescana		10						
Voghera-Piacenza		6						
B Tortona-Novi		12						6
" -Alessa.		4						
Ovada-Alessa.		4						
Savona-S Giuseppe		12						
Rocco-S Michele P.		6						
Moneglia-La Spezia		2						
Local shunts					7		2	

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Sampierdarena	-	-	-	1	1	-	-	-
Novi	-	-	-	1	1	-	-	-
Savona	1	1	1	13	15	1	3	4
Totals	5	21	14	103	143	44	11	55
In transit at 1700hrs	-	-	3	26	29	6	-	6
General Totals	5	21	17	129	172	50	11	61

TRAINS RUN - 9TH AUGUST 1945.

SECTION	PASSENGER Mlit.	PASSENGER CIVILIAN Ordy.	PASSENGER Spl.	GOODS Mlit.	GOODS CIVILIAN Ordy.	GOODS Spl.	LIGHT LOCOS	MATERIAL & WORKMEN
Alessa-Brignole.	2	10		11			3	2
Voghera-Brignole		8		8				
Acqui-Brignole		8		2				
Imp.F.Maurizio-Brignole		12		15			2	
Genova PP-Voghera		14						
Voghera-Brescana		10						
Voghera-Piacenza		6						
S Tortona-Novi		12						6
" -Alessa.		4						
Ovada-Alessa.		4						
Savona-S Giuseppe		12						
Acqui-S Michele P.		5						
Moreglia-La Spezia		2						
Local shunts					7		2	

MILITARY RAILWAY SERVICES,
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B/C

5662

Declassified E.O. 12356 Section 3.3/NND No. 780021

ATED VEHICLE.

A/C

) POSITION AT 0700HRS ON 9TH AUGUST 1945.

ABNORMALITY. Owing to heavy rain between 0600hrs and 0800hrs yesterday, the following incidents occurred. The bridge over Crovetto River between Noli and Spotorno was in danger, but after careful inspection by the Works Section, trains were able to proceed. The bridge over the Quiliano between Vado and Savona was in danger due to the washaway of the bridge supports, but after the water has subsided the works section gave permission for the passage of trains, at 1045hrs. Between Celle and Albisola a small landslide was quickly cleared. Between Voltri and Vesima another landslide in the passage of train 1405, caused two wagons to be derailed. The line was cleared by 1220hrs. Because of the heavy rain at about 1500hrs and 1700hrs yesterday, the scaffolding made of sleepers to support the bridge over the Ricco River between Pontedecimo and Busalla was weakened and the "Up" line was put out of use. Single line working over the DOWN line has been introduced in the meantime.
Train 9463(conveying POL for the Allied Command) at Km.31+95 between Celle and Varazze, at about 1800hrs/2000hrs had a mishap when the 5th vehicle from the rear of the train was derailed and the track was damaged owing to the vehicle(a cistern with 4 axles) being dragged for about 200metres. The transfer of passengers was affected. It is expected that the obstruction will last until about 1200hrs today. Further, it was found, at about 2200hrs that a rail in the Crevari tunnel, between Vesima and Voltri, was damaged. Train 1415 was stopped at Arenzano and workmen were despatched to repair the line, which was completed at 0010hrs.

RUNNING OF PASSENGER TRAINS. The following delays were caused by the above-mentioned mishaps:
9427(passengers ex Porto Maurizio) 60" at Noli due to danger to bridge of Crovetto. 163" at Vado due to danger of bridge of Quiliano.
9429(passengers ex Savona) and 9438(passengers to Savona)35"-40" at Varazze and at Celle due to landslide between Celle and Albisaola.
1405- 30" near Crevari tunnel between Vesima and Voltri due to detaching the derailed vehicles and the transfer of passengers.
2815- about 10" at Busalla waiting the permission of the Works section, who was inspecting the Wall near the Prussiani tunnel.
1415- 53" at Arenzano waiting the workmen and the loading of a rail, 102" at Vesima waiting the restoration of the line.
From and to the North the trains suffered heavy delays due to low voltage; also, trains PV1391, PV14A and 1051 suffered delays of about 60" between Arquata and Ronco.
Further delays to the following trains are noted:
1171- 19" at Campoligure for shunting.
3311- 10" at Rivarolo waiting section.
175bis-(traffic ex Dresdena, originally traffic ex Piacenza) 96"ex Tortona, 10" at Arquata, 14" at Busalla for 6134.

DISTRIBUTION OF EMPTY ROLLING STOCK. During the night 8/9th, five trains of opens were despatched for distribution to the Voghera line, Voghera local and district. During the night one train of empties(Austrian) arrived, for the loading of grain and was staged at the depot at Brignole, because S. Limbania could not accommodate it(also S Benigno cannot accommodate this train and Genova P.O. has already two trains).

MOVEMENT OF LOADED TRAFFIC. From S Benigno only one "xxfx" load arrived with 21 wagons petrol. Afterwards the Sommergibili lineswas flooded and a second load of local traffic could not be despatched. Further, S Limbania has despatched only one load of 8 wagons.
Sampierdarena despatched the following trains to the North with traffic ex Vado and S Benigno:

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vehicle(a cistern with 4 axles) being dragged for about 200metres. The transfer of passengers was affected. It is expected that the obstruction will last until about 1200hrs today. Further, it was found, at about 2200hrs that a rail in the Crevari tunnel, between Vesima and Voltri, was damaged. Train 1415 was stopped at Arenzano and workmen were despatched to repair the line, which was completed at 0010hrs.

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9429(passengers ex Savona) and 9438(passengers to Savona)35"-40" at Varazze and at Celle due to landslide between Celle and Albissola.
1405- 30" near Crevari tunnel between Vesima and Voltri due to detaching the derailed vehicles and the transfer of passengers.
2815- about 10" at Busalla waiting the permission of the Works section, who was inspecting the Wall near the Prussiani tunnel.
1415- 53" at Arenzano waiting the workmen and the loading of a rail, 102" at Vesima waiting the restoration of the line.
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MOVEMENT OF LOADED TRAFFIC. From S Benigno only one"~~trip~~"load arrived with 21 wagons petrol. Afterwards the Sommergibili lineswas flooded and a second load of local traffic could not be despatched. Further, S Limbania has despatched only one load of 8 wagons.
Sampierdarena despatched the following trains to the North with traffic ex Vado and S Benigno:
7806- with 29 petrol, 1 runner, 750tons, dep 2140hrs(to time) arr at Aless. at 0125hrs and dep for Milano at 0320hrs and for Torino at 0240hrs.
7798- with 30 flats directed to Leghorn, 6 empties for brake- 450tons. dep at 2030hrs.
The following train was despatched from Genova Brignole with local traffic and traffic ex S Limbania and the Riviera:
9596/7746- 32 wagons en route for Milano, 650tons, dep at 0244hrs.

..... 5682.

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TRANSL.

ORMIFO

Morning Position for 9th Aug 1945 continued....

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS - 8th Aug 1945.

	REFRIGERATORS	COVERED	HIGH SIDING	FLATS	POZ	POZ/Shorts
Loaded	Austrian. Loaded Mil.	21	100	12	1	-
Empty	ZKI 31234	421	1171	25	-	6
Total	ZKI312/34	442	1271	37	1	6
Require	80 10	90	232	1	6	-
Surplus	ZKI232/24	352	1076	36	-	6
Shortage	- -	-	-	-	5	-

POSITION OF COACHING STOCK AT 17.00 HOURS - 8th August 1945.

STATION	CARRIAGES First Compo A	AB	Second B	Third C	TOTAL	General D	Post BU	TOTAL
Gen. Brignole		8	6	35	49	14	3	17
" Principe	3	5	2	17	27	4	5	9
Ronco				4	4	1		1
Voghera		1	1	9	11	3		3
Castellazzo				4	4	1		1
Rivalta				1	1	1		1
Bressana		3	2	5	10	2		2
Sampierdarena						6		6
Novi				1	1			
Savona		1	5	7	13	3	3	6
Total	3	18	16	83	120	35	11	46
In transit			3	26	29	6		6
General Total	3	18	19	109	149	41	11	52

TRAINS RUN - 8th August 1945.

SECTION	PASSENGER Milit.	CIVILIAN Ordy.	Spl	GOODS Milit.	CIVILIAN Ordy.	Spl	LIGHT LOCOS	MATERIAL & NONMEN.
Aless.-Brignole	2	10		2	9			2
Voghera-Brignole		8			5			
Acqui-Brignole		6			3			
Imperia MM-Brignole		12		1	6			
Gen.Principe-Voghera		14			2			
Voghera-Bressana		10						
Voghera-Piacenza		6						
Div.Tortona-Novi		12						6
" " -Aless.		4						
Ovada-Aless.		4						
Savona-S. Giuseppe		12						
Recco-S. Michele di P.		6						
Moneglia-La Spezia		2						
Local Trains Shunts					13			

MILITARY RAILWAY SERVICES.
GENOVA. 9th August 1945.

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Gen. Brignole		8	6	35	49	14	3	17
" Principe	3	5	2	17	27	4	5	9
Ronco				4	4	1		1
Voghera		1	1	9	11	3		3
Castellasso				4	4	1		1
Rivalta				1	1			
Brescane		3	2	5	10	2		2
Sampierdarena						6		6
Novi				1	1			
Savona		1	5	7	13	3	3	6
Total	3	18	16	83	120	35	11	46
In transit			3	26	29	6		6
General Total	3	18	19	109	140	41	11	52

TRAINS RUN - 8th August 1945.

SECTION	PASSENGER Milit.	PASSENGER CIVILIAN Cmdy. Spl	GOODS Milit.	GOODS CIVILIAN Cmdy. Spl	LIGHT LOCOS	MATERIAL & WORKMEN.
Aless.-Brignole	2	10	2	9		2
Voghera-Brignole		8		3		
Acqui-Brignole		8		3		
Imperia PM-Brignole		12	1	6		
Gen.Principe-Bogliasco		14		2		
Voghera-Brescane		10				
Voghera-Piacenza		6				
Mv.Tortona-Novi		12				3
" " -Aless.		4				
Ovada-Aless.		4				
Savona-S. Giuseppe		12				
Rocco-S. Michele di P.		6				
Moneglia-La Spezia		2				
Local Twins Shunts						

13

MILITARY RAILWAY SERVICES,
GENOVA. 9th August 1945.

3639

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

TRANSLATED

A/C

MORNING POSITION AT 0700HRS ON 8TH AUGUST 1945.

VARIOUS. From 0545hrs to 0725hrs yesterday delays(important) to trains on the Sampierdarena-Alessandria were caused by low voltage.

RUNNING OF PASSENGER TRAINS. Regular running and light delays, due to known causes, with the following exceptions:
3111- arr Gen Brignole 57" late, 10" at Pietra Ligure, 3" at Isola, 8"Ronco, 12" Ducalla, 4 " Piano Orizzontale due to low voltage.
1051- arr Gen Brignole, 69" late, 4" ex Aless., 7" at Brugnrolo due to loco duties, 5" Donna for passenger service, 45" at Ronco waiting section.
1053- arr at Gen Brignole 74" late, dep ex Ronco 88" late, waiting locomotiv due to low voltage.
5- arr at Brignole 60" late, 7" at Aless.on account of train 12, 53" at Novi Ligure waiting passenger inspection, 6" at Isola waiting section.
1407- arr at Gen Brignole 177" late, 143" ex Savona inspecting passengers, 16" at Aronzano due to damaged locomotive pantograph.

DISTRIBUTION OF EMPTY ROLLING STOCK. Requirements for distribution have been met. Two trains of Austrian covered empties(50) arr ex Aless. and were despatched to the Port.
Train 1091 was d spatched from S Limbania with 14 wagons various, 263tons.
S Benigno despatched 6 trips:
At 1150hrs, 19 grain, 1 runner Salisburgo. 490tons.
At 1750hrs, 10 Milano Certosa, 8 Borgo S G, 3 Torino Smistamento paraffin 502tons.
At 1950hrs, 19 grain 1 runner Linta, 300tons.
At 2147hrs, 16 rubble Varazze, 414tons.
At 2359hrs, 23 various, 475tons.
At 0210hrs, 19 grain, 1 runner Salisburgo.
9463 dep ex Vado at 1720hrs(+16) composed 12 petrol en route Milano, 6 Torino, 3 S Benigno petrol, 2 empty drums and 4 empty cisterns S.Benign 620tons, arr at Sampierdarena on time.
Sampierdarena despatched:
7780- dep 1345hrs(+40) with 36 vehicles, 670tons: 1 Novara salt, 14 Milano s salt, 19 grain 1 runner Salisburgo.
7802- dep at 2130hrs(+102) with 30 vehicles, 790tons: 10 paraffin Milano, 19 grain 1 runner Linta.
7806- dep at 2225hrs(+45) with 23 vehicles, 830tons: 9 Torino petrol, 20 petrol and 4 salt en route Milano.
7734- dep at 0400hrs(+214) with 21 vehicles, 500tons: 19 grain 1 runner Salisburgo, 1 salt Vercelli.
7746- dep 0450hrs(+87) with 19 vehicles, 391tons, 6 Torino fruit, 1 Torino tobacco, 6 Milano fruit, 6 various en route Milano arrived ex Savona by train 9471.
Pietra Ligure did not despatch any rubble for Brignole.

POSITION OF COACHING STOCK AT 1700HRS ON 7TH AUGUST 1945.

STATIONS	CARRIAGES PASSENGER First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General S	Post DU	TOTAL
Genova Br.	-	10	7	42	59	17	6	23
Genova PP.	4	3	1	17	27	4	5	9
Ronco	-	-	-	4	4	1	-	1
Voghera	-	1	1	9	11	3	-	3
Castellazzo	-	-	-	4	4	1	-	1

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DISTRIBUTION OF EMPTY ROLLING STOCK. Requirements for distribution have been met. Two trains of Austrian covered empties(50) arr ex Alessa. and were despatched to the Port.
Train 1091 was d spatched from S Lisbania with 14 wagons various, 263tons.
S Benigno despatched 6 trips:
At 1150hrs, 19 grain, 1 runner Salisburgo. 490tons.
At 1750hrs, 20 Milano Certosa, 8 Borgo [illegible], 3 Torino Sciatamento paraffin 502tons.
At 1950hrs, 19 grain 1 runner Lintz, 30[illegible]tons.
At 2147hrs, 16 rubble Varesuo, 414tons.
At 2359hrs, 23 various, 475tons.
At 0210hrs, 19 grain, 1 runner Salisburgo.
9463 dep ex Vado at 1730hrs(+16) composed 12 petrol en route Milano, 6 Torino, 3 S Benigno petrol, 2 empty drums and 4 empty cisterns S.Benign 620tons, arr at Sampierdarena on time.
Sampierdarena despatched:
7780- dep 1345hrs(+49) with 36 vehicles, 870tons: 1 Novara malt, 14 Milano x malt, 19 grain 1 runner Salisburgo.
7802- dep at 2130hrs(+102) with 30 vehicles, 730tons: 10 paraffin Milano, 19 grain 1 runner Lintz.
7806- dep at 2225hrs(+45) with 33 vehicles, 830tons: 9 Torino petrol, 20 petrol and 4 malt en route Milano.
7734- dep * 0400hrs(+214) with 21 vehicles, 500tons: 19 grain 1 runner Salisburgo, 1 malt Vercelli.
7746- dep 0450hrs(+87) with 19 vehicles, 393tons, 6 Torino fruit, 1 Torino tobacco, 6 Milano fruit, 6 various en route Milano arrived ex Novara by train 9472.
Pietra Ligure did not despatch any rubble for Avignole.

POSITION OF COACHING STOCK AT 1700HRS ON 7TH AUGUST 1942.

STATIONS	CARRIAGES PASSENGER First A	Compo AB	Second D	Third C	TOTAL	BAGGAGE General D	VANS Post DU	TOTAL
Genova Br.	-	10	7	42	59	17	6	23
Genova PP.	4	5	1	17	27	4	5	9
Ronco	-	-	-	4	4	1	-	1
Voghera	-	1	1	9	11	3	-	3
Castellazzo	-	-	-	4	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Bressana	-	1	2	8	11	3	-	3
Sampierdarena	-	-	-	-	-	-	-	-
Novi	-	-	-	1	1	-	-	-
Savona	-	41	2	13	16	3	2	5
Total	4	18	13	99	134	34	17	51
In transit at 1700hrs	-	-	3	26	29	6	-	6
General Total	4	18	16	125	163	40	17	57

.....page 2.

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Morning position at 0700hrs on 8th August 1945 (continued).

POSITION OF ROLLING STOCK FOR LOADING AT 1700HRS ON 7TH AUGUST 1945.

	Refrig.	Covered.	Hd. wagons.	Flats.	POZ.	POZ shorts.	Amntr.	
Loaded	4	37	154	21	-	4	36	36
Empty	36	453	1399	109	1	2		222
Totals	40	490	1553	130	1	6		258
Required	9	116	374	43	3	-		80
Surplus	31	374	1179	87	-	6		178
Shortage	-	1	-	-	?	-		-

TRAINS RUN - 7TH AUGUST 1945.

SECTION	PASSENGERS Milit.	PASSENGERS Civilians Ordy.	PASSENGERS Civilians Spl.	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl.	LIGHT LOCOS	MATERIAL & WORKMEN
Alessa.-Brignole	2	10		1	14			2
Voghera-Brignole		8			3			
Acqui-Brignole		6			4			
Imp P Maurizio-Brignole		12		1	10			
Genova PP-Sogliasco		14			3			
Voghera-Brescama		10						
Voghera-Piacenza		4						
B Tortona-Novi		12						6
B Tortona-Alessa.		4						
Ovada-Alessa.		4						
Savona-S Giuseppe		12						
Recco-S Michele P		6						
Moneglia-La Spezia		2						
Local Shunts					16			

MILITARY RAILWAY SERVICES,
GENOVA 8TH AUGUST 1945.

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Surplus	31	374	1179	87	-	6	178
Shortage	-	1	-	-	7	-	-

ENDING NOON - 7TH AUGUST 1945.

SECTION	PASSENGERS Milit.	PASSENGERS Civilians Ordy.	PASSENGERS Spl.	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS Spl.	LIGHT LOCOS	MATERIAL & WORKMEN
Alessa.-Brignole	2	10		1	14			2
Voghera-Brignole		8			3			
Acqui-Brignole		8			4			
Imp P Maurizio-Brignole		12		1	10			
Genova PP-Bogliasco		14			3			
Voghera-Brescana		10						
Voghera-Piacenza		4						
S Tortona-Novi		12						6
S Tortona-Alessa.		4						
Ovada-Alessa.		4						
Ravasa-S Giuseppe		12						
Recco-S Michele P		5						
Monaglia-La Spezia		2						
Local Charts					16			

MILITARY RAILWAY SERVICE.
GENOVA 8TH AUGUST 1945.

5657

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

FE. 108.

MOVEMENTS OPERATION AT 070001HRS ON 7TH AUGUST 1945.

VARIOUS. From 2236hrs to 2302 there was a lack of power on all lines from GENERAL.

RUNNING OF PASSENGER TRAINS. Regular running. Slight delays for noted reasons We note the following exceptions:
1177- 19" late ex Acqui, 23" at Genova PP for lack of current, arr 38" late.
1751bis- arr 26" late, 12" ex Voghera, 13" Stazzano and 13" Arquata waiting section and conn. TV179.
1051- arr 26" late, 17" at Pruprolo waiting permission of Railway Police.
11- arr 34" late, 13" ex Alessa., 10" at Bolzaneto and 11" at Rivarolo due to proceeding on wrong road.
11ter- arr 139" late, 87" ex Alessa., 7" at Pumalia for testing Westinghouse brakes, 6" Pontedecimo passenger service, 8" at Bolzaneto due to proceeding on wrong road, 6" at Principe for unloading.

DISTRIBUTION OF ROLLING STOCK. Up to date the following covered wagons have arrived at S Benigno:
Foreign: 5th inst. 44 wagons at 1230hrs.
6th " 37 " " 0645hrs.
6th " 46 " " 1830hrs.
7th " 51 " " 0100hrs.
Owing to congestion at S Benigno and S Limbania two trains were staged at Piazza Carbonaro- 7763/9541/961 = 40 covered, 7787/9547 = 45 covered. 40 open wagons from Vado were staged at S Limbania for disposal of S Benigno One train of 45 empty covered wagons is staged at Quinto. One train of open empties at Campasso and two at Pontedecimo.
Train 9463 dep ex Vado at 1735hrs with 31" delay waiting traffic,- composed of 9 cisterns Milano S.C., 2 S Benigno, 3 Torino Lora, 5 Torino Smistamento, 2 Borgo S Giovanni, 2 Milano Certosa, 8 drums S Benigno, 4 empty cisterns S Benigno- 35 wagons, 730tons. Arr at Sampierda. at 1944hrs, 15" late.
The following despatches were made from Vado and S Benigno for POL:
7806- dep at 2210hrs, 31 wagons 823tons- 21 Milano, 10 Borgo S Giovanni, composed from train 9463 and from S Benigno, shunting done after marshalling of train 7802.
7806- dep 2330hrs(lack of current) with 27 wagons,650tons, 11 petrol Torino, 13 salt Torino, 1 Novara, 1 Vercelli, 1 Aless. - all salt.
S Limbania despatched train 6157 with 6 flour Ivrea and 7 various destinatio
S Benigno despatched the following trips:
1st trip- 1300hrs, 19 grain, 1 runner Linta, 513tons (Fr 7780).
2nd " - 1421hrs, 16 salt Milano. (Fr 7802).
3rd " - 1740hrs, 3 petrol Torino, 10 Milano, 8 Borgo S G.,518tons(7806&7806
4th " - 1950hrs, 19 grain, 1 runner Salisburgo. 500tons (7802)
5th " - 2145hrs, 16 salt, 1 Novara, 1 Vercelli, 1 Alessa., 13 Torino, 361tons, (7806).
6th " - 2230hrs, 18 Various West, 402tons (9429).
7th " - 2400hrs, 19 grain, 1 runner Linta, 510tons. Stopped on line and a locomotive was sent to assist at 0040hrs- arr at Sampierdarena Forni at 0050hrs- dep with 7734.
8th " - 0140hrs, 4 coal Milano,4 various Milano, 1 coal Abbiategrasso, 9 salt en route Milano.
9th " - 0215hrs, 14 salt various. 400tons.
10th " - 0330hrs, 15 salt various 327tons.
11th " - 0405hrs, 14 general for various destinations. 390tons.
12th " - 0500hrs, 18 for repairs Sampierda.,1 scrap iron Arquata. 209tons.
The following despatches were made from Sampierdarena:
7780- 1435hrs, 20wagons, 513tons grain Linta.
7802- 2110hrs, 36 " 851tons, 19 grain, 1 runner Salisburgo,16 saltMILAN
7734- 0125hrs, 36 wagons, 652tons, ex S Benigno 19 grain and 1 runner Linta

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6th " 46 " " 1830hrs.
7th " 51 " " 0100hrs.

Owing to congestion at S Benigno and S Limbania two trains were staged at Piazza Carlomagno- 7783/9541/961 = 40 covered, 7787/9547 = 45 covered. 40 open wagons from Vado were staged at S Limbania for disposal at S Benigno One train of 42 empty covered wagons is staged at Quinto. One train of open empties at Campasso and two at Pontedecimo.

Train 9463 dep ex Vado at 1735hrs with 31" delay waiting traffic,- composed of 9 cisterne Milano S.C., 2 S Benigno, 3 Torino Lore, 5 Torino Mistamanto, 2 Borgo S Giovanni, 2 Milano Certosa, 9 drums S Benigno, 4 empty cisterns S Benigno- 35 wagons, 730tons. Arr at Sampierda. at 1944hrs, 15" late.

The following despatches were made from Vado and S Benigno for POL:

7805- dep at 2210hrs, 31 wagons 823tons- 21 Milano, 10 Borgo S Giovanni, composed from train 9463 and from S Benigno, shunting done after marshalling of train 7802.

7802- dep 2330hrs(lack of current) with 27 wagons,690tons, 11 petrol Torino, 13 salt Torino, 1 Novara, 1 Vercelli, 1 Alessa. - all mult.

S Limbania despatched train 6137 with 6 flour Ivrea and 7 various destinatio

S Benigno despatched the following trips:

1st trip- 1300hrs, 19 grain, 1 runner Lintz. 513tons (Dr 7780).
2nd " - 1421hrs, 16 salt Milano. (Dr 7802).
3rd " - 1740hrs, 3 petrol Torino, 10 Milano, 8 Borgo S G.513tons(7806&7808
4th " - 1950hrs, 19 grain, 1 runner Salisburgo. 500tons (7802)
5th " - 2145hrs, 16 salt, 1 Novara, 1 Vercelli, 1 Alessa, 13 Torino, 361tons, (7808).
6th " - 2230hrs, 18 Various West, 402tons (9420).
7th " - 2400hrs, 19 grain, 1 runner Lintz, 510tons. Stopped on line and a locomotive was sent to assist at 0040hrs- arr at Sampierdarena Forni at 0050hrs- dep with 7734.
8th " - 0140hrs, 4 coal Milano,4 various Milano, 1 coal Abbiategrasso, 9 salt en route Milano.
9th " - 0215hrs, 14 salt various. 400tons.
10th " - 0330hrs, 15 salt various 327tons.
11th " - 0405hrs, 14 general for various destinations. 390tons.
12th " - 0500hrs, 18 for repairs Sampierda.,1 sorapiron Arquata. 269tons.

The following despatches were made from Sampierdarena:

7780- 1435hrs, 20wagons, 513tons grain Lintz.
7802- 2110hrs, 36 " 851tons, 19 grain, 1 runner Salisburgo,16 saltMILAN
7734- 0125hrs, 26 wagons, 652tons, ex S Benigno 19 grain and 1 runner Lintz and 6 wagons of which 4 Milano various, 1 iron Savona & S.1variousRING.
7746- 0515hrs, 33wagons, 865tons, 5 foodstuffs Milano,4 coal,4 various Milano, 20 salt ex S Benigno, 5 wagons foodstuffs ex Fegino-wagon No 416508, salt for Cremona was detached for adjustment of tarpaulin.

At S Benigno 14 wagons of grain are on hand awaiting completion of load.
At Sampierdarena wagons containing salt are on hand awaiting completion of a load of 8 900tons.

Sgd

.... page 2.

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RELATED VERO

2.

3.

POSITION OF COACHING STOCK AT 17.00 HOURS - 6th Aug 1945.

STATIONS.	CARRIAGES PASSENGER First A	Compo AB	Second B	Third C	TOTAL	General D	Post BG	TOTAL.
Gen. Brignole		10	6	31	47	10	4	14
" Principe	4	6	1	17	28	4	5	9
Ronco				4	4	1		1
Voghera		1	2	8	11	3		3
Castellazzo				4	4	1		1
Rivalta				1	1	1		1
Pressana		2	2	5	9	1	1	2
Sampierdarena						4		4
Novi				1	1			
Savona			2	13	15	4	2	6
Total	4	19	13	84	120	29	12	41
In transit at 17.00 hours			3	25	28	6		6
General Total	4	19	16	110	149	35	12	47

TRAINS RUN - 6th August 1945.

SECTION.	PASSENGERS Mil'y.	CIVILIAN Ordy.	Spl.	GOODS Mil'y.	CIVILIAN Ordy.	Spl.	LIGHT LOCOS	MATERIAL & MOTORCAR.
Alessa.-Brignole	2	10		1	12			2
Voghera-Brignole		8			2			
Acqui - Brignole		8			2			
Porto Maurizio-Brignole		12		1	1			
Gen. Principe-Voghera		14						
Voghera - Pressana		12						
Voghera - Pavia		6						
S. Torbora - Novi		12						
" " - Alessa.		4						
Ovada - Alessa.		4						
Savona - S. Giuseppe		12						
Rocco - S. Michele di P.		4						
Managlia - La Spezia		2						
Voghera-Arquata-Alessa.					2			
Local Trains					15			

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS - 6th Aug 1945.

Destn.	REFRIGERATORS	COVERED HIGH SIDING	FLATS	POA	POA/Sheets
Loaded	5	45	60	2	-	-

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Savona		2	13	15	4	2	6
Total	4	19	13	84	120	29	12	41
In transit at 17.00 hours			3	26	23	6 12		5
General Total	4	19	16	110	149	35	12	47

TRAINS RUN - 6th AUGUST 1945.

SECTION.	PASSENGERS Milit.	CIVILIAN Ordy.	Spl.	GOODS Milit.	CIVILIAN Ordy.	Spl.	LIGHT LOCOS	MATERIAL & WORKMEN.
Aless.-Brignole	2	10		1	12			2
Voghera-Brignole		8			2			
Acqui - Brignole		8			2			
Porto Maurizio-Brignole		12		1	3			
Gen. Principe-Voghera		14			1			
Voghera - Arcanara		12						
Voghera - Piacenza		6						
S. Tortona - Novi		12						
" " - Alessa.		4						
Ovada - Alessa.		4						
Savona - S. Giuseppe		12						
Rocco - S. Michele di P.		4						
Monselia - La Spezia		2						
Voghera-Arquata-Alessa.					2			
Local Trains					15			

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS - 6th Aug 1945.

Descript.	REFRIGERATORS	COVERED	HIGH SIDERS	FLATS	POS	POS/Shorts.
Loaded	5	45	60	2	-	-
Empty	50	497	1463	139	1	1
Total	55	542	1523	141	1	1
Required	18	214	442	21	10	-
Surplus	37	328	1081	120	-	1
Shortage	-	-	-	-	9	5665

MILITARY RAILWAY SERVICES,
GENOVA. 7th August 1945.

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TRANSLA

A. C

MORNING POSITION AT 0700HRS ON 6TH AUGUST 1945.

RUNNING OF PASSENGER TRAINS. Regular running on all lines. Light delays were suffered for the usual causes(speed restrictions, unloading, loading etc.). Train 3311 suffered 14" at Ronco waiting section.

DISTRIBUTION OF ROLLING STOCK. Of the trains with empty covered wagons for loading grain, expected to arrive from Austria yesterday(5th), only one arrived with 52 wagons and these were despatched to S Benigno,via Brignole S Limbania. During the morning Milano advised that five trains of the above-named rolling stockare already on the way and that arrangements have been made to send these to Terralba and S Limbania for use at S Benigno, as the loading facilities xx are limited to 40 wagons per day. Therefore the first train of 37 wagons has been despatched to S Benigno for loading today(6th)- these wagons are covered Austrian wagons. No train has arrived with open wagons from the North. Requirements for S Benigno have been met, having sent 280 wagons during the day, drawn from Sestri and Terralba.

MOVEMENTS OF LOADED TRAFFIC. S Benigno reintroduced the sending of loaded traffic to Sampierdarena at 1655hrs yesterday and has despathed 9 trips of 146 wagons in all, of which: 18 grain Salisburgo, 95 coal Milano Smistamento 33 salt in transit Torino and Milano. S Limbania despatched only 6 flour to Ivrea. Sampierdarena despatched the following to the North:

7806- 32 wagons,870tons coal Milano Smistamento.Dep.2150hrs(+10).
7732- 32 " 880 " " " " " 2350hrs (+20).
7734- 14 " 400 " " " " " 0135hrs and waited at Quadrivio Torbella due to damaged assisting loco and request for a reserve loco. Returned to Forni to detach the damaged loco and departed again at 0300hrs.

This train (No 7734) also contained 18 wagons, 470tons grain for Salisburgo.
7744- 27 Wagons coal Milano S.S. and 3 wagons perish.Rogoredo. Total 850tons departed at 0345hrs.
7750- 27 wagons salt for Various destinations and 5 coal Milano S.S. Total 880tons. Departed at 0559hrs.

Being Sunday there was no loading of petrol at Vado and rubble at Pietra Ligure, hence no traffic.
For the West train 9590/6252 was despatched to Savona and beyond.

POSITION OF COACHING STOCK AT 1700HRS ON 5TH AUGUST 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Genova Br.	-	8	4	32	44	16	6	22
Genova PP.	4	5	1	23	33	5	6	11
Ronco	-	2	2	3	7	1	-	1
Voghera	-	1	2	8	11	3	-	3
Castellazzo	-	-	-	4	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Bressana	-	1	2	7	10	1	1	2
Sampierdarena	-	-	-	-	-	4	-	4
Novi	-	-	-	1	1	-	-	-
Savona	-	2	2	13	17	4	3	7
Total	4	19	13	92	128	36	16	52
In transit at 1700hrs	-	-	3	26	29	6	-	6
General Totals	4	19	16	118	157	42	16	58

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MOVEMENTS OF LOADED TRAFFIC. S Benigno reintroduced the sending of loaded traffic to Sampierdarena at 1655hrs yesterday and has despatched 9 trips of 146 wagons in all, of which: 18 grain Salisburgo, 95 coal Milano Smistamento 33 salt in transit Torino and Milano. S Lidmania despatched only 6 flour to Ivrea. Sampierdarena despatched the following to the North:

7806- 32 wagons, 870tons coal Milano Smistamento. Dep. 2150hrs (+19).
7732- 32 " 880 " " " " " 2350hrs (+20).
7734- 14 " 400 " " " " " 0135hrs and waited at Quadrivio Torbella due to damaged assisting loco and request for a reserve loco. Returned to Forni to detach the damaged loco and departed again at 0300hrs.

This train (No 7734) also contained 18 wagons, 470tons grain for Salisburgo.

7744- 27 wagons coal Milano S.M. and 3 wagons perish. Rogoredo. Total 850tons departed at 0346hrs.

7750- 27 wagons salt for Various destinations and 5 coal Milano S.M. Total 800tons. Departed at 0559hrs.

Being Sunday there was no loading of petrol at Vado and rubble at Pietra Ligure, hence no traffic.

For the West train 9590/6252 was despatched to Savona and beyond.

POSITION OF COACHING STOCK AT 1700HRS ON 5TH AUGUST 1945.

STATION	CARRIAGES First Compo A	AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Genova Br.	-	8	4	32	44	16	6	22
Genova PP.	4	5	1	23	33	5	6	11
Ronco	-	2	2	3	7	1	-	1
Voghera	-	1	2	8	11	3	-	3
Castellazzo	-	-	-	4	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Arenzano	-	1	2	7	10	1	1	2
Sampierdarena	-	-	-	-	-	4	-	4
Novi	-	-	-	1	1	-	-	-
Savona	-	2	2	13	17	4	3	7
Total	4	19	13	92	128	36	16	52
In transit at 1700hrs	-	-	3	26	29	6	-	6
General Totals	4	19	16	118	157	42	16	58

POSITION OF ROLLING STOCK FOR LOADING AT 1700HRS ON 5TH AUGUST 1945.

	Refrig.	Covered.	High sides.	Flats.	POZ.	POZ shorts.
Loaded	3	104	95	3	-	-
Empty	42	468	1370	146	-	-
Total	45	572	1466	149	-	-
Requirements	1	175	434	7	-	-
Surplus	44	397	1032	142	-	-

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0787

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TED VERSION.

Morning Position at 0700hrs on 6th August 1945(continued).

TRAINS RUN - 5TH AUGUST 1945.

SECTION	PASSENGER Milit.	PASSENGER CIVILIAN Ordy.	PASSENGER CIVILIAN Spl.	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl.	LIGHT LOCOS	MATERIAL & WORKMEN
Aless.-Brignole	2		8		14			
Voghera-Brignole			8		3			
Acqui-Brignole			6		1			
Porto M-Brignole			12		10			
Genova PP-Bogliasco			14					
Voghera-Bressana			12					
Voghera-Piacenza			4					
S Tortona-Novi			12					
" -Aless.			4					
Ovada-Aless.			4					
Savona-S Giuseppe			8					
Rocco-S Michele P.			4					
Moneglia-La Spezia			2					
Local Gunts					24			

MILITARY RAILWAY SERVICES,
GENOVA. 6TH AUGUST 1945.

TRANSLATED VERSION.

A/C

MORNING POSITION AT 0700HRS ON 9TH AUGUST 1945.

RUNNING OF PASSENGER TRAINS. Regular running for Allied Command trains. Delays of about 25"/30" for known reasons on the North, West and Acqui. We note the following exceptions:
TV1175- arr at Brignole 24" late, 4" ex Acqui and 18" at Molare due to damaged locomotive and waiting on reserve loco ex Ovada.
TV 175- arr at Brignole 215" late, 95" on arr at Tortona, 146" at Busalla for damaged overhead wires(wires connecting points 34/35 at Busalla station.
11- arr 45" late, 23" on departure ex Alessa.
11bis- arr 164" late, 110" on departure ex Alessa.
TV2817- arr 321" late, 178" at Alessa. waiting section due to damaged overhead wires.

PATROLLISATION OF PASSENGER TRAINS. Heavy from and to the North, light for West, Acqui and Voghiasco.

DISTRIBUTION OF ROLLING STOCK.

During the last 24 hours there were no arrivals of open empties from the North. The position is the same regarding Austrian covered empties expected at the Port for loading grain. Requirements were met and during the night 160 opens wre sent to the Port, drawn from S.Quinto, Bastri P., Sampierda., and S. Brignole. 40 National covered arrived by train 7793 ex Milano P. Cristoforo and were staged at Sampierdarena. 7 Wagons rubble ex Pietraligur proceeded to Brignole by train 6211.
9467 dep ex Vado at 1740hrs(+36") and arr at Sampierda. at 2006hrs(+36"): composed of 28 vehicles, 695tons, 4 Milano Certosa, 8 Milano S.Cristoforo, 3 Torino Dora, 1 Brescia S G, 2 Rivarolo, 2 S Benigno, 4Torino Smistamento- all petrol.
Connecting train 7806 dep to time ex Sampierda. with vehicles 33, tons 820, 24 petrol Milano, 9 petrol Borgo S Giovanni, arr at Alessa. at 0230hrs, dep. for Milano at 0306hrs ~~by~~ as train 9094.
The following trains were despatched from Sampierdarena:
7808- to time with 24 vehicles, 760tons, 10 petrol Torino, 12 Coal Casale, 2 coal Busnolano; arr at Alessa. at 0330hrs, dep at Torino at 0525hrs as train 7844.
7812- at 2340hrs (+25") 33 vehicles,810tons coal, 17 Milano, 4 Mortara, 12 Chivasso.
7736 at 0100hrs(+18") 30 vehicles, 840tons coal, 6 Mortara, and 24 Milano.
7746 at 0354hrs (+31") 30 vehicles, 690tons, 6 perish Torino, 9 Perish Milano, 15 coal Milano.
A load of perishables arr at Sampierda. by train 9473 at 0313hrs coming from Savona and Vado.
7748(to time) 26 vehicles, 680tons con Milano.
7760(to time) 24 vehicles, 650tons, 19 Milano, 2 Asti, 1 Gallarate, 1 Busto Arsizio, 1 Torino- all coal.

POSITION OF ROLLING STOCK FOR LOADING AT 1700HRS ON 4TH AUGUST 1945.

	Refrigerators.	Covered.	High sides.	Flats.	POT.	POS shorts.
Loaded	-	50	133	11	-	-
Empty	41	386	1228	137	-	2
Total	41	436	1361	148	-	2
Required	27	178	446	32	5	X -

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0.7886

DISTRIBUTION OF ROLLING STOCK.

During the last 24 hours there were no arrivals of open empties from the North. The position is the same regarding Austrian covered empties expected at the Port for loading grain. Requirements were met and during the night 150 opens are sent to the Port, drawn from S.Quinto, Castri D., Sampierda., and G. Brignole. 40 National covered arrived by train 7793 ex Milano S. Cristoforo and were staged at Sampierdarena. 7 Wagons rubble ex Pietraligur proceeded to Brignole by train 6211.

9467 dep ex Vado at 1740hrs(+36") and arr at Sampierda. at 2005hrs(+36"): composed of 28 vehicles, 695tons, 4 Milano Certosa, 8 Milano S.Cristoforo, 3 Torino Dora, 1 Brescia S G, 1 Rivarolo, 2 S Denigno, 4Torino Smistamento- all petrol.

Connecting train 7806 dep to time ex Sampierda. with vehicles 31, tons 820, 24 petrol Milano, 9 petrol Borgo S Giovanni, arr at Aless. at 0230hrs, dep. for Milano at 0306hrs by as train 9094.

The following trains were despatched from Sampierdarena:

7808- to time with 24 vehicles, 760tons, 10 petrol Torino, 12 Coal Casale, 2 coal Busnoleno, arr at Aless. at 0330hrs, dep at Torino at 0525hrs as train 7844.

7812- at 2340hrs (+29") 33 vehicles,810tons coal, 17 Milano, 4 Mortara, 12 Chivasso.

7736 at 0100hrs(+18") 30 vehicles, 840tons coal, 6 Mortara, and 24 Milano.

7746 at 0354hrs (+31") 30 vehicles, 690tons, 6 perish Torino, 9 Perish Milano, 15 coal Milano.

A load of perishables arr at Sampierda. by train 9473 at 0312hrs coming from Savona and Vado.

7748(to time) 26 vehicles, 630tons con Milano.

7750(to time) 24 vehicles, 650tons, 19 Milano, 2 Asti, 1 Gallarate, 1 Busto Arsizio, 1 Torino- all coal.

POSITION OF ROLLING STOCK FOR LOADING AT 1700HRS ON 4TH AUGUST 1945.

	Refrigerators.	Covered.	High sides.	Flats.	POS.	POS shorts.
Loaded	-	50	133	11	-	-
Empty	41	386	1228	137	-	2
Total	41	436	1361	148	-	2
Required	27	278	446	31	5	4 -
Surplus	14	258	915	117	-	2
Shortage	-	-	-	-	5	-

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Mer.Mm Position at 0700hrs on 5th August 1945 (continued).

DISTRIBUTION OF ROLLING STOCK(CONTINUED). S Limbania effected one trip to Brignole:

1091- at 0005hrs, 24 vehicles, 470tons, 2 Lime Milano P., 6 flour Ivrea, 6 ruoble Voltri, 1 rubbish Acqui, 1 Lime Casaine, 2 various and 2 empty Brignole, 4 empty Ronco.

S Limbania effected two trips-via S Limbania, 0 Brignole for 51 wagons:

At 1330hrs, 24 vehicles, 650tons coal Milano Smistamento.
At 1605hrs, 27 " 729 " , 17 Ers, 4 Asti, 3 Pozzolengo, 3 Casale- all coal.

The first proceeded ex Brignole as train 9572 and ex S/darena as 7790.
The second " " " " 6456 " " " " 7732.

S Bendigno effected the following trips to Sampierdarena via Sommergibile for clearance of 203 wagons:

At 1720hrs, 14 vehicles, 399tons:2 coal Pozzolengo, 12 coal Casale.
At 1810hrs, 23 " 450 " :10petrol Milano-Certosa, 2 Rogoredo, 8 Borgo S Giovanni, 3 Torino Smistamento.

At 2005hrs, 17 vehicles, 463tons, coal Milano.
At 2020hrs, 15 " 432 " , 11 coal Chivasso, 4 coal Mortara.
At 2130hrs, 16 " 453 " , coal Milano.
At 2220hrs, 14 " 399 " , 8 coal Milano, 6 coal Mortara.
At 2346hrs, 10 " 300 " , coal Milano.
0135hrs 15 " 392 " , coal Milano.
At 0300hrs, 16 " 420 " , coal Milano.
At 0345hrs, 13 " 350 " , coal Milano.
At 0450hrs, 11 " 300 " , 6 coal Milano, 2 Asti, 1 Gallarate, 1 Busto, 1 Torino.

At 0720hrs, 16 vehicles, 375tons, 9 rubble Voltri, 3 empty cisterns Vado, 2 empty cisterns S/darena, 1 iron Sestri P., Arquata service. 23 vehicles, 250tons, for repairs Forni.

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TRAINS RUN - 4TH AUGUST 1945.

SECTION	PASSENGERS Milit.	PASSENGERS CIVILIAN Ordy.	PASSENGERS CIVILIAN Spl	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl	LIGHT MATERIAL & LOCOS	MATERIAL & FORCES
Alessa.-S Brignole.	2	13		1	16			2
Voghera-Brignole		9			3			
Acqui-Brignole		8			3			
Imp.P.Maurizio-Brignole		12		1	8			
Genova PP-Bogliasco		14			3			
Voghera-Brescanm		10						
Voghera-Piacenma		4						6
S Tortona-Novi		12						
" -Alessa.		4						
Ovada-Alessa.		4						
Savona-S Giuseppe		12						
Rocco-S Michele P.		6						
Monaglia-La Spezia		2						
Local shunts					28			

POSITION OF COACHING STOCK AT 1700HRS ON 4TH AUGUST 1945.

STATION	CARRIAGES First Compo A	AE	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
					47	16	5	21

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At 2020hrs,	15	"	453 " , coal Milano.
At 2130hrs,	16	"	390 " , 8 coal Milano, 6 coal Mortara.
At 2230hrs,	14	"	300 " , coal Milano.
At 2346hrs,	10	"	392 " , coal Milano.
0155hrs	15	"	420 " , coal Milano.
At 0300hrs,	16	"	350 " , coal Milano.
At 0345hrs,	13	"	300 " , 6 coal Milano, 2 Asti, 1 Gallarate.
At 0450hrs,	11	"	1 Busto, 1 Torino.
At 0720hrs,	16 vehicles, 370tons,		9 rubble Voltri, 3 empty cisterns Vado,
	2 empty cisterns S/Gerona,		1 iron Castri P.,1Arquata service.
	23 vehicles, 250tons,		for repairs Parma.

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TRAINS RUN - 4TH AUGUST 1945.

SECTION	PASSENGERS Milit.	PASSENGERS CIVILIAN Ordy.	PASSENGERS CIVILIAN Spl	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl	LIGHT MATERIAL LOCOS	LIGHT MATERIAL & WORKMEN
Alessa.-S Brignole.	2	13		1	15			2
Voghera-Brignole		9			3			
Acqui-Brignole		8			3			
Imp.P.Maurizio-Brignole		12		1	6			
Genova PP-Boglinsco		14			3			
Voghera-Brescanna		10						
Voghera-Piacenza		4						
R Tortona-Novi		12						6
" -Alessa.		4						
Ovada-Alessa.		4						
Savona-S Giuseppe		12						
Recco-S Michele P.		6						
Monaglia-La Spezia		2						
Local skunts			28					

POSITION OF COACHING STOCK AT 1700HRS ON 4TH AUGUST 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Genova Br.	1	7	5	34	47	16	5	21
" PP.	3	4	1	15	23	4	6	10
Ronco	-	-	-	4	4	1	-	1
Voghera	-	1	2	8	11	3	-	3
Castellazzo	-	-	-	4	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Bressana	-	3	2	5	10	1	2	3
Rampierdarena	-	-	-	-	-	4	-	4
Novi	-	-	-	1	1	-	-	-
Savona	-	2	2	14	18	4	2	6
Totals	4	17	12	86	119	35	14	49
In transit at 1700hrs	-	-	3	26	29	6	-	6
General Totals	4	17	15	112	148	42	14	55

MILITARY RAILWAY SERVICES, GENOVA. 5TH AUGUST 1945.

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ANNEXURE "E"

MILITARY RAILWAY SERVICES - GENOVA

NUMBER OF TRAINS RUN W/E 4TH AUGUST 1945

DEPARTIMENTO OF GENOVA

SECTION	PASSENGER MILITARY	CIVILIAN Ordy.	CIVILIAN Spl	GOODS MILITARY	CIVILIAN Ordy.	CIVILIAN Spl	LIGHT LOCOS	MATERIAL OR WORKMEN
G BRIGNOLE-ALESS	14.	77.		5.	89.		3.	5.
" -NOVI		2.						
" -VOGHERA		49.			24.			
" -RONCO Nic.								
" -ACQUI		54.			13.		3.	
" -OVADA		2.						
" -BOGLIASCO		98.			9.	1.		1.
" SAVONA-IMPERIA		82.		5.	76.	1.	6.	
VOGHERA -PRESSANA(1)		66.						
" -PIACENZA		32.						
ALESS -B TORTONA		22.						
ALESS-ARQUATA-VOGHERA					15.			
NOVI -B TORTONA		84.						
NOVI -POZZOLO								26.
SAVONA -S GIUSEPPE		74.						
OVADA -CASTELLAZZO		12.			2.			
MONEGLIA -LA SPEZIA		10.						
RECCO -S MICHELE		36.						
LOCAL TRAINS					93.		20.	
TOTALS	14.	700.	-	10.	321.	2.	32.	42.

(1) Continuing at the PO.

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"	-VOGHERA		49.			24.			
"	-RONCO Al.								
"	-ACQUI		54.			13.		3.	
"	-OVADA		2.						
"	-BOGLIASCO		98.			9.	1.		1.
"	SAVONA-IMPERIA		82.		5.	76.	1.	6.	
VOGHERA	-BRESSANA(1)		66.						
"	-PIACENZA		32.						
ALESS	-B TORTONA		22.						
ALESS-ARQUATA-VOGHERA						15.			
NOVI	-B TORTONA		84.						
NOVI	-POZZOLO								26.
SAVONA	-S GIUSEPPE		74.						
OVADA	-CASTELLAZZO		12.			2.			
MONEGLIA	-LA SPEZIA		10.						
RECCO	-S MICHELE		36.						
						93.		20.	
LOCAL TRAINS									
T O T A L S		14.	700.	-	10.	321.	2.	32.	42.

(1) Transhipping at the PO.
(2) " at SANTUARIO.

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DAILY VERSION.

DISPOSITION AT 0700HRS ON 4TH AUGUST 1945.

RUNNING OF PASSENGER TRAINS. Regular running for all ~~x~~ lines, with usual delays for trains from the West, due to known reasons. We note the following delays:
TV9427/1407 ex Porto Maurizio, detained at Savona from 0546hrs to 0745hrs for Police inspection of passengers. Dep ex Savona 40"late, arr. at Brignole 53" late.
11- Arr at Brignole 16" late, due to late departure ex Alessa. waiting conn.
1177- arr 54" late, 46" at Acqui(11" later than prescribed delay) for conn. ex Alessa. and 18" suffered on line for loading, unloading and shunt.
1052- suffered 33" delay at Sampierdarena due to damaged loco.-substituted engine from Rivarolo.

PATRONISATION OF PASSENGER TRAINS. Light for Bogliasco, Normal for West and heavy for North.

DISTRIBUTION OF ROLLING STOCK AND VARIOUS MOVES.

Arrived ex Alessa. one train of high siders(empty) and one train of flats (empty) and despatched to Voghera and S Limbania respectively. The requirements for loading at the Port and for empties for distribution have been met. A train of closed empties was diverted ex S Limbania to Tortona and Voghera.
The following trains were despatched ex S Limbania:
6157- 40 closed empties Voghera.
1091- 25 wagons for repairs Voghera, 15 refrigeretors for the West.
991 - 8 wagons various goods.
The following trips were despatched from S Benigno:
O.L.-1820hrs, with 21 POL Milano, Brescia, Torino. Tons 556
O.L.-1945hrs, with 8 POL Rogoredo, Torino " 200
O.L.-2200hrs, with 15 Coal Alessa. " 406
O.L..004Ohrs, with 15 Coal Alessa. " 381
O.L.-0153hrs, with 14 Coal Novara. " 361
O.L.-0305hrs, with 8 Coal Novara, 6 Alessa. " 390
O.L.-0415hrs, with 15 Coal Asti, 6 Torino, " 427
O.L.-0525hrs, with 2 Coal Asti, 13 Torino. " 425
O.L.-0745hrs, with 11 Coal Novara, 3 Torino. " 365
O.L.-?? with 2 cisterns Vado, 10 rubble Voltri, 1 Sestri, 1 Brignole
1 Pontedecimo iron, 2 iron, 2 Torino Salt.
Tons 473

9463- dep. ex Vado 1736hrs(+32") with 30 vehicles, 710 tons; 5 Torino, 13 Milano, 4 S Benigno POL, 8 empty drums ex S Benigno, arr at Sampierdarena at 2014hrs.
7806- ex Sampierdarena(right time) with 23 Milano and 10 Brescia Petrol, 863 tons, arr at Alessa. at 0015hrs. Connecting train proceeded to Milano at 0113hrs.
7806- 2300hrs (+32") ex Sampierda. with 9 Torino, 7 Rogoredo POL, 450tons arr at Alessa. at 0115hrs.
Sampierdarena despatched the following trains:
7735- 0119hrs with 30 coal Alessa. tons 825
7744- 0410hrs with 29 coal, 6 Alessa. 22 Novara. 753tons.
7752- 0745hrs with 31 coal, 19 Torino, 12 Asti. 852tons.
15 Wagons rubble departed ex Pietra Ligure for Gen Brignole by train 9471 and proceeded ex Savona by train 9479.
Ex Brignole 25 wagons for repairs Voghera by train 9590/7736 and 11 loaded transit for Milano by train 9550/7754.
[illegible] one postal van for Ventimiglia

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DISTRIBUTION OF ROLLING STOCK AND VARIOUS ITEMS.

Arrived ex Alessa. one train of high siders(empty) and one train of flats (empty) and despatched to Voghera and S Limbania respectively. The requirements for loading at the Port and for empties for distribution have been met. A train of closed empties was diverted ex S Limbania to Tortona and Voghera.

The following trains were despatched ex S Limbania:

6157- 40 closed empties Voghera.
1891- 25 wagons for repairs Voghera, 15 refrigerators for the West.
591 - 8 wagons various goods.

The following trips were despatched from S Benigno:

O.L.-1820hrs,	with 21 POL Milano, Brescia, Torino.	Tons		556
O.L.-1945hrs,	with 8 POL Rogoredo, Torino	"		209
O.L.-2200hrs,	with 15 Coal Alessa.	"		406
O.L..0040hrs,	with 15 Coal Alessa.	"		383
O.L.-0150hrs,	with 14 Coal Novara.	"		363
O.L.-0305hrs,	with 8 Coal Novara, 6 Alessa.	"		390
O.L.-0415hrs,	with 10 Coal Asti, 6 Torino,	"		427
O.L.-0525hrs,	with 2 Coal Asti, 13 Torino.	"		425
O.L.-0745hrs,	with 11 Coal Novara, 3 Torino.	"		369
O.L.--??	with 2 cisterne Vado, 10 rubble Voltri, 1 Sestri, 1 Brignole			
	1 Pontedecimo iron, 2 iron, 2 Torino Salt.	Tons		478

9463- dep. ex Vado 1736hrs(+32") with 30 vehicles,718 tons; 5 Torino, 13 Milano, 4 S Benigno POL, 8 empty drums ex S Benigno, arr stb Sampierdarena at 2014hrs.
7806- ex Sampierdarena(right time) with 23 Milano and 10 Brescia Petrol, 863 tons, arr at Alessa. at 0018hrs. Connecting train proceeded to Milano at 0115hrs.
7808- 2300hrs (+32") ex Sampierda. with 9 Torino, 7 Rogoredo POL, 450tons arr at Alessa. at 0115hrs.

Sampierdarena despatched the following trains:

7735- 0118hrs with 30 coal Alessa. tons 820
7744- 0410hrs with 28 coal, 6 Alessa, 22 Novara. 753tons.
7752- 0745hrs with 31 coal, 19 Torino, 12 Asti. 852tons.

15 Wagons rubble departed ex Pietra Ligure for Gen Brignole by train 9471 and proceeded ex Savona by train 9479.

Ex Brignole 25 wagons for repairs Voghera by train 9590/7736 and 31 loaded transit for Milano by train 9550/7754.

Ex Busalla 7 wagons, 3 baggage vans and one postal van for Viaggio Firm of Sestri Ponente by train 7971/9444.

POSITION OF ROLLING STOCK FOR LOADING AT 1700HRS ON 3RD AUGUST 1945.

	Refrigerators.	Covered.	High siders.	Flats.	POL.	POS shorts.
Loaded	6	52	217	9	-	-
Empty	32	404	1341	147	-	-
Totals	38	456	1558	156	50 29	-
Required	27	106	535	12	2	-
Surplus	11	350	1023	142	-	-
Shortage	-	-	-	-	2	-

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TRAFFIC 2.

Morning position at 0700hrs on 4th August 1945 (continued).

TRAINS RUN 3RD AUGUST 1945.

SECTION	PASSENGERS Mili.	CIVILIAN Ordy.	CIVILIAN Spl	GOODS Mili.	CIVILIAN Ordy.	CIVILIAN Spl.	LIGHT LOCOS	MATERIAL & WORKMEN
Alessa.-Brignole	2	10		1	3	8	2	2
Voghera-Brignole		8			3	3		
Acqui-Brignole		6			2		2	
Imp.P.Maurizio-Brignole		12		1	16			
GenovaPP-Bogliasco		14			2			
Voghera-Tresseana		10						
Voghera-Piacenza		4						
S Tortona-Novi		12						6
S Tortona-Alessa.		4						
Ovada-Alessa.		4						
Savona-S Giuseppe		12						
Ronco-S Michele P.		6						
Ventimiglia-La Spezia		2						
Local Shunts						10	6	

POSITION OF COACHING STOCK AT 1700HRS ON 3RD AUGUST 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Genova Br.	-	9	8	43	60	17	5	22
" PP.	3	4	1	14	22	5	6	11
Ronco	-	-	-	4	4	1	-	1
Voghera	-	1	2	8	11	3	-	3
Castellazzo	-	-	-	4	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Brezzana	1	-	2	7	10	1	1	2
Sampierdarena	-	-	-	-	-	4	-	4
Novi	-	-	-	1	1	-	-	-
Savona	-	2	2	14	18	4	2	6
Totals	4	16	15	96	131	37	14	51
In transit at 1700hrs	-	-	3	26	29	6	-	6
General Totals	4	16	18	122	160	43	14	57

MILITARY RAILWAY SERVICES,
GENOVA. 4TH AUGUST 1945.

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Savona-S Giuseppe	6							
Recco-S Michele P.	2							
Moneglia-La Spezia					10	6		
Local Shunts								

POSITION OF COACHING STOCK AT 1700HRS ON 3RD AUGUST 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Bust DU	TOTAL
Genova Pr.	-	9	6	43	60	17	5	22
" PP.	3	4	1	14	22	5	6	11
Ronco	-	-	-	4	4	1	-	1
Voghera	-	1	2	8	11	3	-	3
Castellazzo	-	-	-	4	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Bressana	1	-	2	7	10	1	1	2
Sampierdarena	-	-	-	-	-	4	-	4
Novi	-	-	-	1	1	-	-	-
Savona	-	2	2	14	18	4	2	6
Totals	4	16	15	96	131	37	14	51
In transit at 1700hrs	-	-	3	26	29	6	-	6
General Totals	4	16	18	122	160	43	14	57

MILITARY RAILWAY SERVICES,
GENOVA. 4TH AUGUST 1945.

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

TRANSLATED VERSION.

MOVING POSITION AS AT 07.00 HOURS : 3rd AUGUST 1945.

RUNNING OF PASSENGER TRAINS. - Regular and light delays with the following exceptions:-

1395 arrived 38" late - 20" at Voghera waiting connection.
11 " 18" " - 18" ex Alessandria waiting connection.
1351 " 61" " - 40" ex Alessandria, and 19" at Serravalle crossing train TV.14A.
1415 " 30" " at Savona for 9463 and crossing 1419 and 1410 Bis.

VARIOUS. Special train No.9473 containing loaded wagons and wagons of vegetables were despatched ex Savona at 0.56 hours - In departing from Pegli with 40 wagons - 660 tons a coupling on Flat 650122 broke - 1st portion of 12 vehicles - 2nd portion of 28 vehicles despatched ex Pegli at 3.28 hours hauled by the locomotive of train 6252. Train was remarshalled at Sestri where after shunting and crossing, train 9436 was despatched at 5.00 hours.

DISTRIBUTION OF ROLLING STOCK. - Normal despatches to Vado of empty cisterns was introduced with the running of 3 extra trains. On the request of the Allied Command the requirements in respect of the arrival of two ships with 8042 tons of coal and 17000 tons of salt for today have been provided and vehicles have been placed at the disposal of S. Benigno. A further distribution was made in order to effect loading of extra traffic.

Ex Vado to S. Benigno - 39 wagons empty drums for Allied Command made by train 9469.

Train 9463 departed ex Vado at 17.54 with 50" late start waiting wagons ex Junctions - arrived at Sampierdarena at 20.36 - composed 2 cisterns Sampierdarena, 3 Torino Dora, 3 Torino SM. - 13 Milano S.C., 8 wagons drums S. Benigno - 1 wagon empty - total 30 wagons - 853 tons.

Train 7806 departed at 22.05 ex Sampierdarena with 25" delay waiting 5 urgent T.M. wagons ex Bolzaneto to Bologna - composed of 30 wagons - 715 tons - of which 14 cisterns petrol Milano S.C. - 4 Milano Certosa - 7 Borgo S. Giovanni - 5 various Bologna - arrived Alessandria at 2.10 hours and proceeded to Milano at 3.25 hours.

Train 7808 departed at 23.00 hours with 19 wagons - 430 tons of which 3 empty cisters Torino Workshops, 3 cisterns petrol Torino Dora - 11 Torino SM., 1 empty drums Asti - 1 empty Torino - arrived at Alessandria at 4.26 hours and proceeded to Torino at 4.45 hours.

Ex S. Limbania only one trip was made with 16 wagons of goods for various destinations.

Ex S. Benigno (Unannounced) left at 18.15 hours - 4 cisterns paraffin Milano Certosa, 1 Milano S.C. - 7 Borgo S. Giovanni - 3 Torino SM. - 20 wagons - 461 tons.

Unannounced - 19.15 hours - 20 wagons - 400 tons - various goods and empty wagons for local service.

Ex Pietra Ligure to Ventimole - 20 wagons rubbish with train 9471/9477. Ex Savona 27 wagons for repairs recovered for Busalla with trains 9471/7906.

Ex West despatched train No.9473 for loading and 20 wagons fruit to Torino and Milano proceeded with 7752 which departed at 7.30 ex Sampierdarena with 27 wagons - 580 tons of which 7 Torino and 13 Milano vegetables and fruitcompleted with other traffic.

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS - 2 Aug 1945.

REFRIGERATORS COVERED HIGH SIDES FLATS POZ POZ/Shorts.

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DISTRIBUTION OF ROLLING STOCK. - Normal despatches to Vado of empty cisterns was introduced with the running of 3 extra trains. On the request of the Allied Command the requirements in respect of the arrival of two ships with 8042 tons of coal and 17000 tons of salt for today have been provided and vehicles have been placed at the disposal of S. Benigno. A further distribution was made in order to effect loading of extra traffic.

Ex Vado to S. Benigno - 39 wagons empty drums for Allied Command made by train 9465.

Train 9463 departed ex Vado at 17.54 with 50" late start waiting wagons ex Junctions - arrived at Sampierdarena at 20.36 - composed 2 cisterns Sampierdarena, 3 Torino Dora, 3 Torino SM. - 13 Milano S.S., 8 wagons drums S. Benigno - 1 wagon empty - total 30 wagons - 853 tons.

Train 7806 departed at 22.05 ex Sampierdarena with 25" delay waiting 5 urgent T.M. wagons ex Bolzaneto to Bologna - composed of 30 wagons - 716 tons - of which 14 cisterns petrol Milano S.S. - 4 Milano Certosa - 7 Borgo S. Giovanni - 5 various Bologna - arrived Alessandria at 2.10 hours and proceeded to Milano at 3.25 hours.

Train 7808 departed at 23.00 hours with 19 wagons - 430 tons of which 3 empty cisterns Torino Workshops, 3 cisterns petrol Torino Dora - 11 Torino SM., 1 empty drums Asti - 1 empty Torino - arrived at Alessandria at 4.26 hours and proceeded to Torino at 4.45 hours.

Ex S. Limbania only one trip was made with 16 wagons of goods for various destinations.

Ex S. Benigno (Unannounced) left at 18.15 hours - 4 cisterns paraffin Milano Certosa, 1 Milano S.S. - 7 Borgo S. Giovanni - 8 Torino SM. - 20 wagons - 481 tons.

Unannounced - 19.15 hours - 20 wagons - 460 tons - various goods and empty wagons for local service.

Ex Pietra Ligure to Brignole - 20 wagons rubbish with train 9471/ 9477. Ex Savona 27 wagons for repairs recovered for Busalla with trains 9471/7806.

Ex West despatched train No.9473 for loading and 20 wagons fruit to Torino and Milano proceeded with 7752 which departed at 7.30 ex Sampierdarena with 27 wagons - 380 tons of which 7 Torino and 13 Milano vegetables and fruit completed with other traffic.

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS - 2 Aug 1945.

	REFRIGERATORS	COVERED	HIGH SIDED	FLATS	FOZ	FOZ/Shorts.
Loaded	-	46	113	12	1	-
Empty	49	392	1649	100	2	2
Total	49	440	1762	112	3	2
Required	25	128	505	112	10	-
Surplus	24	312	1257	-	-	-
Shortage	-	-	-	-	5617	-

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MORNING POSITION for 3rd August 1945 continued.

POSITION OF COACHING STOCK AS AT 17.00 HOURS - 2nd August 1945.

STATION.	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	General U	Post DU	TOTAL
Gen.Brignole	1	10	8	44	63	12	3	15
" Principe	3	4	1	14	22	5	6	11
Ronco				4	4	1		1
Voghera		1	2	8	11	3		3
Castellazzo				4	4	1		1
Rivalta				1	1	1		1
Ovada			1		1			
Brescana B.		2	2	6	10	2		2
Sampierdarena						4		4
Savona			2	14	16	3	2	5
Novi C.				1	1			
Total	4	17	16	96	133	32	11	43
In transit at 17.00 hours			3	25	29	6		6
General Totale	4	17	19	122	162	38	11	49

TRAINS RUN : 2nd August 1945.

SECTIONS.	PASSENGERS Milit.	CIVILIAN Ordy.	Spl.	GOODS Milit.	CIVILIAN Ordy.	Spl	LIGHT LOCOS	MATERIAL & WORKMEN.
Alessa.-Brignole	2	10		1	7			2
Voghera-Brignole		2			5			
Acqui - Brignole		8			2			
Porto Maurizio-Brignole		12		1	15			
Gen.Principe - Bogliasco		14			2			
Voghera - Brescana		10						
Voghera - Piacenza		4						
Bivio Tortona - Novi		12						6
" " - Alessa.		4						
Ovada - Alessandria		4						
Savona - S. Giuseppe		12						
Recco - S. Michele		6						
Moneglia - La Spezia		2						
Local Shunts					7		4	

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Sampierdarena			2	14	16	3		
Savona				1	1			
Novi C.								
Total	4	17	16	96	133	32	11	43
In transit at 17.00 hours			3	26	29	6		6
General Totals	4	17	19	122	162	38	11	49

TRAINS RUN : 2nd August 1945.

SECTIONS.	PASSENGERS Milit.	PASSENGERS CIVILIAN Ordy.	PASSENGERS CIVILIAN Spl.	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl	LIGHT LOCOS	MATERIAL & WORKMEN.
Aless.-Brignole	2	10		1	7			2
Voghera-Brignole		2			5			
Acqui - Brignole		8			2			
Porto Maurizio-Brignole		12		1	15			
Gen.Principe - Boglasco		14			2			
Voghera - Bressana		19						
Voghera - Piacenza		4						
Bivio Tortona - Novi		12						6
" " - Aless.		4						
Ovada - Alessandria		4						
Savona - S. Giuseppe		12						
Recco - S. Michele		6						
Moneglia - La Spezia		2						
Local Shunts				7		4		

MILITARY RAILWAY SERVICES,
GENOVA. 3rd August 1945.

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

TRANSLATED VERSION.

A/C

MORNING POSITION AS AT 07.00 HOURS - 2nd August 1945.

ARMOURALITIES. - From 06.04 to 08.17 hours the overhead current was off on the lines to the North.

RUNNING OF PASSENGER TRAINS. - On the lines of the Compartimento, there were light delays due to passenger service, loading and unloading and enforced speed restrictions.
The major delays were due to previous delays at Junction stations and details thereof are reflected hereunder:-

TV.1395 - Delayed 15" ex Bressanna, 17" ex Voghera.
11 - Departed 11.27 hours with 117" late start ex Alessandria where it arrived at 9.15 hours. This stop was required in order to marshal the train. Arrived Brignole 117" late.
11 bis - Delayed 195" ex Alessandria - arrived Brignole 223" late.
TV.1051 - " 50" " " " " 44" "
TV. 173 bis " 176" ex Voghera " " 196" "
TV.~~XIXLXIX~~ 1391 suffered 29" delay at Isola for train 3311 and 17" at Ventimiglia due to current being off the line.
Train 9427 stopped at Spotorno from 6.57 to 8.35 hours for train inspection by police.

PATRONISATION OF PASSENGER TRAINS. - Heaviest from and to the North. Normal on both Riviere.

DISTRIBUTION OF ROLLING STOCK. - (VARIOUS NOTE).

Of the 6 daily train run for empties one only has arrived ex Alessandria and has been sent to Voghera. Provided rolling stock for the additional loadings at the Fort for today, 2nd instant and have diverted a load of open wagons to OVADA ~~for~~ and one for S. Limbania for distribution.
The stock of No.11 bis ex Alessandria was returned by train 9574 bis/7794 which conveyed passengers.

6 trips ex S. Benigno were run with a complement of 110 wagons which were forwarded to destinations with night trains.
1 trip ex S. Limbania was run with 14 wagons which were sent to destinations during the night.
For POL arriving ex Vado with train 9461 and ex S. Benigno the following despatches were made ex Sampierdarena:-
7806 - 30 wagons Milano and District - departed on time at 21.46 hrs, arrived Alessandria at 1.50 hours and departed at 2.17 hours.
7808/7810 - 16 wagons Torino SM. and Torino Dora - departed on time at 22.00 hours, arrived Alessandria at 3.20 hours and departed at 4.05 hours - conveyed various rolling stock.
7812 - 30 various rolling stock ~~for~~ transit Torino SM. departed on time. ~~at 4.05 hours.~~
7742 - 27 various rolling stock, transit to Torino and Milano, departed at 4.05 hours ex Genova Brignole.
9538/7748 - 39 wagons transit Torino and Milano.

26 wagons containing empty drums and 5 empty cisterns ex S. Benigno have been sent to Vado for Allied Command per train 9464.

18 wagons rubble have arrived ex Pietre Ligure with trains 9477/

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176" ex Voghera " " 186" "

TV.XXXXXX 1391 suffered 29" delay at Isola for train 3311 and 17" at Ruscila due to ~~accident~~ being off the line.
Train 9427 stopped at Spotorno from 6.57 to 8.35 hours for train inspection by police.

PATRONISATION OF PASSENGER TRAINS. - Normal from and to the North. Normal on both Riviera.

DISTRIBUTION OF ROLLING STOCK. - (VARIOUS ITEMS).

Of the 6 daily train run for empties one only has arrived ex Alessandria and has been sent to Voghera. Provided rolling stock for the additional loadings at the Port for today, 2nd instant and have diverted a load of open wagons to OVADA ~~for~~ and one for S. Limbania for distribution.
The stock of No.11 bis ex Alessandria was returned by train 9574 bis/7794 which conveyed passengers.

6 trips ex S. Benigno were run with a complement of 110 wagons which were forwarded to destinations with night trains.
1 trip ex S. Limbania was run with 14 wagons which were sent to destinations during the night.
For POL arriving ex Vado with train 9463 and ex S. Benigno the following despatches were made at Sampierdarena:-
7806 - 30 wagons Milano and Mistriot - departed on time at 21.40 hrs, arrived Alessandria at 1.50 hours and departed at 2.17 hours.
7808/7810 - 16 wagons Torino SM. and Torino Dora - departed on time at 22.00 hours, arrived Alessandria at 3.20 hours and departed at 4.05 hours - conveyed various rolling stock.
7812 - 30 various rolling stock ~~xxxxxxxxx~~ Torino SM. departed on time. ~~xxx.05hours.~~
7742 - 27 various rolling stock, transit to Torino and Milano, departed at 4.05 hours ex Genova Brignole.
9538/7748 - 39 wagons transit Torino and Milano.

26 wagons containing empty drums and 5 empty cisterns ex S. Benigno have been sent to Vado for Allied Command per train 9444.

18 wagons rubble have arrived ex Pietra Ligure with trains 9477/9479 - sent to Brignole with train 9557 - arrived at 6.10 hours.

ROLLING STOCK FOR LOADING AT 17.00 HOURS - 1st August 1943.

	REFRIGERATORS	COVERED HIGH SIDING	FLATS 50 TON	20T	10T/Shorts.
Loaded	1	65	150	2	-	-
Empty	59	397	1579	113	2	-
Total	60	462	1729	115	2	-
Required	11	333	611	6	15	-
Surplus	49	129	1118	109	13	-
Shortage	-	-	-	-	-	-

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Morning Position for 2nd August 1945 continued.....

COACHING STOCK POSITION AS AT 17.00 HOURS - 1st August 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Gen. Brignole	1	7	7	33	48	14	4	18
" Principe	3	1	4	14	22	5	5	11
Ronco				4	4	1		1
Voghera		1	2	8	11	3		3
Castellazzo				4	4	1		1
Rivalta				1	1	1		1
Savona		2	2	14	18	4	2	6
Brescana	1		1	7	9	1	1	2
Ovada			1	2	3			
Sampierdarena						4		4
Total	5	11	17	88	121	35	12	47
In transit at 17.00 hours			3	26	29	6		6
General Total	5	11	20	114	150	41	12	53

TRAINS RUN : 1st August 1945.

SECTIONS.	PASSENGERS Milit.	CIVILIAN Ordy.	Spl.	GOODS Milit.	CIVILIAN Ordy.	Spl.	LIGHT LOCOS	MATERIAL & WORKMEN.
Aless.-Genova Brig.	2	14			10		1	2
Voghera-G. Brignole		8			4			
Acqui - "		8			2			
Imperia- "		12			10			
Gen.P.P. - Bogliasco		14			2			
Voghera-Brescana		10						
" - Piacenza		6						6
Mivio Tortona-Novi		12						
" " -Aless.		4						
Ovada-Alessandria		4						
Savona-S. Giuseppe		12						
Recco- S. Michele		6						
Moneglia-La Spezia		2						
Local shunts					17			

MILITARY RAILWAY SERVICES,
GENOVA. 2nd August 1945.

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Scapiardarena						4		4
Total	5	11	17	88	121	35	12	47
In transit at 17.00 hours			3	26	29	6		6
General Total	5	11	20	114	150	41	12	53

TRAINS RUN : 1st August 1945.

SECTIONS.	PASSENGERS Milit.	PASSENGERS CIVILIAN Ordy.	PASSENGERS CIVILIAN Spl.	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl.	LIGHT LOCOS	MATERIAL & WORKMEN.
Alessa.-Genova Brig.	2	14			10		1	2
Voghera-C. Brignole		8			4			
Acqui - "		8			2			
Imperia- "		12			10			
Gen. P.P. - Bogliasco		14			2			
Voghera-Brescana		10						
" - Piacenza		6						
Mivio Tortona-Novi		12						6
" " -Alass.		4						
Ovada-Alessandria		4						
Savona-S. Giuseppe		12						
Rocco- S. Michele		6						
Ventimiglia-La Spezia		2						
Local shunts								

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MILITARY RAILWAY SERVICES,
GENOVA. 2nd August 1945.

5644

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

- A/C

TRANSLATED VERSION.

MORNING POSITION AS AT 07.00 HOURS - 1st AUGUST 1945.

RUNNING OF PASSENGER TRAINS. - Regular on all lines. The following delays are notified:-

TV. 1395 arrived 29" late - 10" ex Voghera, 15" at Pontecurone for feading of internees, 3" at Carbonera for loading.
Train 5 " 47" " - 7" ex Alessandria, 14" at Isola waiting sect.
" 175 " 34" " - 15" ex Bressana transhipping passengers, 13" at Arquata for shunting.
" 11 " 45" " - 29" ex Alessandria, 12" at Novi attaching locomotive, 7" Arquata attaching.
Train 9427/1407 - Porto Maurizio - Genova held at Savona from 6.41 to 08.00 hours for train inspection by Police and ~~fruiting~~ passengers.

PATRONISATION OF PASSENGER TRAINS. - Heavy to the North and to the West - Light for Voghiasco trains.

DISTRIBUTION OF ROLLING STOCK. - The requirements for the distribution of empties have been met. 6 trains of empty opens ex Alessandria have been diverted from Arquata to Voghera.
S. Limbania has despatched only one trip of 10 loaded wagons of rubble for Voltri and one various goods.

Despatches ex S. Benigno. (Unannounced)
17.45 hours - 5 Milano 8, 6 Brescia, 8 Torino - paraffin - 481 tons
22.45 " - 5 Torino petrol, 2 Torino and 5 Milano cement - 283 tons.
00.50 " - 10 rubbish Voltri, 5 iron Pontedecimo Sestri-369 tons.

Train 9463 departed at 18.37 hrs ex Vado (+ 93") waiting wagons ex junctions - composed of 42 wagon petrol - tons 1150 of which 20 Milano, 2 Brescia, 7 Torino, 13 S. Benigno, arrived at Sampierdarena at 21.50. Rolling stock for Milano proceeded with 7806, and with 7812 for Torino.

Train 7806 departed at 23.00 hrs ex Sampierdarena with 33 wagons POL, tons 829 of which 6 Brescia and 27 Milano. Arrived at 01.45 hrs at Alessandria and proceeded to Milano at 02.10 hours.

Train 7812 departed at 01.27 hrs ex Sampierdarena with 20 POL Torino, 11 Alessandria and 3 Milano perishables - tons 839. Arrived at 05.50 hours at Alessandria and departed at 8.00 to Torino (Waited on train 7740 with perishables for Torino).

Ex Savona despatched train 6233 with 5 Brignole, 5 Torino and 6 Milano fruit. Wagons to Torino and Milano despatched to Alessandria with train 7740 which departed at 2.45 hours ex Sampierdarena.

20 wagons of rubble despatched ex Pietra Ligure to Brignole with trains 9471/9425.

Brignole despatched 9582/7802 composed of 35 wagons of various goods, tons 847 for transit to Milano.

With train 1058/132/9448 yesterday, a diesel locomotive ex the Depot of Genova Brignole was despatched to Vado to be utilised for shunting of this station.

0804
Declassified E.O. 12356 Section 3.3/NND No. 782021

PATRONISATION OF PASSENGER TRAINS. - Heavy to the North and to the West - Light for Voghera trains.

DISTRIBUTION OF ROLLING STOCK. - The requirements for the distribution of empties have been met. 6 trains of empty opens ex Alessandria have been diverted from Arquata to Voghera.
S. Limbania has despatched only one trip of 10 loaded wagons of rubble for Voltri and one various goods.

Despatches ex S. Benigno. (Unannounced)
17.45 hours - 5 Milano C, 6 Brescia, 8 Torino - paraffin - 481 tons
22.45 " - 5 Torino petrol, 2 Torino and 5 Milano cement - 283 tons.
00.50 " - 10 rubbish Voltri, 5 iron Pontedecimo Sestri-369 tons.

Train 9463 departed at 18.37 hrs ex Vado (+ 93") waiting wagons ex junctions - composed of 42 wagon petrol - tons 1150 of which 20 Milano, 2 Brescia, 7 Torino, 13 S. Benigno, arrived at Sampierdarena at 21.50. Rolling stock for Milano proceeded with 7806, and with 7812 for Torino.

Train 7806 departed at 23.00 hrs ex Sampierdarena with 33 wagons POL, tons 829 of which 6 Brescia and 27 Milano. Arrived at 01.45 hrs at Alessandria and proceeded to Milano at 02.10 hours.

Train 7812 departed at 01.27 hrs ex Sampierdarena with 20 POL Torino, 11 Alessandria and 3 Milano perishables - tons 839. Arrived at 05.50 hours at Alessandria and departed at 8.00 to Torino (Waited on train 7740 with perishables for Torino).

Ex Savona despatched train 6233 with 5 Brignole, 5 Torino and 6 Milano fruit. Wagons to Torino and Milano despatched to Alessandria with train 7740 which departed at 2.45 hours ex Sampierdarena.

20 wagons of rubble despatched ex Pietra Ligure to Brignole with trains 9471/9425.

Brignole despatched 9582/7802 composed of 35 wagons of various goods, tons 847 for transit to Milano.

With train 1058/132/9448 yesterday, a diesel locomotive ex the Depot of Genova Brignole was despatched to Vado to be utilised for shunting of this station.

On the instructions of the Allied Command 14 wagons of empty drums and 20 cisterns for vado have been held on hand at Sampierdarena pending further instructions in regard to forwarding them to destination.

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Declassified E.O. 12356 Section 3.3/NND No. 782021

Morning Position for 1st August 1945 continued....

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS-31/7/45.

	REFRIGERATORS	COVERED	HIGH SIDERS	FLATS	POZ	POZ/Shorts.
Empty	28	364	1465	92	1	-
Loaded	6	18	266	47	2	-
Total	34	382	1732	139	3	-
Required	12	150	188	-	12	-
Surplus	22	232	1544	139	-	-
Shortage	-	-	-	-	9	-

POSITION OF COACHING STOCK AT 17.00 HOURS - 31st July 1945.

	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	General D	Post DU	TOTAL
Gen. Brignole	1	10	9	42	62	23	7	30
Gen. Principe	3	4	2	14	23	4	5	9
Ronco				4	4	1		1
Voghera		1	2	8	11	3		3
Castellazzo				4	4	1		1
Rivalta				1	1	1		1
Sampierdarena						3		3
Bressana		2	1	7	10	2		2
Novi				1	1			
Savona		2	2	13	17	4	2	6
Totals	4	19	16	94	133	42	14	56
In transit			3	26	29	6		6
General Total	4	19	19	120	162	48	14	62

TRAINS RUN - 31st July 1945.

SECTION	PASSENGERS Milit.	CIVILIAN Ordy.	Spl	GOODS Milit.	CIVILIAN Ordy.	Spl.	LIGHT LOCOS	MATERIAL & WORKMEN.
Gen.Brig.-Aless	2	10		1	15			
" -Voghera		8			2			
" -Acqui		8			2			
" -Forte M.		12		1	7		4	
" PP.-Boglisasco		14						
Voghera-Bressana		8						
" -Piacenza		4						
Aless.-Bivio Tortona		2						
Novi-Bivio Tortona		12						
Novi-Pozzolo								6
Ovada-Castellazzo		4			2			
[illegible]		10						

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	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	General D	Post DU	TOTAL
Gen. Brignole	1	10	9	42	62	23	7	30
Gen. Principe	3	4	2	14	23	4	5	9
Ronco				4	4	1		1
Voghera		1	2	8	11	3		3
Castellazzo				4	4	1		1
Rivalta				1	1	1		1
Sampierdarena						3		3
Pressana		2	1	7	10	2		2
Novi				1	1			
Savona		2	2	13	17	4	2	6
Totals	4	19	16	94	133	42	14	56
In transit			3	26	29	6		6
General Total	4	19	19	120	162	48	14	62

TRAINS RUN - 31st July 1945.

SECTION	PASSENGERS Milit.	CIVILIAN Ordy.	Spl	GOODS Milit.	CIVILIAN Ordy.	Spl.	LIGHT LOCOS	MATERIAL & WORKMEN.
Gen.Brig.-Alessa	2	10		1	15			
" -Voghera		8			2			
" -Acqui		8			2			
" -Porto M.		12		1	7		4	
" PP.-Bogliasco		14						
Voghera-Pressana		8						
" -Piacenza		4						
Alessa.-Bivio Tortona		2						
Novi-Bivio Tortona		12						
Novi-Ponzolo								6
Ovada-Castellazzo		4			2			
Savona-St Giuseppe		10						
Recco - S.Michele P.		4						
Moneglia-La Spezia		2						
Alessa.-Voghera					10			
Local - Shunts					10		6	

MILITARY RAILWAY SERVICES,
GENOVA. 1st August 1945.

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

TRANSLATED VERSION.

R/C

ROLLING POSITION AS AT 07.00 HOURS - 31st July 1945.

RUNNING OF PASSENGER TRAINS. - Regular except the following trains:-

Train 11 arrived 35" late - 16" ex Alessandria waiting connection.
11 bis/11 ter " 82" " - 72" " " " "
173 Mls " 49" " - 11" ex Voghera and 21" for stop at Arquata because of train No.5
TV 2617 arrived 123" late - 80" ex Alessandria, 7" Arquata attaching locomotive, 12" at Genova P.P. waiting entrance.

DISTRIBUTION OF ROLLING STOCK. - Arrived ex the North - 2 trains only of empty GRANA. The first used for distribution and the second diverted to Voghera. Provided for the distribution and the forwarding of the surplus loadings with the running of extra trains.

Train 9463 departed ex Vado at 18.42 hours with 98" delay waiting wagons. Train composed of 30 wagons POL - 833 Tons of which 5 Torino, 14 Milano, 9 S. Benigno, 2 Brescia - arrived at Sampierdarena at 20.49 hours - 73" late.

Train 7806 (Corresponding) departed ex Sampierdarena at 21.55 hours after having detached the wagons for S. Benigno and attached traffic and waiting the shunting of train 7804 (solely POL) - 22 wagons - 46 axles - 514 tons. (No telephonic communication with Alass. and Torino to obtain information of transit)

Train 7804 POL ex S. Benigno departed 21.10 hours with 13" delay - composed 6 cisterns Borgo S. Giovanni - 5 Milano Certosa, 8 Torino - all ex S. Benigno and others (10 wagons perishables ex Rivarolo to Milano) - 29 wagons - 58 axles - 726 Tons.

Ex S. Limbania despatched only 6159 train at 22.10 hours with 15 wagons goods for various destinations.

Ex S. Benigno Unannounced.

17.50 hours - 8 Torino, 6 Borgo S.G., 5 Milano, paraffin and petrol.
20.25 " -11 Veltri rubbish, 3 Sampierdarena empty cisterns.
23.15 " -11 grain to the North, 7 grain Savona, 5 iron various sent with train 9549 to Brignole for reassembling.

At Genova Brignole 22 wagons of grain were loaded for Savona and Imperia ex Pietra Ligure - departed 15 wagons mobile with train 9471/9475/9561 to Gen. Brignole.

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS - 30 July 1945.

	REFRIGERATORS	COVERED	HIGH SIDES	FLATS	POL	Shorts.
Loaded	2	54	239	3	-	-
Empty	38	336	1241	127	-	2
Total	40	390	1481	130	-	2

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at 20.49 hours - 73" late.

Train 7806 (Corrispondente) departed ex Sampierdarena at 21.55 hours after having detached the wagons for S. Benigno and attached traffic and waiting the shunting of train 7804 (solely POL) - 22 wagons - 46 axles - 514 tons. (No telephonic communication with Alass. and Torino to obtain information of transit)

Train 7804 POL ex S. Benigno departed 21.10 hours with 13" delay - composed 6 cisterns Borgo S. Giovanni - 5 Milano Certosa, 8 Torino - all ex S. Benigno and others (10 wagons perishables ex Rivarolo to Milano) - 29 wagons - 56 axles - 720 Tons.

Ex S. Limbania despatched only 6139 train at 22.10 hours with 15 wagons goods for various destinations.

Ex S. Benigno Unannounced.

17.50 hours - 6 Torino, 6 Borgo S.G., 5 Milano, paraffin and petrol.
20.25 " -11 Voltri rubbish. 3 Sampierdarena empty cisterns.
23.15 " -11 grain to the North, 7 grain Savona, 5 iron various sent with train 9549 to Brignole for reservhalling.

At Genova Brignole 22 wagons of grain were loaded for Savona and Imperia ex Pietra Ligure - departed 15 wagons mixed with train 9471/9475/9561 to Gen. Brignole.

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS - 30 July 1945.

	REFRIGERATORS	COVERED	HIGH SIDERS	FLATS	POZ	POZ/Shorts.
Loaded	2	54	239	3	-	-
Empty	38	336	1241	127	-	2
Total	40	390	1481	130	-	2
Required	9	190	342	39	16	-
Surplus	31	200	1139	91	-	2
Shortage	-	-	-	-	16	-

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MORNING POSITION AS AT 07.00 HOURS - 31st July 1945. (Continued..)

POSITION OF COACHING STOCK AS AT 17.00 HOURS - 30th July 1945.

STATIONS	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Gen. Briquole		5	10	38	53	21	5	26
" Principe	3	5		13	21	5	6	11
Ronco				4	4	1		1
Voghara		1	3	8	12	3		3
Castellazzo				4	4	1		1
Rivalta				1	1	1		1
Sampierdarena						3		3
Brescanna B.	1			9	10	2		2
Savona		2	2	13	17	4	2	6
Novi C.				1	1			
Total	4	13	15	91	123	41	13	54
In transit at 17.00 hours			6	33	39	8		8
General Total	4	13	21	124	162	49	13	62

TRAINS RUN - 30th July 1945.

SECTION	PASSENGER Mili.	CIVILIAN Ordy.	Spl	GOODS Mili.	CIVILIAN Ordy.	Spl	LIGHT LOCOS	MATERIAL & WORKMEN.
Brignle-Alessa.	2	12		1	7			2
" -Voghera		6			2			
" -Acqui		8			2		1	
" -Porte Maurizio		12		1	8		2	
" -Reglieaso		14						
Savona - N. Giuseppe		6						
Voghara-Brescanna		8						
" -Piacenza		6						
Alessa. - Rivio Tortona		2						
Novi- Rivio Tortona		12						
" - Tossolo								6
Ovada-Castellazzo		4						
Ronco - S.Michele P.		4						
Voghara-Alessandria					5			
Local trains - sundry					10		4	

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Rivalta						3		3
Sampierdarena				9	10	2		2
Brezzana D.	1	2	2	13	17	4	2	6
Savona				1	1			
Novi C.								
Total	4	13	15	91	120	41	13	54
In transit at 17.00 hours			6	33	39	8		8
General Total	4	13	21	124	162	49	13	62

TRAIN-S RUN - 30th July 1945.

SECTION	PASSENGER MILIT.	PASSENGER CIVILIAN Ordy.	PASSENGER CIVILIAN Spl	GOODS MILIT.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl	GOODS LIGHT LOCOS	MATERIAL & MOTORMEN.
Brigola-Aless.	2	12		1	7			2
" -Voghera		8			2			
" -Acqui		6			2		1	
" -Porto Maurizio		12		1	8		2	
" -Beglisasco		14						
Savona - S. Giuseppe		6						
Voghera-Brezzana		6						
" -Piacenza		5						
Aless. - Bivio Tortona		2						
Novi- Bivio Tortona		12						6
" - Pozzolo								
Ovada-Castellasco		4						
Rocco - S.Michele P.		4						
Voghera-Alessandria					5			
Local trains - shunts					10		4	

MILITARY RAILWAY SERVICES,
GENOVA. 31st July 1945.

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Declassified E.O. 12356 Section 3.3/NND No. 780021

A/C

TRANSLATED VERSION.

MOVING POSITION AS AT 07.00 HOURS - 30th July 1945.

ABNORMALITIES. - NIL

RUNNING OF PASSENGER TRAINS. Normal on all lines. The major delay was sustained by train No.11 which departed 15" late ex Alessandria for a previous delay and arrived at Genova Brignole 17" late.

RATIONALISATION OF PASSENGER TRAINS. - Heaviest from and to the North. Normal for the two Riviere.

DISTRIBUTION OF ROLLING STOCK AND VARIOUS ITEMS. - Today there has been no influx of empties ex Milano and Torino Compartimenti. Receipts of empties are expected tomorrow in accordance with the arrangements of Circular N.112/201/10/2 of 25th instant. During the day 50 OTMS were despatched to Sampierdarena to clear traffic from Rerallbe and 45 OTMS ex Vado were despatched to GENOVA for requirements of this line. All requirements for today, 30th instant have been met.

Train 9463/7806 POL - This train was not run as Vado had not effected any loadings (Holiday).
At Savona there only 4 wagons of perishables were loaded for S. Limbania.
Ex S. Limbania only one trip was made with 11 wagons of local traffic, loaded yesterday.
From S. Benigno, 3 trips with a complement of 45 wagons were made, of which 15 Empty drums Vado, and 30 grain to various destinations.
The following despatches were made to the North:-
Ex Sampierdarena, 7744 with 30 wagons - 800 tons - 9 grain Torino, 21 Milano and District, departed at 02.55 hours (Time)
Ex Gen. Brignole 9544 bis/7752 with 31 wagons - 811 tons, various goods to Torino and District and Milano and District, departed at 05.55 hours.

Train 7737/7803 arrived ex Milano with 18 cisterns expected by the Allied Command and train 6112 conveyed them to TRASTA where they arrived at 09.50 hours.
The 17 wagons of rubble from Pietra Ligure arrived with 9481/9551 at 08.35 hours.

COACHING STOCK POSITION AS AT 17.00 HOURS - 29th July 1945.

STATION	CARRIAGES First A	Tempo AB	Second B	Third C	TOTAL	VANS. General D	Post DU	TOTALS
Gen. Brignole	1	9	5	34	49	20	4	24
Gen. Principe	3	5		18	26	5	6	12
Ronco		2	4	2	8	1	8	9
Voghera		1	3	9	13	3		3
Castellazzo				4	4	1		1
Rivalta						3		3
Sampierdarena				1	1			
Novi S.		2	2	6	10	2		2
Busalla							2	2

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All requirements for today, 30th instant have been met.

Train 9453/7806 POL - This train was not run as Vado had not effected any loadings (Holiday).
At Savona Nave only 4 wagons of perishables were loaded for S. Limbania.
Ex S. Limbania only one trip was made with 11 wagons of local traffic, loaded yesterday.
From S. Denigno, 3 trips with a complement of 45 wagons were made, of which 15 Empty drums Vado, and 30 grain to various destinations.
The following despatches were made to the North:-
Ex Sampierdarena, 7744 with 30 wagons - 300 tons - 9 grain Torino, 21 Milano and District, departed at 02.55 hours (Time)
Ex Gen. Brignole 9544 bis/7752 with 31 wagons - 813 Tons, various goods to Torino and District and Milano and District, departed at 05.55 hours.

Train 7737/7803 arrived ~~at~~ or Milano with 18 oisterns expected by the Allied Command and train 6112 conveyed them to TRASTA where they arrived at 09.50 hours.
The 17 wagons of rubble from Pietra Ligure arrived with 9481/9551 at 06.35 hours.

COACHING STOCK POSITION AS AT 17.00 HOURS - 29th July 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	VANS. General B	Post BG	TOTAL
Gen. Brignole	1	2	5	34	42	20	4	24
Gen. Principe	3	5		18	26	6	6	12
Ronco		2	4	2	8	1	3	3
Voghera		1	3	9	13	3		3
Castellanza				4	4	1		1
Rivalta						3		3
Sampierdarena						3		3
Novi G.				1	1			
Arenzano		2	2	6	10	2		2
Savona		1	3	14	18	4	2	6
Ovada			2	1	3			
Total	4	20	19	89	132	40	20	60
In transit at 17.00 hours			5	34	39	8		8
General Total	4	20	24	123	171	48	20	68

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Traing Position for 30th July 1945 continued.....

TRAINS RUN-29thJuly 1945

SECTION	PASSENGERS MILIT Odt.	PASSENGERS CIVILIAN Spl.	GOODS MILIT Ordy.	GOODS CIVILIAN Spl.	LIGHT LOCOS	MATERIAL WORKERS
Brignole-Alass	2	8	2	2		
Vado Oneglia				1		
Brignole Novi		2				
" Voghera		6	2			
" Rhneo						
" Acqui		6				
" Ovada		2				
" Porto Magn.		10	12			
" Bogliasco		14		1(1)		1
Savona S.Giuseppe		8				
Voghara Brescia		10				
" Piacenza		4				
Alass.Mivio Tortona		2				
Novi L.Mivio Tortona		12				
Ovada Castelasso		4				
Rocco S.Pagano		4				
Local Trains(Shunts)				11		

(1) Limited at Novi (Terminated at Novi)

ROLLING STOCK FOR LOADING AS AT 17.00 HOURS - 29th July 1945.

	REFRIGERATORS	COVERED	HIGH SIDES	FLATS	POZ	POZ/Shorts.
Loaded	-	64	245	16	1	-
Empty	19	398	1255	104	-	2
Total	19	462	1500	120	1	2
Required	13	336	281	2	12	-
Surplus	6	126	1219	118	-	2
Shortage	-	-	-	-	11	-

MILITARY RAILWAY SERVICES,
GENOVA. 30th July 1945.

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"	Ovada	2		
" "	Porto Maur.	10	12	
"	Voghera	14	1(1)	1
Savona S.Giuseppe		8		
Voghera Bressana		10		
"	Piacenza	4		
Aless.Mivio Tortona		2		
Novi L.Mivio Tortona		12		
Ovada Castelnuovo		4		
Rocco S.Pagano		4		
Local Trains(Shunts)			11	

(1) Limited at Novi (Terminated at Nacvi)

ROLLING STOCK FOR LOADING AS AT 17.00 HOURS - 29th July 1945.

	REFRIGERATORS	COVERED	HIGH SIDES	FLATS	POZ	POZ/Shorts.
Loaded	-	64	245	16	1	-
Empty	19	398	1255	104	-	2
Total	19	462	1500	120	1	2
Required	13	336	281	2	12	-
Surplus	6	126	1219	118	-	2
Shortage	-	-	-	-	11	-

MILITARY RAILWAY SERVICE,
GENOVA. 30th July 1945.

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Declassified E.O. 12356 Section 3.3/NND No. 782021

TRANSLATION VERSION.

MORNING POSITION AS AT 07.00 HOURS - 23rd JUNE 1945.

RUNNING OF RAILWAY TRAINS. - Regular running of trains and relievos for the Allied Command. Delays of 25/30 minutes to trains from the North and West with the following exceptions:- 11311 from NOVI arrived at BRIGNOLE with 30" delay of which accident at ISOLA for train 2814. Train 11 ex Alessandria arrived at Brignole with 27" delay of which 25" lost on departure from Alessandria. 15" at NOVI for train 7743. Train 11 bis 11 ter ex Alessandria arrived at Brignole with 162" delay of which 135 ex Alessandria, 27 1355 ex Ventimiglia arrived at Brignole with 34" delay of which 12" lost at VOGHERA, 8" at STRADELLA, 12" ARQUATA in respect of passenger service and loading and unloading of goods. Train TV.175 ex Ventimiglia arrived at Brignole with 165" delay of which 13" ex VOGHERA in respect of train 8377, 110" at Tortona for the requirements of Partisans, 30" at Pontecurone for the theft of a valise. Train TV.175 bis ex Ventimiglia arrived at Brignole with 185" delay of which 21" at Voghera waiting section, 153" at Pontecurone waiting section. Train 1177 ex Acqui arrived at Brignole with 19" delay of which 35" on departure ex Acqui. Train 1410 bis 22" delay at Brignole detaching vehicles.

PARTICULARS OF RAILWAY TRAINS. - Heavy from and to the North. Normal on the lines of the West, of Acqui and of Voghiavo.

DISTRIBUTION OF ROLLING STOCK. - The clearance of extra loaded traffic was made by running extra trains. Trains of empties from the Compartimenti of Torino and Milano within the last 24 hours - NIL. The requirements from the Port and as advised by the Rolling Stock offices were met by the running of two loads of opens to Novi S. Pavo Depot.

Train 6111/7945/6260 conveyed the third and last special wagon containing a cannon of heavy calibre from BUSALLA to SAVONA with the usual precautions. The passenger rolling stock of 11 bis 11 ter was returned to Alessandria by train 1050 bis.

Despatches from S. MARGHERITA to BRIGNOLE - One train:- Empty owned. Left at 1.15 hours with 1 goods Torino, 2 rubble Voltri, 4 empty refrigerators Savona.

13 trips from S. MARGHERITA to GENOVA-SAMPIERDARENA were made with a complement of 223 vehicles:-

Departures.							
07.00 hrs	= vehicles	13	- Axles	26	- Tons	377	5 coal Chiavazzo 8 coal Milano
09.25	"	"	14	"	26	"	335	Coal Milano Sm.
11.15	"	"	14	"	28	"	408	" " "
12.10	"	"	17	"	17	"	390	11 Coal Milano 6 rubble Voltri
15.50	"	"	15	"	30	"	436	Coal Milano Sm.
18.05	"	"	15	"	30	"	440	Coal Sampierdarena.
19.10	"	"	18	"	36	"	350	8 Petrol Torino, 6 petrol Brescia, 4 Petrol Milano.
20.20	"	"	27	"	54	"	254	2 Carep P.Decimo, 19 for supplies Sampierdarena, 1 carep Milano, 5 Voltri.
21.50	"	"	28	"	56	"	309	22 diuterna Vado, 6 empty drums Vado.

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Pontecurone emiting section. Train 1177 ex Acqui arrived at Brignole with 39" delay of which 25" on departure ex Acqui. Train 1410 Mle 22" delay at Brignole detaching vehicles.

RADDOPPIAMENTO DI BINARIO. - Heavy from and to the North. Normal on the lines of the West, of Acqui and of Voghiera.

DISTRIBUZIONE DI ROTABILE VUOTO. - The clearance of extra loaded traffic was made by running extra trains. Trains of empties from the Compartimenti of Torino and Milano within the last 24 hours - NIL. The requirements from the Port and as advised by the Rolling Stock office were met by the running of two loads of opens to Novi S. Novo Depot.

Train 6171/7945/6200 conveyed the third and last special wagon containing a cannon of heavy calibre from BUSALLA to SAVONA with the usual precautions. The passenger rolling stock of 11 Mle 11 Ger was returned to Alessandria by train 1050 Mle.

Locomotive from S. ILARIA to BRIGNOLE - One trip:- Unaccompanied, left at 1.15 hours with 1 grain Torino, 2 rubble Voltri, 4 empty refrigerators Savona.

13 trips from S. BENIGNO to GENOVA were made with a complement of 223 vehicles:-

Unaccompanied.
07.50 hrs - vehicles 13 - Axles 26 - Tons 377(5 coal Chivasso
2 coal Milano -
09.25 " " 14 " 28 " 395(Coal Milano Sm.
11.15 " " 14 " 28 " 388(" " "
13.10 " " 17 " 17 " 390(11 Coal Milano
6 rubble Voltri
15.30 " " 15 " 30 " 436(Coal Milano Sm.
18.00 " " 15 " 30 " 440(Coal Smyrnaardorens.
19.10 " " 18 " 36 " 352(3 Petrol Torino, 6 petrol Bergamo, 4 Petrol Milano.
20.20 " " 27 " 54 " 264(2 Sacco P.Sedano, 10 Car repairs Smyrnaardorens, 1 sacco Milano,5 Voltri.
21.50 " " 28 " 56 " 300(22 cisterns Vado, 6 empty drums Vado.
23.15 " " 18 " 36 " 432(Grain Milano
00.25 " " 17 " 34 " 478(4 Brescia,3 Sondrio,5 Bergamo, 5 Milano - all grain
01.45 " " 14 " 34 " 421(Coal Smyrnaardorens.
02.25 " " 14 " 34 " 468(Coal Smyrnaardorens.

Train 5461 departed from Vado on time. Arrived Smyrnaardorens at 19.45 hours (+ 13") vehicles 26 petrol of which 12 cisterns Milano S.C., 2" Torino Dora, 2 cisterns and 10 wagons S. MARTINO.

Corresponding trains from Smyrnaardorens 7006 departed on time with the following composition:- Vehicles 33, axles 66, tons 801 of which 11 petrol Torino, 16 petrol Milano, 6 petrol Bergamo. Arrived

....2

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Arrived/... at Alessandria at 02.35 hours departed for Torino at 03.05 hours, for Milano at 04.00 hours.
Sampierdarena has also run the following trains to Alessandria-
7774 - 11.50 (+21") vehicles 30, axles 60, Tons 888 of which 29 carri Milano, 1 Vat Torino.
7790 - 17.15 (+21") vehicles 32, axles ? tons 805 of which 3 vagions Torino, 5 carri Chivasso, 24 carri Milano Sm.
7738 - 01.55 (+59") vehicles 32, axles 64, tons 880 of which 23 gruin Milano, 4 gruin Brescia, 5 gruin Bergamo.
7744 - 03.25 (+30") vehicles 27, axles 54, tons 702 of which 14 carri ex I Milano, 3 gruin Sondrio, 2 gruin Bergamo, 2 vetture Sampierdarena, 6 vetture Torino.

From Alessandria train 7795 arrived with 37 wagons of empty drums, tons 520 for Vado to go forward from Sampierdarena on train 9444 at 06.10 hours (schedule)
Train 9429 (scheduled) from Ventimiglia with 17 wagons of iron ctons, 430 tons arrived at Savona at 05.10 hours and proceeded to Ceriale on train 9431/9551 - arrived at destination at 06.40 hours.
Ceriale was trains 6552/7756 departing at 06.30 (schedule) with 29 vehicles, 56 axles and 792 tons of which 7 gruin VENTIMI, 1 Coal Savona, 1 iron VIGEVANO, 1 carri Milano, 3 gruin Milano, 1 sheet iron Milano, 1 gruin COMO, 2 gruin Brescia, 1 empty iron Sesto S. Giovanni, 1 empty drums Bergamasco, 1 coal Savona, 4 gruin Novara, 1 empty cistern Novara, 1 empty cistern Milano. 2 Empty cisterns Brescia, 1 empty cistern COMO.

VARIOUS ITEMS. With effect from today, the 29th trains from Sampierdarena Forni are being hauled by electric traction direct to the North. The first train departing at 01.55 (Train no.7738) from Forni.

Train 6211 ex Porto Maurizio arrived at Savona with a heavy delay at 21.30 hours. (+80") 2 coaches and 1 baggage van of passengers for Genova proceeded from Savona with train 9467 (return locomotive used) arrived 23.15 (+160") terminating at Sampierdarena and from there with train 6191 for Ceriale arriving at 01.22 hours.
The aforementioned coaches and baggage van were returned to Savona with pro-wagon train 9344/9442/9438 departing Ceriale at 05.00 hours.

POSITION OF LOADING ITEMS AT AT 17.00 HOURS - 28th July 1945.

STATION	CARRIAGES First Corpo A	AB	Second B	Third C	TOTAL	WAGONS	BRAKE VANS. General	Cat SU	TOTAL
Gen.Ceriale		8	12	20	40	17	4		21
Gen.Principe	3	5		14	22	5	6		11
Torino				4	4	1			1
Voghera		2	2	7	11	3			3
Ventimiglia				4	4	1			1
Rivalta				1	1	1			1
Brescia R.	1			9	10	2			2
Sampierdarena						3	2		5
Savona		2	1	13	16	3			1
Novi O.				1	1				

5 5 0

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06.10 hours (schedule)
Train 9429 (scheduled) from Diebra Ligure with 17 wagons of lime stone, 430 tons arrived at Savona at 05.19 hours and proceeded to Brignole on train 9431/9551 - arrived at destination at 09.40 hours.
Brignole man trains 6552/7756 departing at 06.30 (schedule) with 29 vehicles, 56 axles and 992 tons of which 7 grain Vercelli, 1 Coal Genova, 1 lime VIA VADO, 1 coal Milano, 3 grain Milano, 1 wheat from Milano, 1 grain COMO, 2 grain Brescia, 1 [illegible] from Santa S. Giovanni, 1 empty drum Borgomanero, 1 coal Savona, 4 grain Novara, 1 empty cistern Novara, 1 empty cistern Milano. 2 Empty cisterns Brescia, 1 empty cistern COMO.

VALICO MERCI. With effect from today, the 29th trains from Ventimiglia and Ormea are being hauled by electric traction direct to the North, the first train departing at 01.35 (Train No.7738) from Ormea.

Train 6211 ex Porto Maurizio arrived at Savona with a heavy delay at 21.36 hours. (100") 2 coaches and 1 baggage van of passengers for Genova proceeded from Savona with train 9467 (return locomotive used) arrived 21.18 (+169") terminating at Ventimiglia and from there with train 6191 for Brignole arriving at 01.22 hours.
The abovementioned coaches and baggage van were returned to Savona with pas engen train 9544/9442/9438 departing Brignole at 05.00 hours.

POSITION OF GOODS STOCK AT AT 17.00 HOURS - 29th July 1945.

STATION	CARRIAGES First Class A	CARRIAGES Composite AB	CARRIAGES Second B	CARRIAGES Third C	TOTAL	GOODS WAGONS. Covered D	GOODS WAGONS. Open ED	TOTAL
Gen.Brignole		8	12	28	48	17	4	21
Gen.Principe	3	3		16	22	5	6	11
Ponte				4	4	1		1
Voghera		2	2	7	11	2		2
Castellazzo				4	4	1		1
Rivalta				1	1	1		1
Tortona S.	1			9	10	2		2
Serravalle Genova						2		2
Savona		2	1	13	16	2	2	4
Novi S.				1	1			
Total	4	17	14	81	117	37	12	49
In transit at 17.00 hours			6	33	39	8		8
General Total	4	17	20	114	156	45	12	57

.....3

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ROLLING POSITION FOR 29th July 1945 continued.....

ROLLING STOCK FOR LOADING AS AT 17.00 HOURS - 28th July 1945.

	RENTO-BIANCO	ACQUI-ASTI	ASTI-CHIVASSO	CHIVASSO	FOX	FOX/Chivasso
Loaded	5	40	123	3		
Empty	14	397	1106	73	1	2
Total	19	437	1229	76	1	2
Required	15	269	293	2	12	-
Surplus	4	168	936	74	-	2
Shortage	-	-	-	-	11	-

TRAINS RUN - 28th July 1945.

SECTION	PASSENGER Mily.	PASSENGER CIVILIAN Ordy.	PASSENGER CIVILIAN Spl.	GOODS Mily.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl.	LIGHT ENGINES	MATERIAL & CONSTR.
Bricgnole-Alessandria	2	8			16			
" -Novi		6						
" -Voghera		6			2			
" -Tenda								2
" -Acqui		6			2			
" -Ovada		2						
" -Porto Maurizio		10			16		1	
" -Bogliasco		14						
Serravalle-S. Giuseppe		8						
Voghera-Piacenza		10						
" -Piacenza		4						
Alessandria-Nizza Monferrato		12						
" -Casale								6
Ovada - Castellazzo		4						
Novi-La Spezia		2						
Acqui - S. Michele P.		4						
Local Trains (Genoa)					25		15	

MILITARY RAILWAY SECTION,
GENOA. 29th July 1945.

C/rgd.

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Declassified E.O. 12356 Section 3.3/NND No. 782021

TRAINS RUN - 29th July 1945.

SERVICE	PASSENGERS Mail.	CIVILIAN Ordy.	Spl.	GOODS Mail.	CIVILIAN- Ordy.	Spl.	LIGHT ENGS	MATERIAL & NORMAL.
Reggio-Pleau	2	2			16			
" -Neri		2						
" -Voghera		2			2			2
" -Rocco		2						
" -Acqui		2			2			
" -Ovada		2						
" -Porto Maurizio		10			15		1	
" -Voghiera		14						
Savona-S.Giuseppe		6						
Voghera-Brescia		10						
" -Piacenza		4						
Alessa- Ponte Scrivia		12						6
" Ivrea								
Ovada - Castellazzo		4						
Voghiera-La Spezia		2						
Rocco - S. Michele P.		4						
Legal Trains(Shunts)					25		15	

MILITARY RAILWAY SERVICE,
OKOVA. 29th July 1945.

C/rgs.

5600

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

341/39

SECRET.

Subject: Status of Railway Reconstruction.

Military Railway Service,
Italy.
Tel: Firebox - 49
Outside Lena 818338.
MS.1/41.

25 March 1945.

To: G-4, Lov & Tn., A.F.H.Q. (3 copies).
Mov. 15 Army Group. (3 copies).
C.O., M.T.C., N.B.A.

1. Reference is made to this office letter MS.1/41 dated 1 Feb 45 on the above subject.

2. The following represents the present state of Railway Reconstruction and estimated dates of opening.

3. Line 50 - 207 - 228 (ROMA - I CHIUSI - PISA).

In view of the increased traffic between ROME - FLORENCE, steps are in hand to double certain sections of track and a start has been made on the length between ROMA - CASTIGLIONE.

To improve operating facilities in the FLORENCE - PISA area, plans have been formulated to reconstruct line 207 from CHIUSI SCALO - PISA. This will enable traffic from the South to PISA and FLORENCE to by-pass FLORENCE. The work will be carried out by Railway Operating Battalion 'A' Coys when released from work on line 218. Further minor improvements in the FLORENCE - PISA area are in hand.

4. Line 218 - 217 - 65 (PISA - PISTOIA - PRATO - FLORENCE).

As stated in last report, this line is complete except for the S.MARCELLO Tunnel. The extent of the job is now known and work is proceeding according to schedule. Estimated date of completion 30 April.

5. Line 218. (PISA - EMPOLI - FLORENCE).

Very rapid progress has been made in reconstruction of this line. Date for opening to traffic 1 April. The opening of this line will enable traffic to be worked to railhead in FLORENCE (Campo Marte) and back from Florence to railheads at PRATO - PISTOIA on line 65 - 217 - 218.

6. Line 65.

Declassified E.O. 12356 Section 3.3/NND No. 782021

1. Reference is made to this office letter MS.1/11 dated 1 Feb 45 on the above subject.

2. The following represents the present state of Railway Reconstruction and estimated dates of opening.

3. Line 50 - 227 - 228 (ROMA - LUCCA - PISA).

In view of the increased traffic between ROME - LEGHORN, steps are in hand to double certain sections of track and a start has been made on the length between ROME - CASTIGLIONE.

To improve operating facilities in the LEGHORN - PISA area, plans have been formulated to reconstruct line 227 from CECINA SALVETTI - PISA. This will enable traffic from the South to PISA and FLORENCE to by-pass LIVORNO. The work will be carried out by Railway Operating Battalion 'A' Corps when released from work on line 218. Further minor improvements in the LEGHORN - PISA area are in hand.

4. Line 218 - 217 - 65 (PISA - PIETRASANTA - VIAREGGIO - PISTOIA).

As stated in last report, this line is complete except for the SERRAVALLE Tunnel. The extent of the job is now known and work is proceeding according to schedule. Estimated date of completion 30 April.

5. Line 218. (PISA - EMPOLI - FLORENCE).

Very rapid progress has been made in reconstruction of this line. Date for opening to traffic 1 April. The opening of this line will enable traffic to be worked to railhead in FLORENCE (Santa Maria) and back from Florence to railheads on PISA - PISTOIA on line 65 - 217 - 218.

6. Line 65.

(a) ORTE - ANZIO.

With the exception of certain repairs of a permanent nature to bridges and tunnels which are being carried out by civilian contractors, all work has been completed and, with the exception of a small maintenance staff, all military personnel have been withdrawn.

(b) FIANO - BOLOGNA.

No work beyond Km. 61.7 north of GRIZZANA is now possible.

/ to sheet 2.....

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The opening of the south portal of the Appenine Tunnel is still the governing factor in the opening of the whole line to GRIZZANA and the remainder of the work is being rapidly completed.

The work on the south portal is proceeding according to schedule against a completion date of 15 May.

Arrangements are in hand for the provision of a railhead at GRIZZANA of 4000 tons per day capacity for use as soon as the line is opened.

7. Line 69.

(a) ANCONA - RIMINI - BOLOGNA.

(i) Single line.

With the completion of the four span viaduct over the river LAMONE, now being launched, the railway will be opened to FAENZA for 3000 tons per day and completion date is 31 March.

(ii) Doubling. (MARZOCCA - FAENZA).

Doubling is complete as far as the METAURO Bridge just short of FANO except for the METAURO, CESANO and the MISA river bridges. Working 'single line' over these bridges will not materially affect the capacity of the section as a whole. Steps are in hand to complete the bridges to double line, but in order to save steel the work will be done in masonary and civilian contractors are being employed.

MONDOLFO Base Marshalling Yard is 50% complete and will be ready for use shortly.

The avoiding line between Line 87 and 86 by-passing FALCONARA yard is also complete and in use.

(b) CHIUSI - ANCONA.

Co-ordination of the whole work has been taken over from A.C., and military units have been drafted in to speed up progress on works which are likely to prove a bottleneck. Estimated date of completion of whole line including tunnels 30 April.

8. Line 82. ORTE - FALCONARA.

Replacement of the bridge over the river ESINO at SAN QUIRICO by 150 ft. lattice span was successfully completed between 15 - 17 March.

9. Line 88. RIMINI - RAVENNA via FORLI.

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(c) [illegible] - [illegible].

(i) Single line.

With the completion of the four span viaduct over the river LIRI, now being launched, the railway will be opened to TAENZA for 3000 tons per day and completion date is 31 March.

(ii) Doubling. (AARZOOA - TAENZA).

Doubling is complete as far as the ROMCO Bridge just short of FONDI except for the METAURO, ONSATO and the MISA river bridges. Working 'single line' over these bridges will not materially affect the capacity of the section as a whole. Steps are in hand to complete the bridges to double line, but in order to save steel the work will be done in masonry and civilian contractors are being employed.

MONDOLFO Base Marshalling Yard is 50% complete and will be ready for use shortly.

The avoiding line between Line 87 and 86 by-passing FALCONARA yard is also complete and in use.

(b) CHIUSI - ANCONA.

Co-ordination of the whole work has been taken over from A.C., and military units have been drafted in to speed up progress on works which are likely to prove a bottleneck. Estimated date of completion of whole line including tunnels 30 April.

3. Line 87. SULMONA - PALOMBARO.

Replacement of the bridge over the river ESINO at SAN QUIRICO by 150 ft. lattice span was successfully completed between 15 - 17 March.

9. Line 81. NAPLES - ROME via FORMIA.

Permanent repairs on tunnels proceeding satisfactorily, also repairs to viaducts between CAMPOLEONE - ROMA. Completion date 30 April.

10. LINE 90. METAPONTO - ROMA via CASTELLANETA and CASSINO.

No remarks.

/ to sheet 3.....

0821

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0828

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

Line 93 - 94. NAPLES - S.ILARIO.

In order to improve operation in the NAPLES - S.ILARIO area which has never been satisfactory, work is in hand to complete the electrification of the whole of this section. Work will be carried out by I.R.A. under our supervision.

Line 89. ROME - NAPLES via FORMIA.

An inspection of the line and substations from ROME to NAPLES via FORMIA has been made and a programme drawn up for the work to be done in six months from commencement. The electrification of this line will release engine power and I.R.A. have been ordered to start work at once.

12. Work under A.C. Control as Military Importance.

Line 93. New line (a) DONOLO - ROMA - VALLE.

Donolo to Roma is now in service between CIVITA CASTELLANA and ROMA. Assistance is being provided by military supervision in order to expedite completion of the remaining section.

(b) ROMA - FIUMICINO.

A start has been made on electrification but work has had to be restricted owing to shortage of power.

(R.D.MARSHALL).
Brig.-Gen.
Director, Military Railway Service.
I.T.O.

Copy to: A.D.Tn.(Br), 15 Army Group.
D.D.Tn.(Fr), A.F.H.Q.
Asst. D.D.T., A.F.H.Q.
Transportation Sub Commission. (2 copies).
D.D. Tn. Railways (Br).

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Military Railway Services- Genoa.

Number of trains run W/E 21st July 1945.

Compartimento of Genoa

Annexure "E".

SECTION	PASSENGER. Military	PASSENGER. CIVILIAN Ordy.	PASSENGER. CIVILIAN Spl.	GOODS Military	GOODS Civilian Ordy.	GOODS Civilian Spl.	Light Locos	Material os Workmen
G.Brignole-Aless.	14	50	1	4	67	6		
" " - Novi		14						
" " -Voghera		46			10	5	2	
" " - Ronco		12					5	10
" " - Acqui		42			13		1	
" " - Ovada		14						
" " -Rogliasco		98			9		2	3
" " Savona-Vado		64	1	2	77	6	4	2
" "-Imperia		8			2			
Voghera-Dressana (1)		56						
Voghera- S. Nicolò		4						
Alessandria-S. Tortona		14						
Aless.-Arquata-Voghera					22	2	1	
Novi -D.Tortona		84						
Novi-Pozzolo								42
Savona- S.Giuseppe(2)		56						
Ovada-Castellazzo		24			4			
Moneglia-La Spezia		14						
Voghera- S.S. Giovanni		4						
Recco-S.Michele		8						

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" " - Ronco	12							5		10	
" " - Acqui	42					13		1			
" " - Ovada	14										
" " -Bogliasco	98					9		2		3	
" " Savona-Vado	64	1		2		77	6	4		2	
" "-Imperia	8					2					
Voghera-Bressana (1)	56										
Voghera- S. Nicolò	4										
Alessandria-B. Tortona	14										
Aless.-Arquata-Voghera						22	2	1			
Novi -B.Tortona	84										
Novi-Pozzolo										42	
Savona- S.Giuseppe(2)	56										
Ovada-Castellazzo	24					4					
Moneglia-La Spezia	14										
Voghera- C.S. Giovanni	4										
Recco-S.Michele	8										
Arquata-Sampierdarena						1					
Local trains						72		21			
Totals:	14	612	2		6	277	19	36		57	

(1) Transshipping at the Po
(2) " at Santuario

Declassified E.O. 12356 Section 3.3/NND No. 782021

Declassified E.O. 12356 Section 3.3/NND No. 782021

11/-

NORTHERN POSITION AT 0700HRS ON 21ST JULY 1945.

Running of PASSENGER TRAINS. Regular normal running for the Allied Command and trains for Reglasco and Acqui. From the West usual delays of 35". The trains to Alass. and Voghera are running regularly to the modified time table brought into force yesterday. We note further following delays:
11 - arr 33" late, 25" ex Alass.for comm. and 3" at Serravalle awaiting departure orders.
TV175- arr 25" late, 11" ex Bressana for passenger service and 11" at Arquata
5 - arr 30" late, 5" at Novi for loading, 7" at Isola for train 1052, 3" at Busalla for train TV175 and 5" at Principe for unloading.
9429- arr 96" late, suffered on line from Porto Maurizio and Savona due to speed restriction, passenger service, loading and unloading and taking water for steam loco.

PATRONISATION OF PASSENGER TRAINS. Always light for Reglasco trains, normal for the West, heavy for the North.

DISTRIBUTION OF ROLLING STOCK-VARIOUS NOTE.

Special trains were run to clear surplus loaded traffic. Two trains were run for the transport of POL with the following tonnages:
7804-dep 2051hrs ex Sampierda. with 26 petrol and 1 perish Milano, 625tons coming S Benigno.
7806-dep. 2214hrs(+34") 14 Milano and 4 Torino petrol, arr ex Vado, 2 petrol Torino Smistamento, 4 material Tuscolano ex S.Benigno, total 24 wagons 630tons. Arr Alass. 0140hrs proceeded to Torino at 0350hrs and to Milano at 0430hrs.
9453- dep. ex Vado at 1852hrs(+102) with 28 wagons petrol, 800tons for Milano, Torino and S.Benigno.
Two trips were run from S.Benigno:
1st Trip- 1859hrs with 25 paraffin Milano, 615tons.
2nd Trip- 2056hrs with 26 various goods, 497tons.
S.Limbania despatched:
6137- with 7 Torino, 3 Novara, 4 Sampierda.,(2nd hold), grain. 432tons.
1091- with 6 Torino, 2 Novara grain, 5 Voltri rubble. 257tons.
Brignole despatched:
9545/7754- with 20 Milano and 10 Rome(grain). 822tons.
9550/7756- with 9 grain, 6 perish. Milano, 1 grain, 4 perish. Brescia, 4 grain Novara, 4 Borgano coils, 1 Gallarate tiles. 807tons.
From Fiera Ligure train 9433 was despatched with 20 wagons rubble, proceeded to Gen Brignole by train 9475 ex Savona and by train 9563 ex Sampierdarena. Arr at destination at 0830hrs.
Despatched from Savona:
9467- with 2 perish. 6 Brignole and 7 fruit, Milano. Proceeded by train 7736 ex Sampierdarena using the loco which had to return to Alass.
9477- with 26 Milano and 10 Torino. 890tons. Proceeded ex Sampierdarena to Alass. as train 7762.
The following trains arr ex Alass.:
7737 Open empties, proceeded by train 9450 to Savona.
7743 " " " " " 6260 " "
7745 Covered " " " " 6250bis " Savona.
7761 Open " " " " 9591 " S.Limbania.
7763 " " " " " 9591bis " S.Limbania.
7779-7793-7799 Open empties in depot at Sampierdarena.
7801 Covered empties, proceeded to Gen Brignole.
7803 " " " " S.Limbania.
7735 and 7743 Open empties.
7839 Covered empties.

for the week, heavy for the north.

DISTRIBUTION OF ROLLING STOCK-VARIOUS ITEMS.

Special trains were run to clear surplus loaded traffic. Two trains were run for the transport of POL with the following tonnages:
7804-dep 2053hrs ex Sampierda. with 25 petrol and 1 perish Milano, 627tons coming S.Benigno.
7806-dep. 2214hrs(+34") 14 Milano and 4 Torino petrol, arr ex Vado, 2 petrol Torino Smistamento, 4 material Busalemo ex S.Benigno, total 24 wagons 630tons. Arr Aless. 0144hrs proceeded to Torino at 0353hrs and to Milano at 0433hrs.
9463- dep. ex Vado at 1852hrs(+102) with 26 wagons petrol, 806tons for Milano, Torino and S.Benigno.
Two trips were run from S.Benigno:
1st Trip- 1035hrs with 25 pamalin Milano, 615tons.
2nd Trip- 2056hrs with 26 various goods, 437tons.
S.Limbania despatched:
6157- with 7 Torino, 3 Novara, 4 Sampierda.,(2nd half), grain. 432tons.
1091- with 6 Torino, 2 Novara grain, 5 Voltri rubble. 252tons.
Brignole despatched:
9546/7754- with 20 Milano and 10 Cosio(grain). 822tons.
9550/7756- with 9 grain, 6 perish. Milano, 1 grain, 4 perish. Brescia, 4grain Novara, 4 Bergamo coal, 1 Gallarate tiles. 837tons.
From Ventimiglia train 9431 was despatched with 20 wagons rubble, proceeded to Gen Brignole by train 9475 ex Savona and by train 9563 ex Sampierdarena. Arr at destination at 0830hrs.
Despatched from Savona:
9467- with 2 perish. 6 Brignole and 7 fruit, Milano. Proceeded by train 7736 ex Sampierdarena using the loco which had to return to Alessa.
9477- with 26 Milano and 10 Torino. 890tons. Proceeded ex Sampierdarena to Alessa. as train 7762.
The following trains arr ex Alessa.:
7737 Open empties, proceeded by train 9450 to Savona.
7743 " " " " " 6260 " "
7745 Covered " " " " 6250bis " Savona.
7761 Open " " " " 9591 " S.Limbania.
7763 " " " " " 9591bis " S.Limbania.
7779-7733-7793 Open empties in depot at Sampierdarena.
7801 Covered empties, proceeded to Gen Brignole.
7803 " " " " S.Limbania.
7735 and 7743 Open empties.
7809 Covered empties.

POSITION OF ROLLING STOCK FOR LOADING AT 1700HRS ON 20TH JULY 1945.

	Refrigerators.	Covered.	High sides.	Flats.	20T & 30T shorts.	
Loaded	6	48	93	2	2	-
Empty	8	44	254	121	-	1
Totals	14	92	347	123	2	1
Required	15	253	448	12	3	-
Shortage	1	161	101	-	1	-

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n/c

Morning Position at 0700hrs on 21st July 1945 (continued).

POSITION OF COACHING STOCK AT 1700HRS ON 20TH JULY 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BRAKE VANS General B	Post BG	TOTAL
Genova Br.	1	10	10	57	78	13	5	18
" PP.	-	-	-	4	4	2	4	6
Ronco	-	-	-	4	4	2	-	2
Voghera	-	2	2	7	11	1	-	1
Castellazzo	-	-	3	1	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Savona	2	3	2	20	27	6	3	9
Sampierdarena	-	-	-	-	-	1	-	1
Brescia	1	-	-	9	10	1	1	2
Novi C	-	-	-	1	1	-	-	-
Totals	4	15	17	104	140	29	13	42
In transit at 1700hrs	-	-	6	33	39	8	-	8
General Totals	4	15	23	137	179	37	13	50

MAIN RUN - 20TH JULY 1945.

STATION	PASSENGERS Mil.	CIVILIAN Ordy.	Spl.	GOODS Mil.	CIVILIAN Ordy.	Spl.	EMPTY COACHES	MATERIAL & WORKMEN
Bri/gata-Aless.	2	6			16		1	
" -Novi		2						
" -Voghera		6			1		2	
" -Ronco		2					2	2
" -Acqui		5			2			
" -Ovada		2						
" -Savona Calo		8			22		2	
" -Porto Maurizio Imperia.		2						
Principe-Reglasco		14						2
Savona -S. Giuseppe		2						
Voghera -Brescia		8						
Aless. -S Tortona		2						
Novi - "		12						
Novi -Ponzolo								6
Ovada -Castellazzo		4						
Ventimiglia-La Spezia		2						
Ronco -S Michele P.		-						
Aless. -Voghera					2			
Voghera -Castel S.Giovanni			2					
Local trains					23		3	

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Novi 3	-	-	-	1	1	-	-	-
Totals	4	15	17	104	140	29	23	42
In transit at 1700hrs	-	-	6	33	39	8	-	8
General Totals	4	15	23	137	179	37	13	50

TRAINS RUN - 20TH JULY 1945.

SECTION	PASSENGERS Mtly.	CIVILIAN Ordy.	Spl.	GOODS Mtly.	CIVILIAN Ordy.	Spl.	LIGHT ENGINE	MATERIAL & WORKER
Ventimiglia-Alessa.	2	5			16		1	
" -Novi		2						
" -Voghera		5			1		2	
" -Ronco		2					2	2
" -Acqui		5			2			
" -Ovada		2						
" -Savona Casc		5			22		2	
" -Porto Maurizio Imperia.		2						
Principe-Reglinasco		14						2
Savona -S. Giuseppe		3						
Voghera -Arenzano		2						
Alessa. -S Torbana		2						
Novi - "		10						
Novi -Pozzolo								6
Ovada -Castellazzo		4						
Monaglia-La Spezia		2						
Ronco -S Michele P.		-						
Alessa. -Voghera					2			
Voghera -Castel S. Giovanni			2					
Local trains					23		3	

MILITARY RAILWAY SERVICES,
GENOVA. 21ST JULY 1945.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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

MORNING REPORT AT 0730 HRS ON 30TH JUNE 1945.

RUNNING OF PASSENGER TRAINS. Regular running of trains for the Allied Command, for Voghera and Acqui. Usual delays to the North and Alessandria, of about 20/30" with the following exceptions:
11 - Arr 43" late, 15" ex Alessa., 22" at Novi due to damaged automatic brakes.
9577- Arr 93" late, 52" ex Voghera and further due to loading and unloading, passenger service and speed restriction.
175/3bis- Arr 70" late, 37" ex Voghera, 10" Tortona taking water.
Commencing today, 30th, a new time table will come into operation on the lines Alessandria-Brignole, Ventimiglia-Torbora and Torbora-Arquata.

DISTRIBUTION OF ROLLING STOCK.

We note the shortage of covered empties due to the irregular return from Torino and Milano and also the increased requirements of Savona, Ventimiglia and Terralba. Special trains were run to clear the extra traffic of both loaded and empty wagons. The following two trips were run from S.Benigno:
C.L. 1810hrs with 12 rubble Voltri and 1 iron Milano.
C.O. 2115hrs 6 empty cisterns Vado and 5 wagons empty drums Vado.
Two trips were run from S.Limbania:
6137- 2030hrs with 8 Savona, 4 Bogo, 1 Torino, 4 Novara, all coal.
C.L.- 2230hrs with 1 empty drums Bonbarnaza, 10 earth Voltri, 1 cement Varezze, 1 barley Sampierda., 1 various Gen.Brignole.
9463- with 27 wagons,644tons: 16 patrol [illegible] Benigno, 1 Torino, 6 Milano C. 1 Rogoredo. Dep at 1904hrs with 120" delay ex Vado due to awaiting connecting trains.Arr at Sampierda. 2108hrs-99" late.
11 Connecting 7806- dep 2145hrs, 5" late. Composed 12 wagons,321 tons: 7 Milano petrol, 2 Milano iron, 1 Rogoredo petrol and 3 Torino. Arr at Alessa. 0132hrs, proceeded to Torino at 0218hrs and to Milano at 0225hrs.
9467- special ex Savona for vegetables 4 Torino, 1 Alessa. 15 Milano, preceded as 7736 at 0130hrs ex Sampierda. where was attached 1 timber Milano, 1 timber Torino coming from Trieste.
At Gen Brignole 38 wagons of grain were loaded, of which 29 were despatched by train 9540,7745 at 0430hrs ex Brignole, 581 tons.
Two wagons of rubble to Gen Brignole ex Pietra Ligure were despatched ex Savona, 2 by 9477 and 21 by 6211. Ex Savona was also despatched 9425 with 34 wagons on the books of which 27 went beyond Novi.
During the night the following trains arrived with empties, Ex Alessa.
7791- 40 open empties, sent to S Limbania for S Benigno.
7797- 40 open empties, destined 12 Terzolo, 3 Rivalta, 5 Novi, 20 S Brig.
7799- 40 covered empties, destined 20 Savona, 10 Vado.
7802- 35 " " ; despatched to Gen Brignole.
7809- 39 open " ; in depot at Sampierda.

POSITION OF COACHING STOCK AT 1730HRS ON 10TH JULY 1945.

STATION	CARRIAGES First Tempo A	First AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post PC	TOTAL
Genova Dr.	3	7	8	44	62	11	4	15
" PP.	-	-	-	8	6	2	4	6
Ronco	-	-	-	4	4	1	-	1
Voghera	-	1	2	6	9	2	-	2

S.Benigno:
9.1. 1010hrs with 12 rubble Voltri and 1 iron Milano.
9.0. 2115hrs 6 empty nisterns Vado and 5 wagons empty Cruga Vado.
Two trips were run from S.Limbania:
6197- 2030hrs with 6 Savona, 4 Dego, 1 Torino, 4 Novara, all corn.
9.1.- 2230hrs with 1 empty drums Monbercano, 10 earth Voltri, 1 cement
Varesane, 1 barley Sampierda., 1 various Gen.Brignole.
9463- with 27 wagons,644tons: 15 petrol to Benigno, 2 Torino, 6 Milano S.O.
1 Milano G, 1 Rogoredo. Dep at 1954hrs with 120" delay ex Vado due
to awaiting connecting traffic. Arr at Sampierda. 2105hrs-99" late.
11 Connecting 7806- dep 2145hrs, 5" into. Composed 12 wagons,321 tons:
7 Milano petrol, 1 Milano Iron, 1 Rogoredo petrol and 3 Torino.
Arr at Alessa. 0115hrs, proceeded to Torino at 0210hrs and to Milano
at 0225hrs.
9467- special ex Savona for vegetables 4 Torino, 1 Alessa. 10 Milano, pro-
ceeded as 7738 at 0130hrs ex Sampierda. There was attached 1 timber
Milano, 1 timber Torino coming from Arenzano.
At Gen Brignole 30 wagons of grain were loaded, of which 29 were despatch-
ed by train 9340/7740 at 0430hrs ex Brignole, 801 tons.
The wagons of rubble to Gen Brignole ex Pietra Ligure were despatched ex
Savona, 2 by 9477 and 21 by 6211. Ex Savona was also despatched 9425 with
34 wagons ex the books of which 27 went beyond Novi.
During the night the following trains arrived with empties, ex Alessa.
7791- 40 open empties, sent to S.Limbania for S.Benigno.
7797- 40 open empties, destined 12 Teresio, 3 Rivalta, 5 Novi, 20 S.Eug.
7793- 40 covered empties, destined 30 Savona, 10 Vado.
7801- 35 " " despatched to Gen Brignole.
7809- 39 open " in depot at Sampierda.

POSITION OF COACHING STOCK AT 1700HRS ON 19TH JUNE 1945.

STATION	CARRIAGES First Composite A AB	Second B	Third C	TOTAL	RAILWAY VANS General Post D	DU	TOTAL
Genova Br.	3 7	8	44	62	11	4	15
" M.	- -	-	8	8	2	4	6
Ronco	- -	-	4	4	1	-	1
Voghera	- 1	2	6	9	3	-	3
Castellazzo	- -	3	1	4	2	1	3
Rivalta	- -	-	1	1	1	-	1
Savona	- 2	1	13	16	3	2	5
Sampierdarena	- -	-	-	-	-	1	1
Brezzano	- 2	-	8	10	1	1	2
Novi C	- -	-	1	1	-	-	-
Totals	3 12	14	86	115	24	[illegible]	35
In transit at 1700hrs	- -	6	33	39	8	-	8
General Totals	3 12	20	119	154	32	11	43

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A/C

Morning position at 0700 hrs on 20th July 1945 (continued).

POSITION OF ROLLING STOCK FOR LOADING AT 1700HRS ON 19TH JULY 1945.

	Refrigerators.	Covered.	High sides.	Flats.	POZ.	POZ shorts.
Loaded	-	54	79	10	3	-
Empty	39	80	236	128	-	3
Totals	39	134	325	138	3	3
Required	8	238	473	15	5	-
Shortage	-	104	158	-	2	-

TRAINS RUN - 19TH JULY 1945.

SECTION	PASSENGERS Milit.	PASSENGERS CIVILIAN Ordy.	PASSENGERS CIVILIAN Spl.	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl.	LIGHT LOCOS	MATERIAL & WORKMEN
Brignole-Alessa.	2	6			6			
" -Novi		2						
" -Voghera		5			1			
" -Ronco		2					2	
" -Acqui		5			2			
" -Ovada		2						
" -Savona		10	1		8	1		
" -Voghiasco		14						
Voghera -Savona		8						
Alessa. -S.Bertona		2						
Novi - "		12						
" -Tenzelo							6	
Savona -S Giuseppe		8						
Ovada -Castellazzo		4			2			
Moneglia-La Spezia		2						
Savona -Porto Maurizio		2						
Alessa. -Voghera					6			
Savona -Pietra Lig.					2			
Sampierd-Polsaneto					3			
Local trains					7	1		

MILITARY RAILWAY SERVICE,
GENOVA. 20TH JULY 1945.

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TRAINS RUN - 1937 JULY 1945.

SECTION	PASSENGERS Milit.	CIVILIAN Ordy.	Spl.	GOODS Milit.	CIVILIAN Ordy.	Spl.	LIGHT LOCOS	MECHANICAL & WORKING
Brignole-Alessa.	2	6			6			
" -Novi		2						
" -Voghera		6			1			
" -Ronco		2						2
" -Acqui		6			2			
" -Ovada		2						
" -Savona		10	1		8		1	
" -Bogliasco		14						
Voghera -Brescanza		8						
Alessa. -S.Tortona		2						
Novi - "		12						
" -Ponzolo								6
Savona -S Giuseppe		8						
Ovada -Castellazzo		4			2			
Moneglia-La Spezia		2						
Savona -Porto Maurizio		2						
Alessa. -Voghera					6			
Savona -Pietra Lig.					2			
Sampierd-Polcevera					3			
Local trains					7		1	

MILITARY RAILWAY SERVICE,
GENOVA. 29TH JULY 1945.

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0841

Declassified E.O. 12356 Section 3.3/NND No. 790021

TRAF[illegible]

MOVEMENT POSITION AT 0700HRS ON 19TH JULY 1945.

ABNORMALITY. At Level Crossing Km.23+203 between Cello and Albignola an animal drawn vehicle collided with train 1412. The animal was killed and there was slight damage to the vehicle, but no damage to the locomotive. The train suffered a delay of about 10".

RUNNING OF PASSENGER TRAINS.

Regular running on all lines with exceptions for a few trains for known causes. More important delays are noted for the following trains:
11 - arr 55" late at Brignole, 37" at Aless. waiting conn., [illegible]
9577(Voghera)- arr 101" late at Brignole, 30" at Voghera waiting conn., 24" at Tortona, 9" at Stazzano, 15" at Arquata for unloading and loading.
1177-arr 43" late at Brignole for passenger service, unloading and loading.
5- arr 40" late, 24" ex Aless. [illegible]
175/5bis-arr 60" late at Brignole, after delay at Arquata and Isola for connection train 5.
175bis/5ter-(passenger ex Piacenza line) arr 156" late at Brignole and dep. 44" late ex Voghera waiting connection.

PATRONISATION OF PASSENGER TRAINS. Heavy for lines North and towards West; light for the East.

DISTRIBUTION OF ROLLING STOCK AND VARIOUS ITEMS.

Special trains arrived from the Torino and Milano compartments and these were used to meet requirements for Savona Vado, S.Limbania and Genova Terralba. 60 Open empties were also despatched to the Voghera line.
S.Benigno despatched 3 trips of 43 wagons.
S.Limbania despatched 2 trips of 31 wagons.
From Vado 18 wagons and cisterns of petrol arrived by train 9463. Dep. at 2030hrs and arr. at Sampierdarena at 2234hrs.
The following was despatched to the North.
9582/7800 with 29 wagons Torino.
7806- with 26 wagons petrol for Milano and Torino; dep. at 2254hrs ex Sampierdarena, arr at Aless. at 0045hrs.Proceeded to Torino section at 0115hrs and to Milano section at 0340hrs.
7744 with 21 wagons perish. and 13 wagons wayside traffic Milano and Torino dep at 0121hrs.
9596/7746- with 21 wagons grain for Milano and transit. Dep. at 0320hrs ex Brignole.
NB A Railcar arrived from Milano with members of the C.M.L. Railways, and for the return of the railcar a special was run at 0710hrs from Genova PP. 7754A Sampierdarena Alessandria was utilised for passengers 2nd class for Milano.

POSITION OF COACHING STOCK AT 1700HRS ON 18TH JULY 1945.

STATION	CARRIAGES First A	First Comps AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DP	TOTAL
Genova Br.	1	9	6	38	54	11	4	15
" PP.	-	-	-	8	8	2	4	6
Ronco	-	-	-	4	4	1	-	1
Voghera	-	1	2	7	10	2	-	2

175bis/5ter-(passenger ex Piacenza line) arr 130" late at Arignole and dep. 44" late ex Voghera waiting connection.

PATRONISATION OF PASSENGER TRAINS. Heavy for lines North and towards West; light for the East.

DISTRIBUTION OF ROLLING STOCK AND VARIOUS NEWS.

Special trains arrived from the Torino and Milano compartimenti and these were used to meet requirements for Savona Nave, S.Limbania and Genova Terralba. 60 Open empties were also despatched to the Voghera line.
S.Benigno despatched 3 trips of 43 wagons.
S.Limbania despatched 2 trips of 31 wagons.
From Vado 19 wagons and cisterns of petrol arrived by train 9463. Dep. at 2030hrs and arr. at Sampierdarena at 2234hrs.
The following was despatched to the North:
9582/7800 with 29 wagons Torino.
7806- with 26 wagons petrol for Milano and Torino; dep. at 2254hrs ex Sampierdarena, arr at Alessa. at 0045hrs.Proceeded to Torino section at 0315hrs and to Milano section at 0340hrs.
7744 with 21 wagons perish. and 13 wagons wayside traffic Milano and Torino dep at 0321hrs.
9596/7746- with 31 wagons grain for Milano and transit. Dep. at 0320hrs ex Arignole.

xx A Railcar arrived from Milano with members of the C.M.L. Railways, and for the return of the railcar a special was run at 0715hrs from Genova PP. 7754X Sampierdarena Alessandria was utilized for passengers 2nd class for Milano.

POSITION OF COACHING STOCK AT 1700HRS OF 10TH JULY 1945.

STATION	CARRIAGES First A	First Compo AB	Second B	Third C	TOTAL	WAGONS VANS General D	Post DP	TOTAL
Genova Br.	1	9	6	38	54	11	4	19
" PP.	-	-	-	8	8	2	4	6
Ronco	-	-	-	4	4	1	-	1
Voghera	-	1	2	7	10	2	-	2
Castellanza	-	-	3	1	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Savona	1	1	1	13	16	3	2	5
Sampierdarena	-	-	-	-	-	1	-	1
Bressana	1	-	-	9	10	1	1	2
Novi C	-	-	-	1	1	-	-	-
Totals	3	11	12	82	108	23	11	34
In transit at 1700hrs	-	-	6	33	39	8	-	8
General Totals	3	11	18	115	147	31	11	42

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Morning position at 0700 hrs on 19th July 1945 (contd.).

POSITION OF ROLLING STOCK FOR LOADING AT 1700HRS ON 18TH JULY 1945.

	Refrigerators.	Covered.	High sides.	Flats.	POG.	POG shorts.
Loaded	-	46	29	-	-	-
Empty	15	73	215	124	-	3
Totals	15	119	244	124	-	3
Required	13	217	510	20	4	-
Missing	-	98	266	104	4	-

TRAINS RUN - 18TH JULY 1945.

SECTION		PASSENGERS Milit.	PASSENGERS CIVILIAN Ordy.	PASSENGERS CIVILIAN Spl.	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl.	LIGHT ENGINES	MATERIAL & WORKMEN
Genova P.-	Alessa.	2	6	1		8	4		
"	-Novi		2						
"	-Voghera		6	1		1			
"	-Ronco		2					1	2
"	-Acqui		6			2			
"	-Ovada		2						
"	-Savona Vado		8	1		14	1		1
"	-Voghiasco		14						1
"	-Imperia		2						
Voghara	-Brescnun		8						
Alessa.	-S.Tortona		2						
Novi	- "		12						
"	-Pozzolo								6
Savona	-S.Giuseppe		8						
Ovada	-Castellazzo		4						
Moneglia	-La Spezia		2						
Iecco	-S.Michele		4						
Voghara-Arquata-Alessa.							1		
Local trains						5			

MILITARY RAILWAY SERVICES,
GENOVA. 19TH JULY 1945.

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

TRAINS RUN - 18TH JULY 1945.

SECTION	PASSENGERS Milit.	PASSENGERS CIVILIAN Ordy.	PASSENGERS CIVILIAN Spl.	GOODS Milit.	GOODS CIVILIAN Ordy	GOODS CIVILIAN Spl.	LIGHT LOCOS	MATERIAL & WORKMEN
Genova B.-Aless.	2	6	1		8	4		
" -Novi		2						
" -Voghera		5	1		1			
" -Ronco		2					1	2
" -Acqui		6			2			
" -Ovada		2						
" -Savona Vado		3	1		14	1		1
" -Bogliasco		14						1
" -Imperia		2						
Voghera -Brescana		8						
Aless. -B.Tortona		2						
Novi - "		12						
" -Pozzolo								6
Savona -S.Giuseppe		5						
Ovada -Castellunne		1						
Moneglia -La Spezia		2						
Ronco -S.Michele		4						
Voghera-Arquata-Aless.						1		
Local trains					5			

MILITARY RAILWAY SERVICES,
GENOVA. 19TH JULY 1945.

Declassified E.O. 12356 Section 3.3/NND No. 782021

MORNING POSITION AT 0700 HRS ON 18TH JULY 1945.

RUNNING OF PASSENGER TRAINS. Regular running for the trains of the Allied Command and those of Bogliasco and Acqui. For the West and the North, the usual delays of about 20/30" due the usual causes owing to the present conditions. We note the major delays for the following trains:
9577 - arr 34" late, 44" ex Voghera due to late arrival of conn.train E T 691.
175/5bis - arr 57" late, 19" ex Voghera, 13" at Stazzano waiting conn.1396 and 39" at Arquata exceeding 1052.
5 - arr 37" late, 28" ex Alessandria.

PATROLLATION OF PASSENGER TRAINS. Light for Bogliasco, heavy for Forth normal for the West.

ABNORMALITY. Train 9429 Porto Maurizio-Genova, dep. at 0600hrs ex Oneglia 180" late due to damaged locomotive.
Ex Savona proceeded as 1411. Passengers of Savona departed for Genova by train 9429 to schedule, composed of rolling stock of train 9436.

DISTRIBUTION OF ROLLING STOCK, AND VARIOUS NEWS.
Arquata sent two trains of open empties from Alessa. to Voghera.
Loaded and Empty traffic was cleared by the daily trains and also specials.
41 Wagons from S.Limbania for repairs and 40 from Sampierdarena were sent to Voghera. The following 3 trips were run from S.Limbania S.Bendigna:
O.L. at 1715hrs with 12 Cement Milano P.N. tons 326
O.L. at 1900hrs with 14 " " " 382
O.L. at 2030hrs with 15 various goods for various destinations. 243tons.
S.Limbania effected only 1 trip with 16 wagons various goods. 233 tons.
Train 9463 dep ex Vado at 2046hrs +222" waiting traffic ex Recordo: 22 petrol, 2 cisterns(empty) 635 tons. Arr at Sampierdarena at 2254hrs.
7806 dep ex Sampierda. 2120hrs with 11 Torino D, 1 Torino Smistamento, 3 Milano Certosa and 1 Reggredo petrol. 413 tons. Arr at Alessa. at 0240hrs. Went forward to Milano at 0315hrs and to Torino Smistamento at 0330hrs.
Savona despatched train 9467 - 29 fruit for Torino and Milano, 555tons.
Proceeded from Sampierda. with train 7736 and added 4 wagons for Bussoleno, Torino, Casale and Milano.
Sampierda. despatched train 7732 at 0020hrs with 26 cement, 2 Lemons Milano 1 parish. Mikans Codogna. 780 tons.
Brignole despatched train 9542/7750 with 31 wagons grain Milano and transit and train 9548/7750 with 10 grain and 15 various Milano and transit. Loaded at Geneva Brignole 11 wagons grain and at Savona Mare 19 barley and 6 iron. Two wagons explosives were despatched from Busalla to Savona by train 7951/6252.
One load of open empties and one load of closed empties coming from Alessa. was despatched to Savona by trains 9428 and 9432.
Yesterday the trial trip, by steam traction, for the section Vado-Porto Maurizio, was carried out successfully.
As from today the passenger service on the Savona-Porto Maurizio section has been restored and will be run by trains 9429 ex Porto Maurizio and 1410 ex Savona. Also from today on the Becco-S.Michele di Pagano section there will be two trains(passenger) in each direction, run by steam locomotives.

POSITION OF ROLLING STOCK FOR LOADING AT 1700HRS ON 17TH JUNE 1945.

	Refrigerators.	Covered.	High-siders.	Flats.	POZ.	POZ shorts.
Loaded	-	258	459	52	2	1
Empty	13	111	191	110	1	1

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Ex Savona proceeded as 1411. Passengers at Savona departed for Genova by train 9429 to schedule, composed of rolling stock of train 9436.

DISTRIBUTION OF ROLLING STOCK, AND VARIOUS NEWS.

Arquata sent two trains of open empties from Alessa. to Voghera.
Loaded and empty traffic was cleared by the daily trains and also specials.
41 Wagons from S.Limbania for repairs and 40 from Sampierdarena were sent to Voghera. The following 3 trips were run from [illegible] Demigno:
O.L. at 1715hrs with 12 Cement Milano P.S. tons 326
O.L. at 1930hrs with 14 " " " 382
O.L. at 2030hrs with 15 various goods for various destinations. 243tons.
S.Limbania effected only 1 trip with 16 wagons various goods. 233 tons.
Train 9463 dep ex Vado at 2046hrs +222" waiting traffic ex Raccordo:
22 petrol, 2 cisterns(empty) 635 tons. Arr at Sampierdarena at 2254hrs.
7806 dep ex Sampierda. 2320hrs with 11 Torino D, 1 Torino Smistamento,
3 Milano Certosa and 1 Ragozzo petrol. 435 tons. Arr at Alessa. at 0240hrs.
Went forward to Milano at 0315hrs and to Torino Smistamento at 0330hrs.
Savona despatched train 9467- 29 fruit for Torino and Milano, 555tons.
Proceeded from Sampierda. with train 7736 and added 4 wagons for Busalleno, Torino, Casale and Milano.
Sampierda. despatched train 7732 at 0020hrs with 25 cement, 2 Lenens Milano 1 parish. [illegible] Cedogna. 780 tons.
Brignole despatched train 9542/7750 with 31 wagons grain Milano and transit and train 9548/7750 with 10 grain and 15 various Milano and transit. [illegible]
Loaded at Genova Brignole 11 wagons grain and at Savona Mare 19 barley and 6 iron. Two wagons explosives were despatched from Busalla to Savona by train 7951/8252.
One load of open empties and one load of closed empties coming from Alessa. was despatched to Savona by trains 9428 and 9432.
Yesterday the trial trip, by steam traction, for the section Vado-Porto Maurizio, was carried out successfully.
As from today the passenger service on the Savona-Porto Maurizio section has been restored and will be run by trains 9429 ex Porto Maurizio and 1410 ex Savona. Also from today on the Recco--S.Michele di Pagana section there will be two trains(passenger) in each direction, run by steam locomotives.

POSITION OF ROLLING STOCK FOR LOADING AT 1700HRS ON 17TH JUNE 1943.

	Refrigerators.	Covered.	High-siders.	Flats.	POX.	POZ shorts.
Loaded	-	258	459	52	2	1
Empty	13	111	191	110	1	1
Totals	13	369	650	162	3	2

[illegible]

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TRANSLATED VERSION.

A/C

Morning position at 0700hrs on 18th July 1945 (continued).

POSITION OF WEEKLY COACHING STOCK AT 1700HRS ON 17TH JULY 1945.

STATION	CARRIAGES First A	Compo AB	Second E	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Genova Br.	2	11	11	48	72	15	3	18
" PP.	-	-	-	8	8	3	3	6
Ronco	-	-	-	4	4	1	1	2
Voghera	-	2	2	7	11	3	1	3
Castellazzo	-	-	3	1	4	1	1	2
Rivalta	-	-	-	1	1	1	-	1
Tresasma	-	-	2	0	10	2	1	2
Sampierdarena	-	-	-	-	-	-	-	-
Savona	1	2	1	19	23	5	2	7
Novi	-	-	-	1	1	-	-	-
Totals	3	15	19	97	134	32	8	40
In transit at 1700hrs	-	-	6	33	39	8	-	8
Totals, general.	3	15	25	130	173	40	8	48

TRAINS RUN - 17TH JULY 1945.

SECTION	PASSENGER Milit.	CIVILIAN Ordy.	Spl.	GOODS Milit.	CIVILIAN Ordy.	Spl.	LIGHT LOCOS	MATERIAL & WORKMEN
Genova-Alessa.	2	6		2	7	1		
" -Novi		2						
" -Voghera		6			1	2		
" -Ronco		2					2	2
" -Acqui		6			2			
" -Ovada		2						
" -Savona Vado		10		2	10		3	
" -Bogliasco		14						
Voghera-Tresasma		8						
Alessa.-S.Tortona		2						
Novi - "		12						
" -Ponzolo								6
Savona-S.Giuseppe		8						
Ovada -Castellazzo					2			
Sampeglia-La Spezia		2						
Voghera-Arquata-Alessa.						5	1	
" - " Castel S.Giov.	2							
Local trains.					19		10	

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Savona	1	2	1	15	43	5	2	1
Novi	-	-	-	1	1	-	-	-
Totals	3	15	19	97	134	32	8	40
In transit at 1700hrs	-	-	6	33	39	8	-	8
Totals, general.	3	15	25	130	173	40	8	48

TRAINS RUN - 17TH JULY 1943.

SECTION	PASSENGER Milit.	PASSENGER CIVILIAN Ordy.	PASSENGER CIVILIAN Spl.	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl.	LIGHT LOCOS	MATERIAL & WORKMEN
Genova-Aless.	2	6		2	7	1		
" -Novi		2						
" -Voghera		9			1	2		
" -Ronco		2					2	2
" -Acqui		6			2			
" -Ovada		2						
" -Savona Vado		10		2	10		3	
" -Voglianco		14						
Voghera-Brezzano		8						
Aless.-S.Tortona		2						
Novi - "		12						6
" -Pozzolo			8					
Savona-S.Giuseppe					2			
Ovada -Castellazzo			2					
Ventimiglia-La Spezia						5	1	
Voghera-Arquata-Aless.								
" - " Castel S.Giov.	2							
Local trains.					19		10	

MILITARY RAILWAY SERVICE,
GENOVA. 18TH JULY 1943.

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A/C

AMPLIFIED VERSION.

Operation Position at 0700 hours on 17th July 1945.

RUNNING OF PASSENGER TRAINS.

Regular running for, the Boglinsco, Ovada, Acqui and the Allied Command.
Usual delays for the West, Alessandria, Voghera to be noted.
1053 - arr 35" late, 10" ex Voghera.
11 - arr 31" late, 15" ex Alessa.
11ter- arr 145" late, 73" ex Alessa., 12" at Genova PP for shunting and unloading.
9577 - arr 38" late, 20" ex Voghera.
5 - arr 67" late, 37" ex Alessa.
175bis/5bis- arr 77" late, 13" ex Voghera, 9" Tortona shunting, 27"Arquata shunting and waiting conn.175, 5" Isola waiting section, 5" Ronco waiting section.

DISTRIBUTION OF ROLLING STOCK.

Requirements for distribution and loaded traffic despatched by normal and special trains. The rolling stock of train 11 was returned to Alessa. by train 9574bis/7794 and used for passenger service.
On account of breakdown of pump at Milano Sc the Allied Command has suspended the sending of petrol there.
9463- dep. 1955hrs, 161" late ex Vado due to waiting on traffic from Raccordo: 4 wagons drums Rogoredo, 3 cisterns Milano Certosa, 3 Torino, 1 Torino Stabilimento, 1 Alessa., 3 S.Benigno. arr at Sampierdarena 2202hrs, 153" late.
7806- dep. 2305hrs, 85" late(train ready 2240hrs, connection 6240/7802/7806, dep. 2300hrs ex Genova PP waiting authority) with 25 wagons 543 tons: 2 Alessa., 5 Torino, 11 Busalegno, 3 Milano Certosa, 4 Rogoredo, arr at Alessa. 0210hrs. Dep for Milano and Torino at 0311hrs and 0325hrs respectively.
Two trips of 29 wagons were despatched from S.Benigno:
O.L.- 1745 hrs, 1 cistern Torino, 1 Alessa., 2 empties Vado, 5 empties Sampierdarena.
O.L.- 2115hrs, 11 material Busalegno, 6 Iron Vado, 2 earth Voltri, 1 Iron Savona.
One trip left S.Limbania with 14 wagons various goods, of which 8 perish. for the North(train 6159 dep. 2147hrs)
From Savona train 9467 left with: 19 Milano, 4 Torino fruit and vegetables, proceeded with train 7736 with: 31 wagons, 534tons at 0123hrs, together with 6 wagons perish. Milano ex Pegino.
From Brignole train 9540/7748 dep at 0425hrs with:
1 various Ivrea, 16 grain Milano, 5 various Milano, 12 grain Torino.
Total 34 wagons 892 tons.

POSITION OF COACHING STOCK AT 1700HRS ON 16TH JULY 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General B	Post BP	TOTAL
Genova Br.	2	10	6	44	62	9	2	11
" PP.	-	-	-	8	8	2	4	6
Ronco	-	-	-	4	4	1	-	1
Voghera	-	1	3	7	11	3	-	3
Castellazzo	-	-	3	1	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Port Fa	-	-	-	1	1	-	-	-

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Requirements for distribution and loaded traffic despatched by normal and special trains. The rolling stock of train 11 was returned to Alessa. by train 9574/Ais/7794 and used for passenger service.
On account of breakdown of pump at Milano the Allied Command has suspended the sending of petrol there.
9463- dep. 1955hrs, 161" late ex Vado due to waiting on traffic from Raccordo: 4 wagons diesse Rogoredo, 3 cisterns Milano Certosa, 3 Torino, 1 Torino Smistamento, 1 Alessa., 3 S.Benigno, arr at Sampierdarena 2202hrs, 153" late.
7806- dep. 2375hrs, 85" late(train ready 2240hrs, connection 6240/7803/7806, dep. 2300hrs ex Genova PP waiting authority) with 25 wagons 543 tons: 2 Alessa., 5 Torino, 11 Bussoleno, 3 Milano Certosa, 4 Rogoredo, arr at Alessa. 0210hrs. Dep for Milano and Torino at 0311hrs and 0325hrs respectively.
Two trips of 29 wagons were despatched from S.Benigno:
O.L.- 1745 hrs, 1 cistern Torino, 1 Alessa., 2 empties Vado, 5 empties Sampierdarena.
O.L.- 2115hrs, 11 material Bussoleno, 6 from Vado, 2 earth Voltri, 1 from Voltri.
One trip left S.Limbania with 14 wagons various goods, of which 8 perish. for the North(train 6199 dep. 2140hrs)
From Savona train 9467 left with: 19 Milano, 4 Torino fruit and vegetables, proceeded with train 7735 with: 11 wagons, 634tons at 0123hrs, together with 6 wagons perish. Milano ex Pegino.
From Brignole train 9540/7748 dep at 0425hrs with:
1 various Ivrea, 16 grain Milano, 5 various Milano, 12 grain Torino.
Total 34 wagons 892 tons.

POSITION OF COACHING STOCK AT 1700HRS ON 16TH JULY 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BRAKE VANS General D	Post DU	TOTAL
Genova Br.	2	30	6	44	82	9	2	11
" PP.	-	-	-	8	8	2	4	6
Ronco	-	-	-	4	4	1	-	1
Voghera	-	1	3	7	11	3	-	3
Castellazzo	-	-	3	1	4	1	-	1
Rivalta	-	-	-	1	1	-	-	-
Novi C.	-	-	-	1	1	-	-	-
Savona	-	2	1	13	16	4	1	5
Sampierdarena	-	-	-	-	-	1	-	1
Pressacra	-	-	-	10	10	1	1	2
Totals	2	13	13	89	117	23	8	31
In transit at 1700hrs	-	-	6	33	39	8	-	8
General Totals	2	13	19	122	156	31	8	39

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Morning position at 0700hrs on 17th July 1945 (continued).

POSITION OF ROLLING STOCK FOR LOADING ON 16TH JULY 1945, AT 1700HRS.

	Refrigerators.	Covered.	High-sides.	Flats.	POZ.	POX sheets.
Loaded	1	173	436	37	-	2
Empty	8	191	159	122	3	1
Total:	9	364	695	159	3	3

TRAINS RUN - 16TH JULY 1945.

SECTION	PASSENGERS Mlit.	PASSENGERS CIVILIAN Ordy.	PASSENGERS CIVILIAN Spl.	GOODS Mlit.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl.	LIGHT LOCOS	MATERIAL & WORKMEN
Brignole-Alessa.	2	10		2Autorità A.Command.		5		
" -Novi			2					
" -Voghera			8			3		
" -Ronco			2					
" -Acqui			6			2		
" -Ovada			2					
" -Savona			10			5		
" -Broglasco			14					
Voghera -Bressana			6					
" -S.Nicolo			4					
Alessa. -S.Torbona			2					
Novi - "			12				6	
" -Pozzolo								
Savona -S.Giuseppe			3					
Ovada -Gestellanzo			4					
Monoglia-La Spezia			2					
Local trains					11	7		

MILITARY RAILWAY SERVICES,
GENOVA. 17TH JULY 1945.

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SECTION	PASSENGERS Milit.	PASSENGERS CIVILIAN Ordy.	PASSENGERS CIVILIAN Spl.	LOCOS	WORKMEN
Brignole-Alass.	2	10	Autorità A.Command. 5		
" -Novi		2			
" -Voghera		8		3	
" -Ronco		2			
" -Acqui		6		2	
" -Ovada		2			
" -Savona		10		5	
" -Bogliasco		14			
Voghera -Bressana		8			
" -S.Nicolo		4			
Alass. -S.Torteona		2			
Novi - "		12			6
" -Fossolo					
Savona -S.Giuseppe		8			
Ovada -Castellazzo		4			
Monaglia-La Spezia		2			
Local trains				11	7

MILITARY RAILWAY SERVICE.
GENOVA. 17TH JULY 1945.

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0852

SECTION. 9/c

MOVEMENTS AT 0700HRS ON 15TH JULY 1945.

ABNORMALITY. Train 9599 of 14th, scheduled from Milano, composed of 60 tons, was unable to depart from Migorono due to insufficient power and had to await loco from No.551 at Busalla. A delay of 76" was caused.

RUNNING OF TRAINS.

Regular running on all lines of this Compartimento. In general, delays of 10/20".
9599 - arr 253" late at Brignole. Dep ex Alessa. 73" late due to arriving 73" late. 10" delay at Arquata for unknown reasons and 76" delay for the abovementioned reason.
11 - arr 42" late at Brignole, 22" late ex Alessa. due to Police orders and 20" at Novi for the same reason.
9577 - Voghera- arr 57" late at Brignole, 13" at Voghera waiting comm.
175/5Mis- arr 35" late at Brignole, 6" at Voghera waiting comm.

PATRONISATION OF PASSENGER TRAINS.

Light for Boglianco, normal for all other lines.

DISTRIBUTION OF ROLLING STOCK, AND VARIOUS NEWS.

Despatched to Tortona and Voghera two trains of open wagons and during the night 15/16 two further trains of open wagons that were staged; one from Sestri to Lungaville and one from Sestri and Brignole to Tortona Pontecurone and Voghera. Requirements from the port were met with local supplies. 31 Vehicles were sent to Voghera for repairs.
There was no loading at ~~Ge~~ S.Benigno or Vado, today. Instead, S.Limbania loaded 23 wagons. Savona Mare loaded 27 wagons of local traffic.
The following trains were run for the North:
9582/7800- loaded for Milano dep. 1931hrs to time ex Campiglia.
9467/7732- Parish. for Milano and Torino dep. 2335hrs ex Campiglia.
3536/7744- loaded for Milano and Torino dep. 0320hrs ex Genova Brig.

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS ON 15TH JULY 1945.

	Refrigerators.	Covered.	High-sides.	Flats.	PFL.	POZ shorts.
Loaded	3	199	232	22	1	-
Empty	12	213	388	119	1	3
Totals	15	412	620	140	2	3

TRAINS RUN - 15TH JULY 1945.

SECTION	PASSENGERS Milit.	PASSENGERS CIVILIAN Ordy.	PASSENGERS CIVILIAN Spl.	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl.	LIGHT LOCOS	MATERIAL & MIXED.
C.Brignole-Alessa.	2	8			7			
" -Novi		2						
" -Voghera		8			2		2	
" -Genoa		-						
" -Acqui		6			1		1	
" -Ovada		2						
" -Savona-Vado		10			9		1	
" -Boglianco		14			9		2	
Voghera -Brescanna		8						
" -Casale		-						

Light for Bogliasco, normal for all other Lines.

DISTRIBUTION OF ROLLING STOCK, AND VARIOUS NOTES.

Despatched to Tortona and Voghera two trains of open wagons and during the night 15/16 two further trains of open wagons that were staged; one from Sestri to Lungavilla and one from Sestri and Brignole to Tortona Pontecurone and Voghera. Requirements from the port were met with local supplies. 31 Vehicles were sent to Voghera for repairs.
There was no loading at S.Benigno or Vado, today. Instead, S.Ambenia loaded 23 wagons. Savona Mare loaded 27 wagons of local traffic.
The following trains were run for the North:
9582/7800- loaded for Milano dep. 1931hrs to time ex Sampierdarena.
9467/7732- Parish. for Milano and Torino dep. 2330hrs ex Sampierdarena.
9596/7744- loaded for Milano and Torino dep. 0320hrs ex Genova Brig.

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS ON 16TH JULY 1945.

	Refrigerators.	Covered.	High-siders.	Flats.	POX.	POX shorts.
Loaded	3	199	232	21	1	-
Empty	12	213	388	119	1	3
Totals	15	412	620	140	2	3

TRAINS RUN - 16TH JULY 1945.

SECTION	PASSENGERS Milit.	PASSENGERS CIVILIAN Ordy.	PASSENGERS CIVILIAN Spl.	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl.	LIGHT LOCOS	MATERIAL & WORKMEN.
S.Brignole-Alessa.	2	8		7				
" -Novi		2						
" -Voghera		8		2		2		
" -Ronco		-						
" -Acqui		6		1		1		
" -Ovada		2						
" -Savona-Vado		10		9		1		
" -Bogliasco		14		9		2		
Voghera -Arenzano		8						
" -S.Nicola		-						
Alessa. -S.Tortona		2						
Novi Lig. - "		12						
" -Pozzolo		-						
Savona -S.Giuseppe		8						
Ovada -Castellazzo		4						
Moneglia -La Spezia		2						
Arquata -Sampierda.				1				
Voghera-Arquata-Alessa.				5				
Novi -Arquata						1		
Local trains				4				

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DECLASSIFIED

UNIT P'

Morning position at 0700hrs on 16th July 1945 (continued).

POSITION OF COACHING STOCK AT 1700HRS ON 15TH JULY 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DD	TOTAL
Genova Pr.	3	10	6	52	71	15	5	20
" PP.	-	-	-	12	12	3	4	7
Ronco	-	-	-	4	4	1	-	1
Voghera	-	1	3	7	11	3	-	3
Castelazzo	-	-	3	1	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Savona	-	2	1	13	16	6	2	8
Sampierdarena	-	-	-	-	-	4	1	5
Novi C.	-	-	-	1	1	-	-	-
Brecnana	-	2	-	8	10	1	1	2
Totals	3	15	13	99	130	35	13	48
In transit at 1700hrs	-	-	6	33	39	8	-	8
General Totals	3	15	19	132	169	43	13	56

MILITARY RAILWAY SERVICES,
GENOVA. 16TH JULY 1945.

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Rivalta	-	-	1	13	16	4	2	6
Savona	-	2	-	-	-	-	1	1
Sampierdarena	-	-	-	1	1	-	-	-
Novi C.	-	-	-	0	10	1	1	2
Bressanone	-	2	-					
Totals	3	15	13	99	130	35	13	48
In transit at 1700hrs	-	-	6	33	39	8	-	8
General Totals	3	15	19	132	169	43	13	56

MILITARY RAILWAY SERVICES,
GENOVA. 16TH JULY 1945.

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Declassified E.O. 12356 Section 3.3/NND No. 780021

DATED VERSION.

MOVEMENT POSITION AT 0700 HOURS ON 15TH JULY 1945.

RUNNING OF PASSENGER TRAINS. Regular running for Bogliasco, Ovada and Acqui. Usual delays for the other trains for known causes. Heavier delays for the following trains:
9577bis - arr 96" late, 90" ex Voghera.
Libia - arr 192" late, 91 ex Alessa., 12" at Pragarolo due to Speed restriction, 37" at Novi comm. 7757, 19" S/Sarena for unloading.
175bis/5ter- arr 93" late, 12" at Pontecurone comm. 8265, 30" at Stazzano comm. 1396.
175/5bis- arr 85" late, 20" ex Voghera, 9" at Stazzano waiting section, 15" at Isola crossing 1052.

PATRONISATION OF PASSENGER TRAINS.

Light for Bogliasco, normal for West and very heavy from and to North.

DISTRIBUTION OF ROLLING STOCK.

Requirements for distribution of empties and loaded traffic was cleared by the daily trains and also specials. Coaching stock of Libia was returned ~~from~~ to Alessandria by train 9574bis/7754, utilized for passengers. 9463- dep ex Vado at 1900hrs(+116) with 29 wagons petrol, tonnage 793. and went forward ex S/Sarena with train 7836 which left to time conveying 35 wagons petrol, 900tons: 27 Milano, 5 Torino, 2 Aless. 1 Asti. Arr at Aless. at 0120hrs with 15" delay at Arquata crossing 7791 and the balance of delay caused on arrival at Aless. Proceeded as 7844 for Torino at 0320hrs and for Milano at 0300hrs.
The following trains were run from S.Benigno:
O.L. at 1730hrs with 12 petrol. 295 tons.
O.L. at 1950hrs with 13 wagons, 252 tons.
S.Limbania despatched 43 wagons by 3 trains to Brignole.
The following trains were run:
9476 - Savona-Sampierdarena with 15 Milano, 7 Torino and 1 Genova(Perish). tonnage 450.
7732 - Sampierdarena-Alessandria with 2 petrol Torino, 15 Milano and 7 ~~perish~~ 7 Torino perish., 2 coal Lagnano. 1 Bergamo, Lodi and 1 Sarenno rations, 6 Milano various, Total, 37 wagons, 837 tons.
7800 - Sampierdarena Alessandria with 10 coaches for repairs for the Workshops at Milano from the workshops of Trasta.
7746 - From Sampierdarena with vehicles for repair at Voghera.
9546/7752 - Brignole Alessandria with 21 wagons rations to Milano, 1 wood Milano, 1 empty POZ Torino, 4 Ammunition with trains 7963/6252 from Busalla to Savona.

POSITION OF COACHING STOCK AT 1700 HOURS ON 14TH JULY 1945.

STATION	CARRIAGES First / Compo A	AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Genova Br.	2	12	6	41	61	15	4	19
" PP.	-	-	-	0	0	2	4	6
Rensso	-	-	-	4	4	1	-	1
Voghera	-	1	3	7	11	3	-	3
Castellazzo	-	-	1	3	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Arenzano	1	-	-	9	10	2	-	2
Sampierdarena	-	-	-	-	-	4	1	5
Savona	-	1	2	12	15	3	2	5

requirements for distribution of empties and loaded traffic was cleared by the daily trains and also specials. Coaching stock of 11bis was returned ~~from~~ to Alessandria by train 9574bis/7794, utilized for passengers.
9463- dep ex Vado at 1900hrs(+116) with 28 wagons petrol, tonnage 703. and went forward ex S/darene with train 7805 which left to time conveying 35 wagons petrol, 900tons: 27 Milano, 5 Torino, 2 Alessa. 1 Asti. Arr at Alessa. at 0120hrs with 15" delay at Arquata crossing 7791 and the balance of delay caused on arrival at Alessa. Proceeded as 7844 for Torino at 0320hrs and for Milano at 0300hrs.
The following trains were run from S.Perigno:
O.L. at 1730hrs with 12 petrol. 295 tons.
O.L. at 1950hrs with 13 wagons, 252 tons.
S.Limbania despatched 43 wagons by 3 trains to Brignole.
The following trains were run:
9476 - Savona-Sampierdarena with 15 Milano, 7 Torino and 1 Genova(Perish). tonnage 450.
7732 - Sampierdarena-Alessandria with 2 petrol Torino, 15 Milano and 7 ~~perishs~~ 7 Torino perish., 2 coal Legnano. 1 Bergamo, Lodi and 1 Saronno rations, 6 Milano various. Total, 37 wagons, 837 tons.
7800 - Sampierdarena Alessandria with 10 coaches for repairs for the Workshops at Milano from the workshops of Tructs.
7746 - From Sampierdarena with vehicles for repair at Voghera.
9546/7752 - Brignole Alessandria with 21 wagons rations to Milano, 1 wood Milano, 1 empty POZ Torino, 4 Ammunition with trains 7963/6252 from Bressalla to Savona.

POSITION OF COACHING STOCK AT 1700 HOURS ON 14TH JUNE 1943.

STATION	CARRIAGES First Compo A	AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Genova Br.	2	12	6	41	61	15	4	19
" FP.	-	-	-	8	8	2	4	6
Ronco	-	-	-	4	4	1	-	1
Voghera	-	1	3	7	11	3	-	3
Castellazzo	-	-	1	3	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Bressana	1	-	-	9	10	2	-	2
Sampierdarena	-	-	-	-	-	4	1	5
Savona	-	1	2	12	15	3	2	5
Novi	-	-	-	1	1	-	-	-
Totals	3	14	12	86	115	32	11	43
In transit at 1700hrs	-	-	8	41	49	11	-	11
General Totals	3	14	20	127	164	43	11	54

.....2

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TRAF

Marshalling position at 0700hrs on 15th July 1945 (continued).

POSITION OF ROLLING STOCK FOR LOADING AT 1700HRS ON 14TH JULY.

	Refrigerators.	Covered.	High-sides.	Flats.	POZ.	POZ shorts
Loaded	2	196	424	42	1	-
Empty	16	212	219	109	1	3
Totals	18	408	643	151	2	3
Required today	18	91	241	1	7	-

TRAINS RUN - 14TH JULY 1945.

SECTION	PASSENGERS Milit.	PASSENGERS CIVILIAN Ordy.	PASSENGERS CIVILIAN Spl.	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl.	LIGHT LOCOS	MATERIAL & WORKMEN
Gen.Brignole-Alessn.	2	8+2 (11bis-9574/7794 with passengers)	2	5	3			
Gen.Brignole-Novi		2						
" -Voghera		8		1	1			
" -Ronco		2				2		2
" -Acqui		5		2				
" -Ovada		2						
" -Savona		10	2	6	2			
" -Pogliasco		14			1	1		
Voghera -Brescana		8						
" -S.Nicolò		4						
Alessn. -R.Tortona		2						
Novi Lig. - "		12						
" -Ponzolo								6
Savona -S.Giuseppe		8						
Ovada -Castellazzo		4						
Monoglia -La Spezia		2						
Local trains				13		8		

MILITARY RAILWAY SERVICES,
GENOVA. 15TH JULY 1945.

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TRAINS RUN - 14TH JULY 1945.

SECTION	PASSENGERS Milit.	PASSENGERS CIVILIAN Ordy.	PASSENGERS CIVILIAN Spl.	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl.	LIGHT LOCOS	MATERIAL & WORKMEN
Gen.Brignole-Alessa.	2	6+2 (1 bis-9574/7794 with passengers)	2	5	3			
Gen.Brignole-Novi		2						
" -Voghera		6		1	1			
" -Ronco		2					2	2
" -Acqui		6		2				
" -Ovada		2						
" -Savona		10	2	6	2			
" -Bogliasco		14			1		1	
Voghera -Arenzano		8						
" -S.Ficolò		4						
Alessa. -S.Tortona		2						
Novi Lig. - "		12						
" -Penzole								6
Savona -S.Giuseppe		8						
Ovada -Castellasco		4						
Moneglia -La Spezia		2						
Local trains					13		8	

MILITARY RAILWAY SERVICES,
GENOVA. 15TH JULY 1945.

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O 341/37

REGGIO EMILIA PROVINCE - PRIVATE RAILWAYS

REGGIANE RAILWAYS. Owned by "Consorzio Cooperativo per le Ferrovie Reggiane"

Reggio Emilia - Guastalla and Reggio Emilia - Carpi lines are ready for reopening. They only need coal.

Reggio Emilia - Boretto line could be immediately reopened with one transhipment at Km. 12 (Tresinaro bridge). Coal is needed.

Reggio Emilia - Sassuolo could perhaps be reopened in a few months until near Scandiano, exactly until the demolished Tresinaro bridge.

Reggio Emilia - Ciano d'Enza line and Barco - Montecchio branch are seriously damaged and their reopening is not to be foreseen for the present

24 July 1945

Ing. Vezzani - Director Bologna Compartimento

Maj Mattsen
To see.

Jill
Flynn 5617

0861

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5 July 43

Major Ping (T+H)

Attached Map may be of interest to you.

Prefect of Reggio Emilia has told Carl Division that all Lunie (Jungle) chaux Mexican are in perfect condition, as is also all rolling stock!

Sig Sori

Does Mr de Capio confirm this? I thought they were all one of a kind!

File on Reggio Emilia

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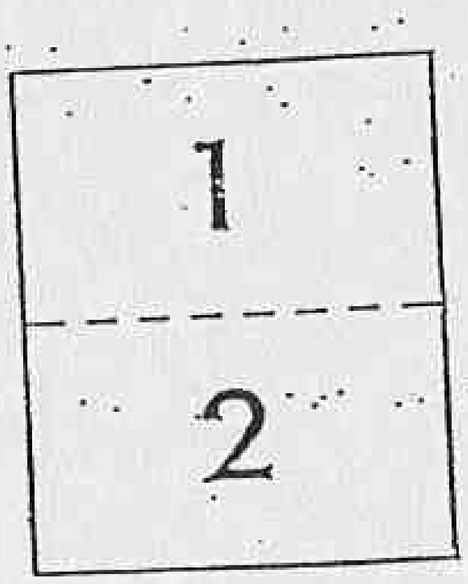
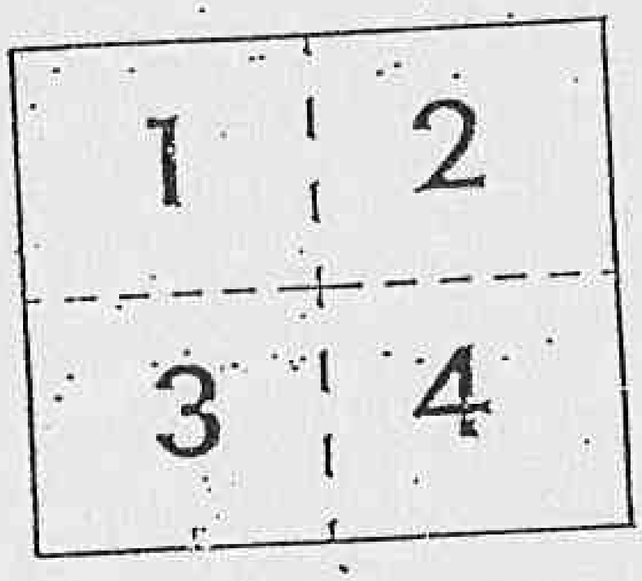
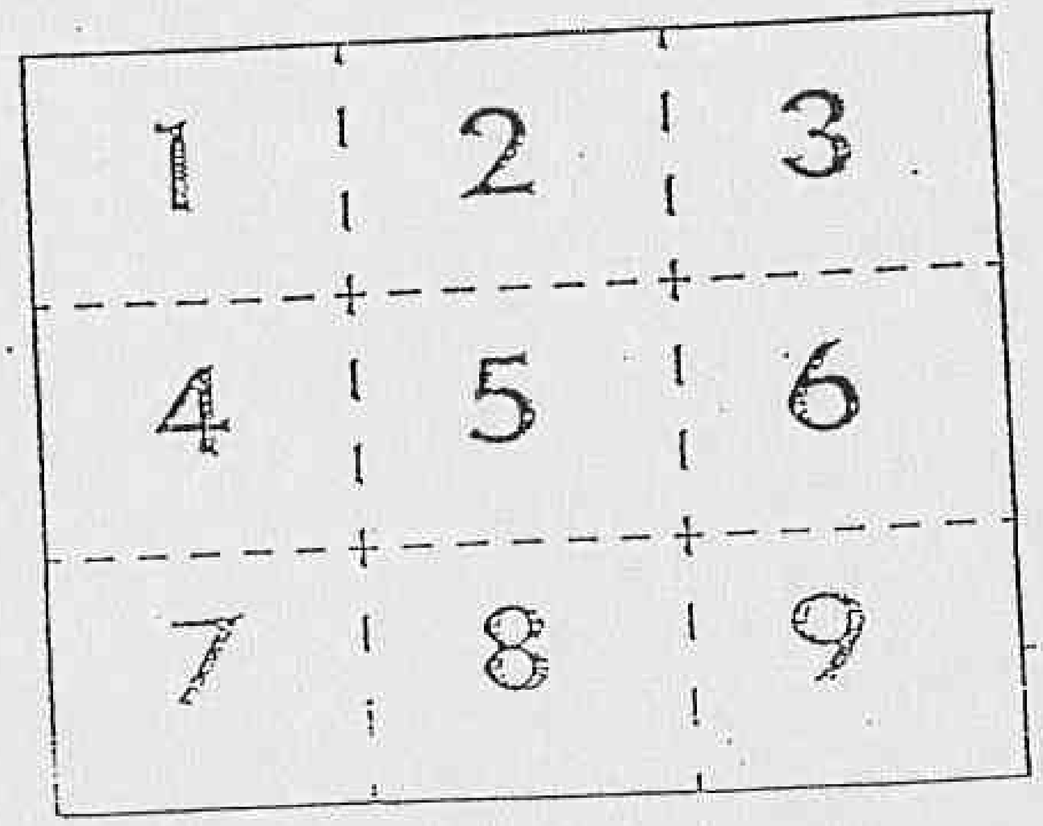
MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.







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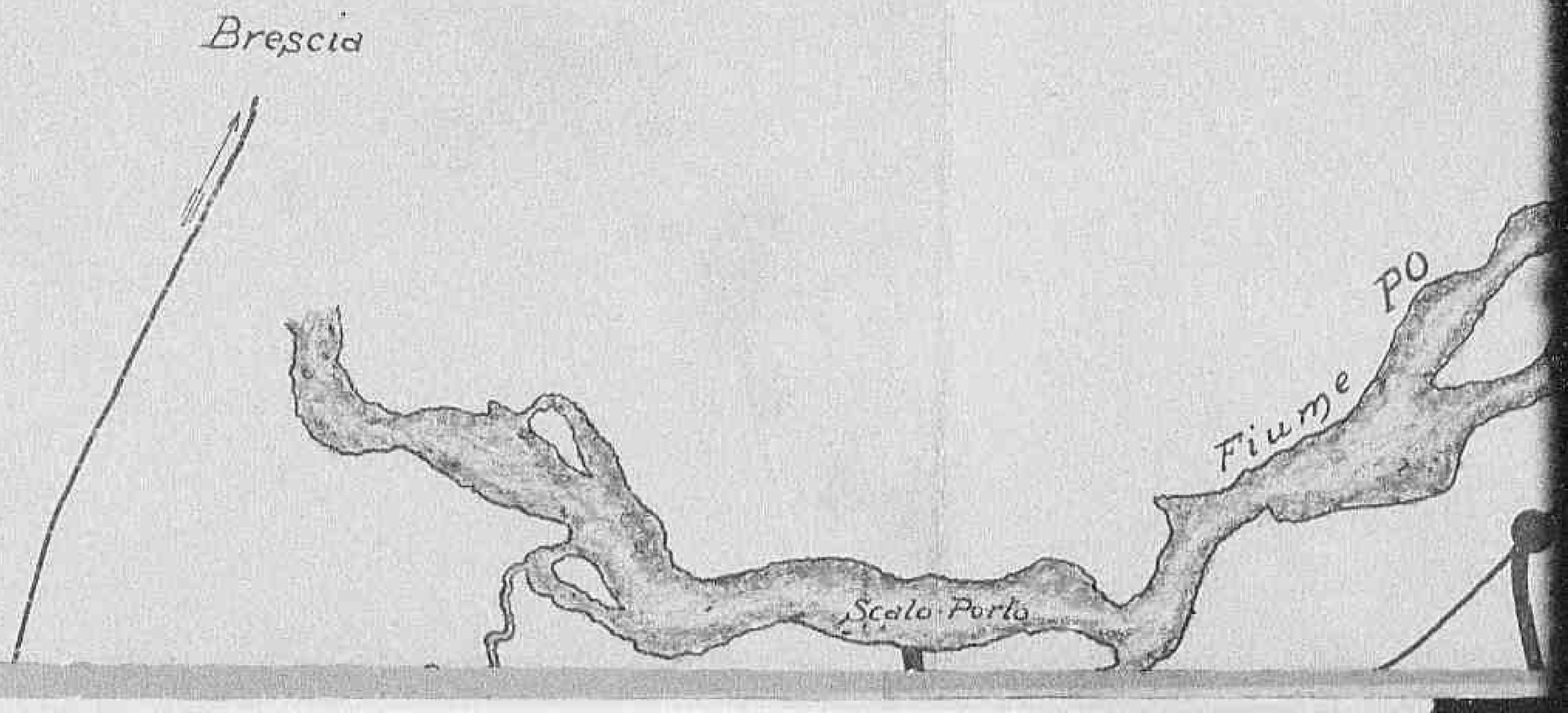
1

PERSPECTIVE



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CIVIL REGIME

0865

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REGIANE

0866

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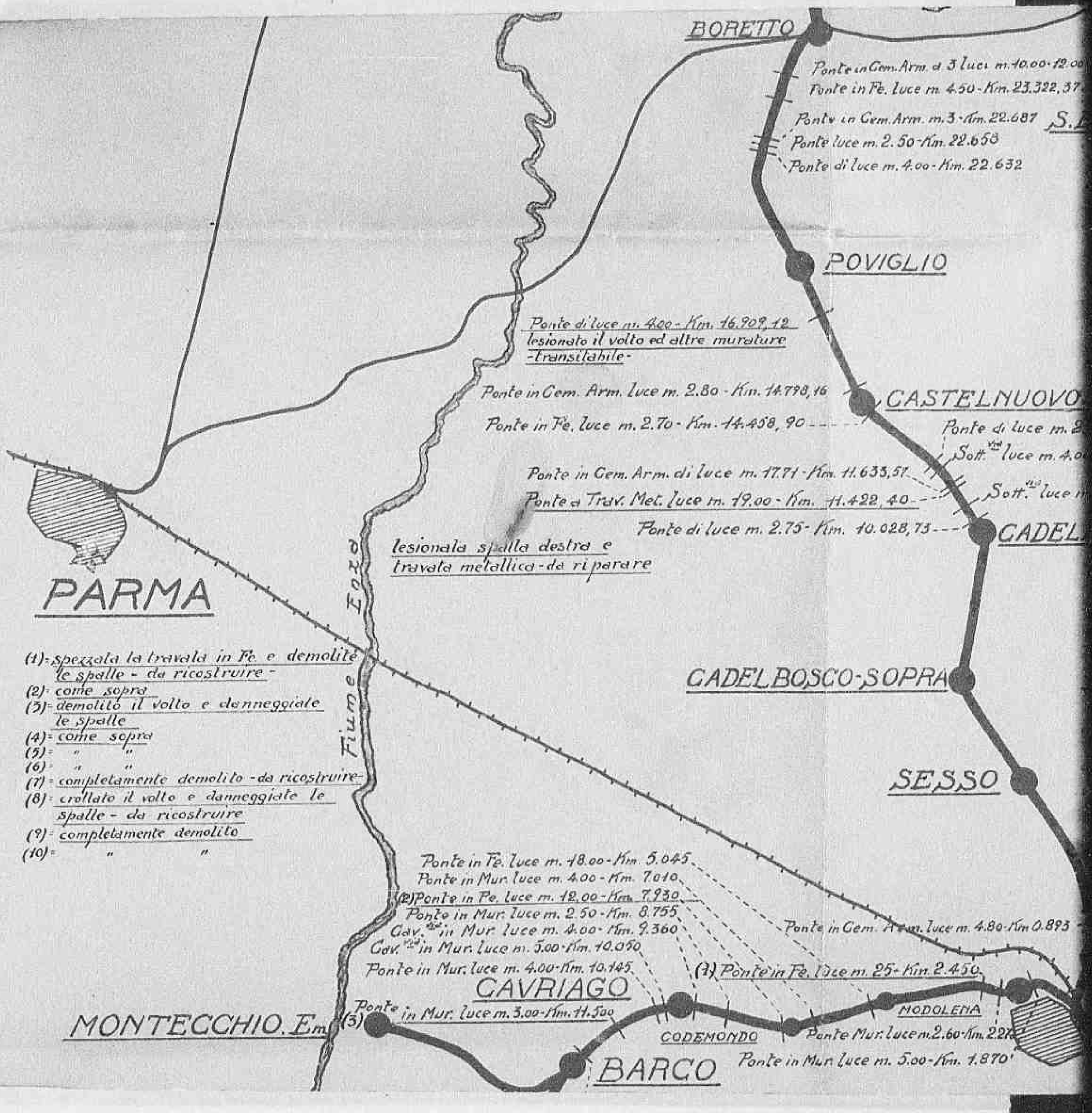

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BORETTO

Ponte in Cem. Arm. a 3 luci m. 10.00-12.00-10.00-Km. 23.416
Ponte in Fe. luce m. 4.50-Km. 23.322,37

Ponte in Cem. Arm. m. 3-Km. 22.687
Ponte luce m. 2.50-Km. 22.658
Ponte di luce m. 4.00-Km. 22.632

POVIGLIO

...m. 4.00-Km. 16.909,12
...to ed altre murature

...luce m. 2.80-Km. 14.798,16
...m. 2.70-Km. 14.458,90

...Arm. di luce m. 17.71-Km. 11.635,57
...Met. luce m. 19.00-Km. 11.422,40

...Ponte di luce m. 2.75-Km. 10.028,73

...are

CASTELNUOVO-SOTTO

Ponte di luce m. 2.50-Km. 12.336,72
Sott.via luce m. 4.00-Km. 12.282,95
Sott.via luce m. 4.00-Km. 10.838

CADELBOSCO-SOTTO

CADELBOSCO-SOPRA

...Km. 5.045
...m. 7.010
...m. 7.930
...m. 8.755
...m. 9.360
...050
...5

...O

...BARCO

Ponte in Gem. Arm. luce m. 4.80-Km 0.393

(1) Ponte in Fe. luce m. 25-Km 2.450

CODEMONDO

Ponte Mur. luce m. 2.60-Km. 2.27...

Ponte in Mur luce m. 5.00-Km. 1.870

SESSO

S. BERNARDINO

S. GIACOMO
Ponte in Fe. 3 luci m. 4.90-10.00-4.90-Km. 47.395,70
Ponte in Fe. m. 2.55-Km. 47.126,60

...distrutta v...
...le travate ...
...nato con m...

Ponte in Mur. luce m. 7.00-Km. 43.840
Ponte in Fe. luce m. 5.00-Km. 43.377,50
Ponte luce m. 2.50-Km. 43.311
Pont.te luce m. 2.40-Km. 42.994,20
Pont.te luce m. 2.40-Km. 42.386

NOVELLARA
Ponte in Fe. luce m. 2.30-Km. 40.478,80

S. GIOVANNI

VEZZOLA

S. MARIA
Ponte in Mur. luce m. 3.50-Km. 35.0...

PIEVEROSSA

Ponte luce m. 3.80-Km...
Ponte in Fe. luce m. 2...
Pont...

CORREGGIO

FOSDONDO

Ponte luce m. 3.00-Km. 2.495,50

BAGNOLO

Ponte in Fe. luce m. 3.00-Km. 29.048
danneggiato - in via di ripristino definitivo-

PRATOFONTANA
Ponte in Fe. luce m. 10.00-Km. 26.449,60

demolito com...
con mezzi d...

MANCASALE

Ponte in Mur luce m. 2.20-Km. 24.088

REGGIO S. CROCE
REGGIO S. STEFANO
REGGIO EM.

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S. GIACOMO
Ponte in Fe. 3 luci m. 4.90-10.00-4.90 - Km. 47.395,70 } distrutta una pila e cadute le travate metalliche - ripristinato con mezzi di circostanza
-Ponte in Fe. m. 2.55 - Km. 47.126,60

Ponte in Mur. luce m. 7.00 - Km. 43.840
Ponte in Fe. luce m. 5.00 - Km. 43.377,50
Ponte luce m. 2.50 - Km. 43.311
Pont.^llo luce m. 2.40 - Km. 42.994,20
Pont.^llo luce m. 2.40 - Km. 42.386

NOVELLARA
Ponte in Fe. luce m. 2.30 - Km. 40.478,80

S. GIOVANNI

VEZZOLA

S. MARIA
Ponte in Mur. luce m. 3.50 - Km. 35.070

TTO

PIEVEROSSA

Ponte luce m. 3.80 - Km. 7.076
Ponte in Fe. luce m. 2.50 - Km. 8.035
Ponte luce m. 3.10 - Km. 10.435,80

FOSDONDO

CORREGGIO

TRESINARO

S. CROCE

CARPI

Ponte luce m. 3.20 - Km. 16.714

-Ponte luce m. 3.00 - Km. 2.495,50

Pont.^llo luce m. 2.40 - Km. 13.327,60

Ponte luce m. 7.00 - Km. 12.812

Ponte in Fe. luce m. 3.00 - Km. 29.048
danneggiato - in via di ripristino definitivo -

PRATOFONTANA
Ponte in Fe. luce m. 10.00 - Km. 26.449,60 demolito completamente e ripristinato con mezzi di circostanze.

ANCASALE

ur. luce m. 2.20 - Km. 24,088
S. CROCE
STEFANO
GIO EM.

0869

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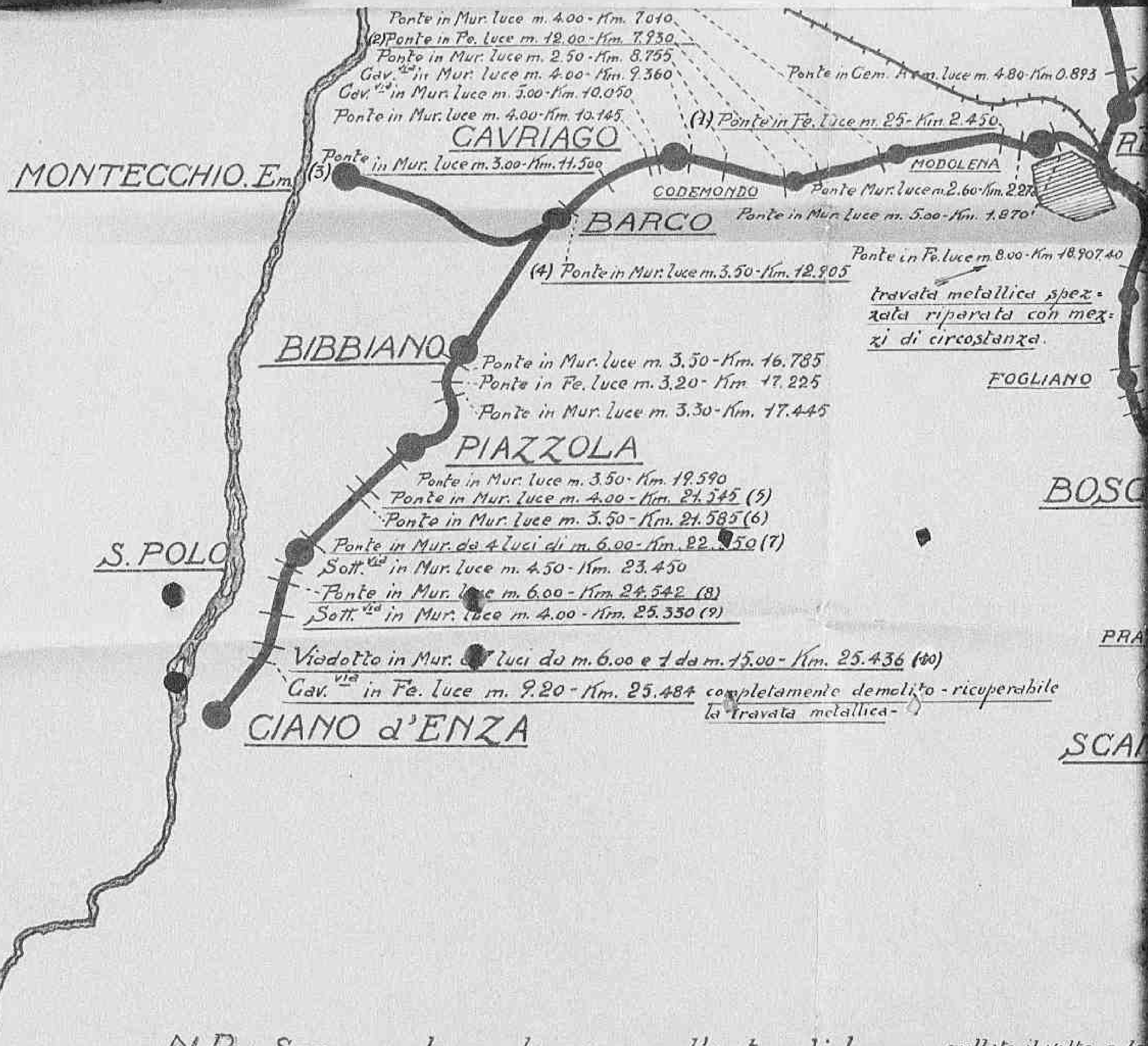

N.B - Sono escluse le opere d'arte di luce inferiore a mt. 2.

Da Dinazzano a Veggia è da ricostruire il binario demolito dai germanici ed in parte asportato.

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MANCASALE

Ponte in Cem. A ... luce m. 4.80 - Km 0.893

... luce m. 25 - Km 2.450.

MODOLENA

Ponte Mur. luce m. 2.60 - Km. 22...

... Mur. Luce m. 5.00 - Km. 7.870

Ponte in Fe. luce m. 8.00 - Km 18.907.40

... 905

travata metallica spezzata riparata con mezzi di circostanza.

... 95
... 5
... 45

FOGLIANO

Ponte in Mur. luce m. 3.00 - Km. 16.721
Ponte in Fe. luce m. 6.00 - Km. 16.202,50
Ponte in Fe. luce m. 8.00 - Km. 15.534

Ponte in Mur. luce m. 2.20 - Km. 24,088

REGGIO S. CROCE

REGGIO S. STEFANO

REGGIO EM.

DUE MAESTA'

Fiume Secchia

BOSCO

Pont.te in Mur. luce m. 4.00 - Km. 13.815
Pont.te in Mur. luce m. 4.00 - Km. 13.250,40

MO...

PRATISSOLO

... Km. 25.436 (40)

... mente demolito - ricuperabile
... metallica -

(Provinciale)
Ponte in Mur. luci 5 da m. 12.25 - Km. 10.653.50

... crollate 2 arcate e danneggi...
... spalla sinistra - da ripar...

Cav.to in Fe. luce m. 2.50 - Km. 10.246.20

demolito - da ricostruire -

SCANDIANO

Ponte in Mur. luce m. 3.00 - Km 8.807
Cav.to luce m. 4.00 - Km. 8.190
Ponte in Fe. luce m 6.00 - Km. 7.508,50

CASALGRANDE

Ponte in Fe. luce m. 4.00 - Km. 5.875

DINAZZANO

Ponte in Mur. luce m. 8.00 - Km. 3.158,60
Sott.to in Mur. luce 4.50 - Km. 2.037,50

VEGGIA

... di luce

crollato il volto e lesionate le spalle - da riparare -

Ponte in Mur. luce m. 8.00 - Km. 1.734
Ponte in Mur. luce m. 4.00 - Km. 1.631,75
Cav.to in Fe. luce m. 5.80 - Km. 1.620,85
Ponte in Mur. luci 11 da m. 17 - Km. 1.239.20

... ire il
... parte

crollate 7 arcate e lesionate le 2 spalle - da ricostruire

(Provinciale)

SASSUOLO

Cav.to in Fe. m. 5.40 - Km. 0.300,30
Ponte in Mur. luce m. 5.00 - Km. 0.392...
Cav.to in Fe. luce m. 5.00 - Km. 0.399
Cav.to in Fe. luce m. 5.00 - Km. 0.754...

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ASALE

luce m. 2.20 - Km. 24,088
S. CROCE
STEFANO
10 EM.

Fiume Secchia

e m. 3.00 - Km. 16.721
m. 6.00 - Km. 16.202,50
m. 8.00 - Km. 15.534

in Mur luce m. 4.00 - Km. 13.815
tt.le in Mur. luce m. 4.00 - Km. 13.250,40

MODENA

(Provinciale)
Ponte in Mur luci 5 da m. 12.25 - Km. 10.653.50 crollate 2 arcate e danneggiata la spalla sinistra - da riparare

Cav.via in Fe luce m. 2.50 - Km. 10.246.20
Ponte in Mur. luce m. 3.00 - Km 8.807 demolito - da ricostruire -
Cav.via luce m. 4.00 - Km. 8.190
Ponte in Fe. luce m 6.00 - Km. 7.508,50

SALGRANDE
te in Fe. luce m. 4.00 - Km. 5.875

DINAZZANO

te in Mur. luce m. 8.00 - Km. 3.158,60
tt.2lo in Mur. luce 4.50 - Km. 2.037,50

VEGGIA

te in Mur. luce m. 8.00 - Km. 1734
te in Mur. luce m. 4.00 - Km. 1631,75
Cav.via in Fe. luce m. 5.80 - Km. 1.620,85
in Mur. luci 11 da m. 17 - Km. 1.239.20
e lesionate (Provinciale)
ricostruire

SASSUOLO

Cav.via in Fe. m. 5.40 - Km. 0.300,30
Ponte in Mur. luce m. 5.00 - Km. 0.392,40
Cav.via in Fe. luce m. 5.00 - Km. 0.399
Cav.via in Fe. luce m. 5.00 - Km. 0.754

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Firenze, 23 GIU 1945 Anno

DEI TRASPORTI

Ministero delle Comunicazioni

FERROVIE DELLO STATO

N. 10538/XXXI/3/GR

al N. 5.15.16142 del 2/9/44

COMPARTIMENTO

DI

F i r e n z e

SIG. DIRETTORE GENERALE

R O M A

Ufficio Capo Compartimento

Oggetto

Relazione settimanale andamento lavori dal 3 al 9 giugno 1945 e precedenti

Allegati N. ———

Con riferimento alla nota suddistinta, si trascrive appresso il notiziario settimanale relativo all'andamento dei principali lavori:

S E R V I Z I O L A V O R I (dal 14 al 20/5/1945)

LAVORI ALL'ARMAMENTO:

FIRENZE - OFFICINA PORTA AL PRATO

Demolito e ricostruito il binario 18° e quello di partenza.-

LINEA FIRENZE = S.GIOVANNI VALDARNO - Piccoli lavori di riparazione all'armamento.- Continua lo sgombero di rotaie contorte in corrispondenza dei ponti e viadotti fra Figline e Rignano.- A Pontassieve continua la sistemazione del piazzale.-

LINEA S.GIOVANNI VALDARNO = AREZZO - Ricupero materiali d'armamento nelle stazioni e lungo la linea.- Smontaggio delle giunzioni di uno dei binari di corsa, in piena linea, per utilizzarle in altri impianti.-

LINEA FIRENZE = FAENZA - Continua il taglio di betaie in alcuni tratti della linea.-

LINEA FIRENZE = EMPOLI = PISA - Continuano i lavori per mantenere efficiente il binario: nuovi rilevati e binario costituito da spezzoni richiedono ingente lavoro per mantenere tale efficienza.-

LINEA PRATO = PISTOIA - Rettifica giunzioni del binario di corsa e di quelli di stazione; ripresa di dislivelli e allineamenti.

%.

561/4

(1) Sezione, Ufficio, Officina, ecc.

Uff. Tipo-Lit. Stabil. Cimbalisti - Bologna, 6-10-944 - 2.000.000

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LINEA PISTOIA - PISA - Rettifica giunzioni binari di corsa e ripresa livello.- A Lucca ricostruzione binari di accosto al F.M.

LINEA PISA - SARZANA - In corso lavori di sistemazione piazzali e binari.- Ricupero materiale.-
A Viareggio continua il lavoro di ricostruzione del binario che dalla 4^ linea immette in quello pari fino al Fosso Burlamacca; continua la demolizione e sgombero della passerella caduta sui binari.-
A Pietrasanta smontaggio deviatoi fatti saltare dalle mine.-

LINEA LUCCA - VIAREGGIO - In corso lavori per riattivare alcuni tratti di linea.-

LAVORI AI FABBRICATI ED ALLE OPERE D'ARTE:

OFFICINE FIRENZE PORTA AL PRATO - In corso i seguenti lavori: ricostruzione locale convertitrici elettriche, copertura capannone 1° Montaggio, riparazione e costruzione forni, impianto macchinari, ripristino impianto acqua al Capannone Verniciatura Carrozze, ricostruzione capannone Tubi Bollitori, copertura locali ex nicchiatori.-

MAGAZZINO APPROVVIGIONAMENTI FIRENZE P.PRATO - In corso lavori di ricostruzione chiusure, refettorio e tramezzi nella cianografia.-

DEPOSITO LOCOMOTIVE DI FIRENZE ROMITO - Continuano: lavori di restauro e ricostruzione murature al Capannone T.V., getto del pilastro in c.a. portante la trave della gru; iniziata la demolizione e ricostruzione murature nel capannone T.E. e nella vecchia Officina Motori; ricostruzione fabbricatino servizi accessori attiguo ai Rifornitori; ripresa la ricostruzione della cabina di trasformazione.-

SQUADRA RIALZO FIRENZE S.M.N. - Quasi ultimati lavori murari per restauro Capannone.- Prosegue la ricostruzione del fabbricatino cantieri.-

STAZIONE DI FIRENZE C.MARTE - In corso la ricostruzione di altri locali per il Servizio Movimento e del muro di cinta.-

LINEA FIRENZE - S.GIOVANNI VALDARNO - A Pontassieve continua la demolizione e ricostruzione tratti di muro danneggiato prospiciente la via Aretina.-
Ricostruzione manufatti fra Firenze C.M. e Pontassieve:
Sottovia sulla S.S.Aretina - Ultimata la ricostruzione della spalla lato Firenze, continua lo scavo di sbancamento lato Pontassieve per ampliare il manufatto.-
Sanguinarie - Completata la remozione macerie ed ultimati gli scavi di sbancamento.-

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Sieci - Ultimata la spalla lato Pontassieve, continuano le murature per quella lato Firenze e relativi muri andatori.- Si attende che sia riparata la pompa occorrente per l'agottamento dell'acqua.-
Le Falle - Continua la ricostruzione dei volti in mattoni del ponte.-
Compiobbi - Ultimata la spalla lato Pontassieve e relativo muro andatore.- In corso di ricostruzione la pila centrale.-
Martellina - Ultimate le murature e pulvini, portata a compimento l'armatura in legno per la gettata della piattabanda.- Continuano i lavori per la ricostruzione di un fascio di rotaie sul Mugnone al Km.311.413.-

LINEA S.GIOVANNI VALDARNO = AREZZO - Continua lo sgombro di macerie fra i Km.255 e 261 per far luogo alla ricostruzione dei viadotti sul Fosso Campibello, Frana S.Maria e Torrente Trigesimo, nonché per la riapertura degli imbocchi della galleria La Croce.- Continua la ricostruzione dell'edificio di pompatura presso il Torrente Vingone e la riparazione della condotta premente che dal detto edificio porterà l'acqua al Rifornitore di Fortuna da impiantarsi presso il Sottovia di Pedeciolo al Km.228, prossimo allo scambio estremo lato Firenze della Stazione di Arezzo.-

LINEA FIRENZE = FAENZA - Riparazioni di carattere urgente ai fabbricati; lavori di rimozione macerie.-

LINEA PRATO = PISTOIA - A Pistoia sgombero e riparazione struttura metallica della copertura Rimessa Locomotori T.E.- Lavori di ripristino fabbricato latrine lato Bologna e di impianto nuova conduttura di alimentazione rifornitori metallici e diramazioni varie.-

LINEA PISTOIA = PISA
A Pescia - Riattamento piano caricatore.-
Ad Altopascio - Ricupero materiali e riparazioni interne primo piano F.V.
A Lucca - Sistemazione di 3 vani al piano terreno del F.V.; sistemazione alloggi F.V. e costruzione soffitti e voltini all'ingresso del F.V.

LINEA FIRENZE = PISA - Continuano i lavori di ricostruzione ponti in ferro sul Bisenzio al Km.15+640, sull'Ombrone al Km.19+059 e sul Pesa al Km.27+640.- Al Ponte sull'Arno a Camaioni in corso lavori per la riparazione dei pulvini di appoggio degli archi sulle pile e sulle spalle.- In corso lavori di ricostruzione delle spalle del Ponte sul Bisenzio e su altri 5 manufatti minori fra Firenze e Montelupo e delle spalle dei ponti sui fiumi Elsa ed Era fra Montelupo e Pisa.-

LINEA PISA= SARZANA - A Pisa continuaba la sistemazione di alcuni locali dell'ex Ufficio Gruppo Lavori da adibire a dormitorio personale.-
A Viareggio - Continua il lavoro di formazione del rilevato riempiendo il vano del Ponte distrutto al Km.106+571 e la ricostruzione del rilevato al Km.106+070; ricupero piattabande in c.a. del ponte al Km.108+830 per riutilizzarle al ponticello Km.109+306.- Al Km.115 continua il riempimento buche, la formazione della sede stradale ed il ricupero rotaie.-
A Pietrasanta ultimato il lavoro di sgombro macerie del ponte al Km.122+313.- Iniziato lo sgombero di macerie del sottovia al Km.127+239 costruito con travi incorporate nel calcestruzzo, una parte delle quali è riutilizzabile.- Riparazione case cantoniere danneggiate.-

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I. E. S. (dal 19 al 31 maggio 1945)

IMPIANTI T.E. = LINEE PRIMARIE

Ultimato il ricupero materiali vari della primaria Torre del Lago-Viareggio.- Inalzati tralicci primaria Vernio-Vaiano.- Continua il lavoro di ripristino due terne primarie Rifredi-S.Giovanni.- Lavori varî alle primarie Prato-Vaioni-Lucca e Vaioni-Collina.- Ricuperato circa q.li 34 di filo di rame della primaria Porretta-P.Casale ed accantonato alla S.S.E.Porretta. Lavori vari alle terne pari e dispari Roma ed alla terna Bologna.- Montaggio e ricupero pali a traliccio della primaria in Stazione Viareggio; ricupero conduttori terne primarie Torre del Lago-Vaioni.-

IMPIANTI DI FIRENZE

Fabbricati - Continua la ricostruzione ed ampliamento fabbricato in muratura dell'Officina 5^Zona.- Continua la ricostruzione di un tratto del muro di cinta in stazione Firenze C.M. e dei locali per l'Ufficio 7^Zona.-

Impianti T.E. - A Firenze S.M.N. iniziata la riparazione della linea telegrafonica aerea Firenze-Pistoia.- In corso la riutilizzazione del cavo S.I.R.T.I. fra Firenze S.M.N. e C.Marte.- Proseguono lavori di ripristino impianti luce in stazione, nel piazzale, Uffici varî, ecc.- Lavori telefonici varî.-

Terminata la ricostruzione della linea telegrafonica Firenze S.M.N.-Rifredi.- Al Deposito Locomotive ripristinato l'impianto di alimentazione dei motori del carrello traversatore e quello che illumina la carbonaia.-

Sul Piazzale di Firenze C.M. ultimati i lavori per la riutilizzazione di tutti i tratti del cavo S.I.R.T.I. ancora in buono stato.- Prosegue lo stendimento linea trifase F.M.; proseguono lavori per illuminazione elettrica nuovi locali del F.V.

A Firenze Rifredi smantellamento linee elettriche al fascio merci, ripristino impianti luce.-

Impianti A.C. - Nel piazzale di Firenze S.M.N. continua il lavoro di riattivazione e ripristino enti danneggiati e per la messa in opera segnali.-

A Firenze C.M. proseguono lavori per riattivazione manovre idrodinamiche.-

LINEA FIRENZE-PISTOIA-BOLOGNA

Fabbricati - Continua la riparazione del fabbricato ex centralina di Pistoia e della S.S.E. di Porretta.-

Impianti T.E. - A Prato lavori di sgombro cabina di trasformazione, ripristino impianti luce e riparazione attrezzature T.E. danneggiate.-

A Pistoia ricupero ed accantonamento materiali e sistemazione impianti luce.-

Nella zona di Porretta lavori varî alla linea di contatto con ricupero materiali; ultimato il ricupero materiali della linea telefonica nella tratta P.Casale-Riola: sono stati ricuperati q.li 4.52 di filo di rame, q.li 8.68 di filo bronzo fosforoso e q.li 32.45 ferro zincato.-

Impianti A.C. In stazione Prato continua sistemazione cavi A.C.

A Montale ripristino impianti sicurezza.-

A Porretta ricupero materiali enti danneggiati.-

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LINEA FIRENZE = AREZZO

Impianti T.E. - Nelle stazioni intermedie continua il riporto a sagoma limite dei binari.-
A Rignano è stato iniziato il lavoro di ripristino della linea a 11 kw. che servirà per alimentare il cantiere dell'Impresa di ricostruzione delle opere d'arte fra Rignano e Pontassieve.- Ricupero pali T.E. al ponte del Bruschetto ed alla galleria di S.Lero.-
Impianti A.C. - Prosegue lo smontaggio P.L.; revisione e ricerca cavi.-

LINEA FIRENZE = EMPOLI = PISA

Impianti T.E. e A.C. - Manutenzione della linea telegrafonica nel tratto Empoli-Pontedera-Pisa; eseguite riparazioni all'impianto luce delle stazioni di S.Miniato e La Rotta.
A Pontedera sistemato l'impianto telegrafico interno di varî circuiti.-
A Cascine e S.Frediano idem c.s.

LINEA EMPOLI = SIENA = CHIUSI

Impianti T.E. e A.C.- Riparazione e sistemazione segnali nel piazzale di Siena; lavori sgombero macerie galleria Asciano; a Sinalunga riparazione impianti luce varî.-

LINEA PRATO = BOLOGNA (Direttissima)

Impianti A.C. e T.E. - Proseguono i lavori di ricupero materiali T.E. e ripristino linea di contatto.- Nella tratta Vaiano-Vernio continuano i lavori per la riutilizzazione del cavo SIRTI posato precedentemente sulle montagne sovrastanti le gallerie.-
Fra S.Benedetto e Vernio continua la riutilizzazione del cavo SIRTI.-

LINEA PISA = LA SPEZIA

Impianti T.E. e A.C. - Ricupero filo di rame (q.li 140) ed attrezzature T.E.; riporto a sagoma limite dei binari ed accantonamento materiali ricuperati.-
A Forte dei Marmi continua lo smantellamento della cabina A.C.E.
A Viareggio C. proseguiti i lavori di demolizione del basco di manovra, ultimati quelli relativi al ricupero ed all'accantonamento dei Relais F.S.
A Torre del Lago, Mozzano e Massarosa prosegue il ricupero materiali.-

LINEA PISA= GROSSETO

Impianti T.E. e A.C. - Ripristino P.L. fra Livorno e Calambrone.- A Livorno C.le in corso l'impianto di un centralino telefonico ed il ripristino impianti luce.- Continua il ricupero attrezzature elettriche nelle stazioni di Livorno C.le e Livorno S.Marco.-
Fabbricati - Continua la sistemazione della parte in muratura dell'Officina di Livorno C.le

S E R V I Z I O T R A Z I O N E

OFFICINA RIALZO FIRENZE S.M.N. (dal 27 maggio al 2 giugno 1945)

Prosegue la sistemazione del macchinario, dei mezzi d'opera e dei materiali.- Costruito od adattato telai porte per nuovi Uffici e parti accessorie di carri.- Riparazione e pulizia materiale per treni ospedale e treni ope-

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rai.- Carico, scarico e sistemazione materiale vario.- Carico di materiale pesante ricuperato da carrozze demolite.- Riparati nº3 carri coperti e nº6 scoperti.- In corso di riparazione nº30 carri.-

OFFICINE DEL MATERIALE ROTABILE DI FIRENZE P.AL PRATO ==(dal 3 al 9/6/1945

Materiale rotabile - Riparati nº4 carri di G.R. e nº3 di M.R.- In corso di riparazione nº5 locomotive di G.R., nº2 di M.R. e nº1 di P.R.♦ nº1 bagagliaio di M.R. e nº17 carri di G.R., nº7 di M.R. e nº5 di P.R.

Macchinari, mezzi d'opera ed attrezzi - Messo in funzione il 2º Forno a nafta Fulmina e piazzata una sega a nastro.- Continua la riparazione macchinario e la trasformazione da corrente continua in alternata delle due gru a ponte da 25 tons.del Reparto Montaggio.- Iniziata la riparazione di un trapano radiale, la riattivazione del cubilot da 5 tonn. e la riparazione del motocompressore "Ingersoll Rand" da 4 mc.

Lavori varî - Fusioni in ghisa Kg.3800 - Fusioni in bronzo Kg.1500, fusioni in alluminio Kg.50.- Continua: costruzione e riparazione modelli, demolizione veicoli con cernita e revisione materiale di ricupero, confezione oggetti d'uso e riparazioni varie.- Eseguiti impianti elettrici per illuminazione e F.M.- Costruite nº3 cucine da campo complete per il GRIVOFER; lavori varî di fucinatura, saldatura, torneria ed aggiustaggio.-

DEPOSITO LOCOMOTIVE DI LIVORNO CENTRALE - (dal 1º al 31/5/1945)

Riparata la muratura del capannone rialzo fino all'8º binario d'officina.- In corso pratiche per approvvigionamento dei vetri quasi totalmente mancanti.- La piazzatura del motore del maglio riparato dal D.L. di Livorno Santi.- La piazzatura del motore del maglio riparato dal D.L. di Livorno Santi/in muratura/.-
Marco sarà effettuata non appena ultimati i lavori
Smontati i sette motori della gru da 70 tonnellate.-
In corso di ultimazione la ricostruzione dei muri perimetrali del locale impianto pompatura.-
In corso lo sgombero macerie dai binari 7-8-9-10-11-12 della Rimessa T.V., con ricupero materiali ed attrezzi.- Ai primi tre binari della medesima in corso la ricostruzione delle parti murarie delle due testate.- Si sta ricostruendo la colonna interna di sostegno delle capriate.-
Riparate le travate in ferro di collegamento delle capriate del locale fucine, a buon punto la ricostruzione delle parti murarie.- In corso la riparazione di due forgie, riparati interruttore e reostato del motore del maglio.-
Il maglio è stato smontato, revisionato e ricomposto, ricostruita la trasmissione del comando a pedale, il basamento è stato sistemato.- In corso di allestimento la limatrice Corsini a motore indipendente.- L'affilatrice è stata spostata nell'Ufficio degli impiegati del magazzino.-
Ricuperati fino ad ora nº35 barili d'olio dal sottosuolo del Deposito Combustibili.-
Ultimato l'impianto di distribuzione dell'energia elettrica fino al vecchio riparto motori.-
Sistemato il pavimento in legno del locale magazzino, in gran parte ricostruito quello del vecchio reparto motori.- Riordinato e catalogato materiale vario.- Smontate le tubazioni d'aria e gas nella rimessa T.V.-
In corso la riparazione del forno elettrico grande nel riparto motori.-
In corso la demolizione del rifornitore acqua presso l'impianto pompatura.-

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CENTRO TRAZIONE DI AREZZO (dal 15 al 31 maggio 1945)

Riparati definitivamente n°13 carri e provvisoriamente, per l'inoltro alle Officine di Foligno, n°2 carri.- Demolito il telaio di un carro sinistrato.- Selezione ed accantonamento materiale di ricupero, scambio n°4 carri carbone.-

V E I C O L I R I C U P E R A T I

L O C O M O T I V E (dal 1° al 31 maggio 1945)

A Tassignano: Loc. 735162 - cilindro destro rotto da cariche di dinamite ed altre avarie.-

A Pontassieve: Alb. 56123 - gravemente danneggiata alla cassa ed ai motori, completamente asportato l'arredamento interno.-

C A R R I

OFFICINE PIAZZO FIRENZE S.M.F.
(dal 27 maggio al 2 giugno 1945)

GI	35241	G.R.
Gz	44471	"

DEPOSITO LOCOMOTIVE DI PISTOIA
(dal 3 al 9 giugno 1945)

ABz	52060	G.R.
GIz	32659	"
ABz	59428	"
GIz	41325	Demolenda
GIz	44726	G.R.
GIz	42821	"
GIz	44241	"

STAZIONE DI PISA CENTRALE
(dal 4 al 20 maggio 1945)

F	710441	Demolendo
F	183405	G.R.
F	163931	"
G	252072	"
F	7107325	"
F	123715	"
F	100031	"
L	412927	"
F	204487	"
F	1028991	"
F	110430	"
F	111137	Demolendo
F	1027512	G.R.
L	412927	"
L	104441	"
F	183405	"

IL F.F. CAPO COMPARTIMENTO
f.to Mascne

MILITARY RAILWAY SERVICES=GENOVA

NUMBER OF TRAINS RUN: W/E.I4th July I945

Compartimento of Genova

SECTION	PASSENGER MILITARY	PASSENGER CIVILIAN Ody.	PASSENGER CIVILIAN Spl.	GOODS MILITARY	GOODS CIVILIAN Ody.	Light Spl LOCOS		Material or Workmen
GE=Brignole=Alessan.	I4	4I	-	4	44	-	-	-
" " Novi	-	I4	-	-		I	-	-
" " Voghera	-	48	-;	-	II	-	-	-
" " Ronco	-	IO	-	-	-	-	I	IO
" " Acqui	-	42	-	-	I4	I	3	-
" " Ovada	-	I4	-	-	-	-	-	-
" " Boglisco	-	98	-	-	I	-	I	-
" " Savona=Vado	-	IO	-	5	43	3	3	-
Voghera=Bressana (I)	-	36	-	-	-	-	-	-
Voghera=S.Nicolò	-	8	-	-	-	-	-	-
Aless. Bivio Tortona	-	I4	-	-	-	-	-	-
Aless. Arquata=Voghera	-	-	-	-	8	6	2	-
Novi Bivio Tortona	-	84	-	-	-	-	-	-
Novi=Pozzolo	-	-	-	-	-	-	-	42
Savona=San Giuseppe(2)	-	5I	-	-	-	-	-	-
Ovada=Castellazzo	-	28	-	-	4	-	-	-
Moneglia=La Spezia	-	I4	-	-	-	-	-	-
Voghera Castel S.Giov.	-	4	-	-	-	-	-	-
Local trains	-	-	-	I	I8		34	

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" "	Voghera	-	48	-;	-	II	-	-	-
" "	Ronco	-	IO	-	-	-	-	I	IO
" "	Acqui	-	42	-	-	I4	I	3	-
" "	Ovada	-	I4	-	-	-	-	-	-
" "	Boglisco	-	98	-	-	I	-	I	-
" "	Savona=Vado	-	IO	-	5	43	3	3	-
Voghera=Bressana (I)		-	36	-	-	-	-	-	-
Voghera=S.Nicolò		-	8	-	-	-	-	-	-
Aless. Bivio Tortona		-	I4	-	-	-	-	-	-
Aless. Arquata=Voghera		-	-	-	-	8	6	2	-
Novi Bivio Tortona		-	84	-	-	-	-	-	-
Novi=Pozzolo		-	-	-	-	-	-	-	42
Savona="an Giuseppe(2)		-	5I	-	-	-	-	-	-
Ovada=Castellazzo		-	28	-	-	4	-	-	-
Moneglia=La Spezia		-	I4	-	-	-	-	-	-
Voghera Castel S.Giov.		-	4	-	-	-	-	-	-
Local trains		-	-	-	I	I8		34	
Totals		I4	60I		IO	202	II	50	52

(I) Transshipping at the PO.
(2) " at Santuario

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TRANSLATED VERSION.

MORNING POSITION AT 0700 HOURS ON 14TH JULY 1942.

Train 1051 passed the signal at "Danger" at Torbella and then ran through the points(set against the train). This caused a delay of 13".
Train TV 1171bis was delayed 63" at signals and 1174 32" at Sampierda. for crossing train TV 1171bis.

RUNNING OF PASSENGER TRAINS.

Regular running for Allied Command, and those for Voghera-Ovada-Acqui. Usual delays for the West and from Alessa. and Voghera, with the following exceptions:
11 - arr 38" late, 21" ex Voghera.
9577 - " 31" " , 40" ex Voghera.
5 - " 40" " , 27" ex Alessa.
175/5bis-" 56" " , 9" ex Voghera and the balance due to passenger service, loading and unloading along the line.

DISTRIBUTION OF ROLLING STOCK.

Special trains were run to clear surplus traffic(loaded and empties). Two trains were run to Torino and Milano for the conveyance of petrol as follows:
7804- dep. 2053hrs with 20 cisterns for Milano and Rogoredo, 516 tons from S.Remigno. Arr at Alessa. at 2345hrs, proceeded to Milano at 0200hrs.
7806- Dep. 2210hrs ~~with~~ 30"late, with 7 Torino and 15 Milano from Vado. Total 25 Vehicles, tonnage 727. Train was ready to depart to time, but had to await personnel, who were called for three times by Sampierdarena. Train dep. from Alessa. at 0220hrs for Torino and at 0249hrs for Milano.
The following trips were run from S.Remigno:
O.L.- 1845hrs with 5 petrol Milano, 15 petrol Rogoredo, 1 petrol Torino, 1 petrol Asti. Total 22 wagons. 554 tons.
O.L.- 2130hrs, with 18 wagons various goods for the West and Rivarolo.
Train 9463 dep. ex Vado at 1842hrs + 92" late, awaiting wagons from the private sidings. Arr at Sampierda. at 2038hrs, 79" late. Train composed of 28 wagons, 695 tons: 3 petrol S.Remigno, 2 Bd Negro, 1 Asti, 4 Torino 18 Milano. Train 9578/7798 was run to convey rations from Genova Brignole to Torino and Milano with 27 wagons, 680 tons, representing the traffic not cleared from S.Limbania. From S.Limbania 27 wagons of rations and various goods were cleared by trains 991 at 0205hrs and 1011 at 0255hrs- these were staged at Brignole Yards for shunting.
Train 139 arrived with 4 wagons of rations for Milano and 1 for Novi and these were despatched by train 2014 from Genova Brignole.

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DISTRIBUTION OF ROLLING STOCK.

Special trains were run to clear surplus traffic(loaded and empties). Two trains were run to Torino and Milano for the conveyance of petrol as follows:

7804- dep. 2053hrs with 20 cisterns for Milano and Rogoredo, 516 tons from S.Benigno. Arr at Alleas. at 2345hrs, proceeded to Milano at 0200hrs.

7806- Dep. 2210hrs ~~xxxx~~ 30"late, with 7 Torino and 16 Milano from Vado. Total 23 Vehicles, tonnage 727. Train was ready to depart to time, but had to await personnel, who were called for three times by Sampierdarena. Train dep. from Alessa. at 0220hrs for Torino and at 0245hrs for Milano.

The following trips were run from S.Benigno:

O.L.- 1845hrs with 5 petrol Milano, 15 petrol Rogoredo, 1 petrol Torino, 1 petrol Asti. Total 22 wagons. 554 tons.

O.L.- 2130hrs, with 18 wagons various goods for the West and Rivarolo. Train 9463 dep. ex Vado at 1842hrs + 92" late, awaiting wagons from the private sidings. Arr at Sampierdn. at 2039hrs, 70" late. Train composed of 28 wagons, 695 tons: 3 petrol S.Benigno, 2 Di Negro, 1 Asti, 4 Torino 13 Milano. Train 9378/7798 was run to convey rations from Genova Brignole to Torino and Milano with 27 wagons, 680 tons, representing the traffic not cleared from S.Limbania. From S.Limbania 27 wagons of rations and various goods were cleared by trains 99L at 0200hrs and 101L at 0255hrs- these were staged at Seignole yards for shunting.

Train 139 arrived with 4 wagons of rations for Milano and 1 for Novi and these were despatched by train 2814 from Genova Brignole.

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MORNING POSITION AT 0700 HOURS ON 14TH JULY 1945.(CONTINUED).

POSITION OF COACHING STOCK AT 1700 HOURS ON 13TH JULY 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DP	TOTAL
Genova Pr.	4	9	10	54	77	10	3	13
" PT.	-	-	-	8	8	2	4	6
Ronco	-	-	-	4	4	1	-	1
Voghera	-	-	2	8	10	1	-	1
Castellazzo	-	-	3	1	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Sampierdarena	-	-	-	-	-	4	1	5
Brezzana	-	2	-	8	10	1	1	2
Savona	-	2	1	13	16	4	1	5
Novi	-	-	-	1	1	-	-	-
Totals	4	13	16	98	131	25	10	35
In transit at 1700hrs	-	-	6	33	39	8	-	8
General Totals	4	13	22	131	170	33	10	43

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS ON 13TH JULY 1945.

	Refrigerators.	Covered.	High-sides.	Flats.	BOX.POX shorts.
Loaded	2	220	451	34	4 -
Empty	24	273	209	136	- 3
Totals	26	493	660	170	4 3
Required for today:	4	111	318	31	4 -

TRAINS RUN - 13TH JULY 1945.

SECTION	PASSENGERS MILIT.	CIVILIAN Ordy.	Spl.	GOODS MILIT.	CIVILIAN Ordy.	Spl.	LIGHT LOCOS	MATERIAL & WORKING
Brigade-Alessa.	2	6			7			
" -Novi		2						
" -Voghera		6			2			
" -Ronco		2					2	2
" -Acqui		6			2			
" -Ovada		2						
" -Savona		10			5		3	
" -Beglianco		14						
Voghera -Brescia		8						

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Savona	-	-	-	1	1	-	-	-
Novi	-	-	-	1	1	-	-	-
Totals	4	13	16	98	131	25	10	35
In transit at 1700hrs	-	-	6	33	39	8	-	8
General Totals	4	13	22	131	170	33	10	43

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS ON 13TH JULY 1945.

	Refrigerators.	Covered.	High-sides.	Flats.	POT.POT shorts.	
Loaded	2	220	451	34	4	-
Empty	24	273	209	136	-	3
Totals	26	493	660	170	4	3
Required for today:	4	111	318	11	4	-

TRAINS RUN - 13TH JULY 1945.

SECTION	PASSENGERS Mtls.	PASSENGERS CIVILIAN Ordy.	PASSENGERS CIVILIAN Spl.	GOODS Mtls.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl.	LIGHT ENGINE	MATERIAL & WORKMEN
Brignole-Alessa.	2	6		7				
" -Novi		2						
" -Voghera		6		2				
" -Ronco		2			2		2	
" -Acqui		5		2				
" -Ovada		2						
" -Savona		10		5	3			
" -Bogliasco		14						
Voghera -Tresserra		8						
Alessa. -P.Tortona		2						
Novi - "		12					6	
" -Pozzolo								
Savona -S.Giuseppe		8						
Ovada -Castellazzo		4						
Moneglia-La Spezia		2						
Arquata -Voghera				5				
" -Alessa.				3				
Local trains				12				

MILITARY RAILWAY SERVICES,
GENOVA. 14TH JULY 1945.

Declassified E.O. 12356 Section 3.3/NND No. 782021

TRANSLATED VERSION.

MORNING POSITION AT 0700HOURS ON 13TH JULY 1945.

RUNNING OF TRAINS. Regular running on all lines with the usual delays and the usual causes. Other general delays were about 15/20". The following exceptions are noted:

11 - Dep. ex Alessa. 28" late waiting comm. and arr at Brignole 70" late after having suffered 9" at Pruganolo, 7" at Novi for passenger service and 22" at Borgo Fornari due to loco.

9577 - Passengers ex Voghera- arr 60" late at Brignole having left Voghera 27" late and a delay of 16" at Tortona waiting section

5 - Dep. 30" late ex Alessa. waiting comm. and arr 23" late at Gen.Br.

175/5bis- Arr 79" late at Brignole.Dep 12" late ex Voghera waiting comm. 8" delay at Villalvernia and 22" at Stazzano crossing trains 9760 and 1396 respectively.

PATRONISATION OF PASSENGER TRAINS.

Normal for Voghiasco. Full trains for Savona; crowded in mornings and evenings. Very heavy traffic for North trains.

DISTRIBUTION OF ROLLING STOCK AND VARIOUS NEWS.

40 Empty covered wagons and 21 empty cisterns arrived from Alessa. during the day. Further 40 covered and 40 open wagons arrived during the night. Of these lastnamed, 10 were staged at Novi and 10 at Arquata for distribution ~~x~~ to Tortona (5) and Voghera (5). 100 L type wagons were supplied to the section Tortona-Voghera-S.Nicolo for local needs.

Two trips were run from S.Benigno: 28 Loaded wagons of which 11 for North (6cisterns petrol Milano and 5 cisterns ~~petrolio~~ Torino)~~x~~ Petrol.
Two trips were run from S.Limbania: 29 Wagons for North and 1 Voltri.
7806 was run with 14 wagons Petrol From Vado and 11 cisterns Petrol from S.Benigno.
Food arrived by train 9467 from the West and was forwarded by train 7736.
Rolling stock from S.Limbania is staged at Genova Terralba waiting shunting and will be forwarded during the day.

POSITION OF COACHING STOCK AT 1700HOURS ON 12TH JULY 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Genova Br.	4	13	9	51	77	13	4	17
" PP.	-	-	-	8	8	2	4	6
Ronco	-	-	-	4	4	1	-	1
Voghera	-	-	2	8	10	2	-	2
Castellazzo	-	-	3	1	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Novi C.	-	-	-	1	1	-	-	-
Sampierdarena	-	-	-	-	-	4	1	5
Savona	-	-	3	14	17	3	2	5
Bressana	~~none~~	2	1	7	10	2	-	2
Totals	4	15	18	95	132	29	11	40
In transit at 1700hrs	-	-	6	33	39	8	-	8

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PATRONISATION OF PASSENGER TRAINS.

Normal for Bogliasco. Full trains for Savona; crowded in mornings and evenings. Very heavy traffic for North trains.

DISTRIBUTION OF ROLLING STOCK AND VARIOUS NEWS.

40 Empty covered wagons and 21 empty cisterns arrived from Aless. during the day. Further 49 covered and 40 open wagons arrived during the night. Of these lastnamed, 10 were staged at Novi and 10 at Arquata for distribution ~~x~~ to Tortona (5) and Voghera (5). 100 L type wagons were supplied to the section Tortona-Voghera-S.Nicolo for local needs.

Two ~~trips~~ were run from S.Benigno: 28 Loaded wagons of which 11 for North (6cisterns petrol Milano and 5 cisterns ~~petrol~~ Torino)~~x~~ Petrol.
Two trips were run from S.Limbania: 29 Wagons for North and 1 Voltri.
7806 was run with 14 wagons Petrol from Vado and 11 cisterns Petrol from S.Benigno.
Food arrived by train 9467 from the West and was forwarded by train 7736.
Rolling stock from S.Limbania is staged at Genova Terralba waiting shunting and will be forwarded during the day.

POSITION OF COACHING STOCK AT 1700HOURS ON 12TH JULY 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Genova Br.	4	13	9	51	77	13	4	17
" FP.	-	-	-	8	8	2	4	6
Ronco	-	-	-	4	4	1	-	1
Voghera	-	-	2	8	10	2	-	2
Castellazzo	-	-	3	1	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Novi C.	-	-	-	1	1	-	-	-
Sampierdarena	-	-	-	-	-	4	1	5
Savona	-	-	3	14	17	3	2	5
Brescana	~~2~~	2	1	7	10	2	-	2
Totale	4	15	18	95	132	29	11	40
In transit at 1700hrs	-	-	6	33	39	8	-	8
General Totale	4	15	24	128	171	37	11	48

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Morning position at 0700 hrs on 13th July 1945 (continued).

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HRS ON 12TH JULY 1945.

	Refrigerators.	Covered.	High-siders.	Flats.	POX.	POXshorts.
Loaded	-	244	402	16	3	-
Empty	30	233	271	135	-	1
Totals	30	477	673	151	3	1
Required for today.	10	113	307	20	7	-

TRAINS RUN - 12TH JULY 1945.

SECTION		PASSENGERS Milit.	CIVILIAS Ordy.	Spl.	GOODS Milit.	CIVILIAN Ordy.	Spl.	LIGHT LOCOS	MATERIAL & WORKMEN
Gen.Brig.	-Aless.	2	6			1	8		
"	-Novi		2				1		
"	-Voghera		8			1	2		
"	-Ronco		2					1	2
"	-Acqui		6			2	2	1	
"	-Ovada		2						
"	-Savona		10				2	2	
"	-Bogliasco		14						
Voghera	-Brescana		8						
"	-S.Nicolo		-						
Aless.	-S.Tortona		2						
Novi L	- "		12						
"	-Pozzolo								6
Savona	-S.Giuseppe		8						
Ovada	-Castellazzo		4			2			
Moneglia	-La Spezia		2						
Voghera-Arquata-Aless.							2		
Local trains						13		5	

MILITARY RAILWAY SERVICES,
GENOVA. 13TH JULY 1945.

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TRAINS RUN - 12TH JULY 1945.

SECTION		PASSENGERS Milit.	PASSENGERS CIVILIAN Ordy.	PASSENGERS CIVILIAN Spl.	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl.	LIGHT LOCOS	MATERIAL & WORKMEN
Gen.Brig.	-Alessc.	2	6			1	3		
"	-Novi		2				1		
"	-Voghera		8			1	2		
"	-Ronco		2					1	2
"	-Acqui		6			2	2	1	
"	-Ovada		2						
"	-Savona		10				2	2	
"	-Bogliasco		14						
Voghera	-Bressana		8						
"	-S.Nicolo		-						
Aless.	-B.Tortona		2						
Novi L	- "		12						
"	-Pozzolo								6
Savona	-S.Giuseppe		8						
Ovada	-Castellazzo		4			2			
Moneglia	-La Spezia		2						
Voghera-Arquata-Aless.							2		
Local trains						13		5	

MILITARY RAILWAY SERVICES,
GENOVA. 13TH JULY 1945.

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

TRANSLATED VERSION.

MORNING POSITION AT 0700 HOURS ON 12TH JULY 1945.

ABNORMALITIES. Train 9463 departed at 1920hrs from Celle composed of 2 locomotive, a steam locomotive, 11 cisterns and 7 wagons Petrol, 2 empty cisterns; train derailed when reducing speed at junction of Celle and Varesse lines, due to unknown cause. Train re-railed and resumed journey at 2023hrs, 60" late.

PATRONISATION OF PASSENGER TRAINS.

Always heavy from and to the North. Normal for the West and Bogliasco.

RUNNING OF PASSENGER TRAINS.

Regular running for the Allied Command and those for Bogliasco, Acqui and Ovada. Usual delays of about 25/30" on other lines. The following exceptions are noted:
1415, 1412 and 139 Suffered the respective delays of 64" at Celle, 62" at Varesse and 33" at Albisola for derailment of locomotive of train 9463 at Celle.
173/5bis- arr 150" late at Brignole, 64" ex Voghera waiting connection and distribution of rations to ex internees.
173bis/5ter- arr 112" late at Brignole, 33" ex Voghera, 24" Arquata waiting conn. 1052.
9577 - arr 196" late, 175" ex Voghera due late arrival and damage to one carriage.
11 - arr 46" late, 20" ex Alessa.
1053 - arr 52" late, 28" ex Voghera.
1051 - arr 37" late, 35" ex Alessa.

DISTRIBUTION OF ROLLING STOCK.

Special trains were run to clear both loaded and empty rolling stock. 38 Empty covered wagons arrived from Milano. 22 Carriages for repairs were despatched from La Trasta to the Milano workshops by train 7958/7802 from Salsomaggiore.
The following trips were run between S.Benigno and Sampierdarenan:
1st Trip - 1730hrs with 3 cisterns and 3 wagons Torino, 1 cisterns Milano. Tonnage 265 (Petrol)
2nd Trip - 2130hrs with 3 Earth Voltri, 1 Sampierdn. Tonnage 70.
The following trains from S.Ambrogio:
Train O.L. - 1950hrs, 1 Van, 2 Food Milano, 2 Food Bergamo, 1 food Lodi, 1 food Mondrio, 1 food Saramno, 2 food Novarra, 2 food Castellanza, 1 Various Alessa, 1 sulphur Savona, 1 sulphur Torino, Total 15 wagons, 378 tons.
Train 774 -2100hrs, 7 Earth Voltri, 6 food Torino, 1 food Bergamo, 3 food Busto. Total 17 wagons, tonnage 430.
Train 1011-0210hrs, 1 food Bergamo, 7 food Novi, 2 food Milano, 1 food Busto, 1 empty Brignole. Total 12 wagons, 300 tons.
Train O.L.-0320hrs, 3 Dry drums Ovada(& 1 motor car), 2 food Savona, 1 food Genoa, 3 food Torino, 1 food Ivrea, 2 food Asti, 1 food Alessa, 2 food Vercelli. Total 14 wagons 304 tons.
Savona Have loaded 19 wagons Salt for various destinations, forwarded by train 6211. 2 Trains coal arrived from S.Giuseppe to Genova and will be forwarded from Acqui by trains 8675 and 8677. rolling stock
Train 9463 dep. 1833hrs from Vado(94"late due waiting consignment of mechanics from workshops), composed of 11 cisterns and 7 wagons Petrol, arr at Sampierda. at 2146hrs, 136" late, of which 60" was lost at Celle

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exceptions are noted:
1415, 1412 and 139 suffered the respective delays of 64" at Celle, 62" at Varazze and 39" at Albisnola for derailment of locomotive of train 9463 at Celle.
175/5bis- arr 150" late at Brignole, 64" ex Voghera waiting connection and distribution of rations to ex internees.
175bis/5ter- arr 112" late at Brignole, 33" ex Voghera, 24" Arquata waiting comm. 1052.
9577 - arr 198" late, 175" ex Voghera due late arrival and damage to one carriage.
11 - arr 46" late, 20" ex Alessa.
1053 - arr 52" late, 28" ex Voghera.
1051 - arr 37" late, 35" ex Alessa.

DISTRIBUTION OF ROLLING STOCK.

Special trains were run to clear both loaded and empty rolling stock. 30 Empty covered wagons arrived from Milano. 22 Carriages for repairs were despatched from Da Trieste to the Milano workshops by train 7958/7802 from Bolzaneto.
The following trips were run between S.Benigno and Sampierdarena:
1st Trip - 173Ohrs with 3 cisterns and 3 wagons Torino, 3 cisterns Milano. Tonnage 265 (Petrol)
2nd Trip - 213Ohrs with 3 Earth Voltri, 1 Sampierda. Tonnage 70.
The following trains from S.Limbania:
Train O.L. - 1950hrs, 1 Van, 2 Food Milano, 2 Food Bergamo, 1 food Lodi, 1 food Vendrio, 1 food Saronno, 2 food Novarra, 2 food Castellanza, 1 Various Alessa., 1 sulphur Savona, 1 sulphur Torino, Total 15 wagons, 370 tons.
Train 97L -0100hrs, 7 Earth Voltri, 6 food Torino, 1 food Bergamo, 3 food Busto. Total 17 wagons, tonnage 430.
Train 1011.-0210hrs, 1 food Bergamo, 7 food Novi, 2 food Milano, 1 food Busto, 1 empty Brignole. Total 12 wagons, 300 tons.
Train O.L.-0320hrs, 3 Oily drums Ovada(& 1 motor car), 2 food Savona, 1 food Cuneo, 3 food Torino, 1 food Ivrea, 1 food Asti, 1 food Alessa., 2 food Vercelli. Total 14 wagons 304 tons.
Savona Mare loaded 19 wagons salt for various destinations, forwarded by train 6211. 2 Trains coal arrived from S.Giuseppe to Genova and will be forwarded from Acqui by trains 8675 and 8677.
Train 9463 dep. 1630hrs from Vado(94"late due waiting consignment of rolling stock from workshops), composed of 11 cisterns and 7 wagons Petrol, arr at Sampierda. at 2140hrs, 136" late, of which 60" was lost at Celle due to the derailment of locomotive.
Train 7806- dep. 2235hrs ex Sampierda., 55" late, arr at Alessa. 0225hrs, 151" late; connections, dep ex Alessa. at 0440hrs to Torino and at 0633 hrs to Milano; Composition, 15 Torino, 12 Milano, 2 Como Petrol, tonnage 620. Suffered 45" delay at Ronco comm. 7802, which stopped at entry to Arquata station for damaged loco supply of another loco.22" at Ronco for change of personnel, delay at Alessa. waiting locos to leave duties.
Train 9467 despatched from Savona with 17 wagons petrol for Torino and Milano, forwarded from Sampierda. by train 7736, dep. 0110hrs and composed of: 15 Milano, 1 Busto, 2 Bergamo, 1 Saronno, 2 Novara, 2Castellanza, 1 Sondrio, 1 Lodi, 3 Torino. Total 35 wagons 734 tons.
As from today the transport of explosives from the Armoured train at Ducalla to Savona begins. Two wagons will be despatched daily by trains 7943/6252 until completion. On the Acqui-Genova line, commencing today, train TV1175 will run in place of trains 8693/6245/8693/9591 cancelled.

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Marshalling position at 0700hours on 12th July 1945(cont:inued).

POSITION OF STANDING STOCK AT 1700 HOURS ON 11TH JULY 1945.

STATION	CARRIAGES First A	Composite AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DC	TOTAL
Genova Brig.	4	6	10	45	65	18	4	22
" PP.	-	-	-	8	8	2	4	6
Ronco	-	-	-	4	4	1	-	1
Voghera	-	-	3	10	13	2	-	2
Castellazzo	-	-	3	1	4	1	-	1
Rivalta	-	-	1	10	11	1	-	1
Brenzanno	-	2	-	10	12	1	1	2
Savona	-	2	1	12	15	4	1	5
Novi C.	-	-	-	1	1	-	1	1
Sampierdarenam	-	-	-	-	-	1	1	2
Totals	4	10	17	90	121	34	11	45
In transit at 1700hrs	-	-	6	33	39	8	-	8
General Totals	4	10	23	123	160	42	11	53

TRAINS RUN - 11TH JULY 1945.

SECTION	PASSENGERS Mixed.	CIVILIAN Ordy.	Spl.	GOODS Mixed.	CIVILIAN Ordy.	Spl.	LIGHT LOCOS	MATERIAL & TORPEDO
Gen. Brig.-Aless.	2	6		1	1	5		
" -Novi		2						
" -Voghera		5			1	1		
" -Ronco		2					2	2
" -Acqui		6			2			
" -Ovada		2						
" -Savona		10		2	7	1		
" -Sampierdarena		14						
Voghera -Tortona		8						
" -S.Zenolo		4						
Aless. -S.Zenolo		2						
Novi -"		12						
Novi -Tortona								5
Savona -S.Giuseppe		3						
Ovada -Castellazzo		4						
Tortona -La Spezia		2						
Voghera-Arquata-Aless.						2		
Voghera -Tortona						1	2	
Local trains				1	11		12	

POSITION OF ROLLING STOCK FOR LOADING AT LIGURE on 11TH JULY 1945.

Refrigerators. Covered. High-sides. Flats. Rail Locomotives.

Loaded - 88 112 20 2 -

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General Traffic	4	10	23	123	260	42	11	53

TRAINS RUN - 11TH JULY 1945.

DESTINATION	PASSENGER MILIT.	PASSENGER CIVILIAN Ordy.	PASSENGER CIVILIAN Spl.	GOODS MILIT.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl.	LIGHT LOCOS	CASUALS & WOMEN
Gen. Turg.-Alessa.	2	6		1	1	4		
" -Novi		2						
" -Voghera		8			1	1		
" -Acqui		2					2	2
" -Asti		6			2			
" -Ovada		2						
" -Savona		10		2	7	1		
" -Voghera		14						
Voghera -Tortona		8						
" -S.Miogl		4						
Alessa. -S.Tortona		2						
Novi "		12						
Novi -Tortona								6
Savona -S.Giuseppe		8						
Ovada -Castellazzo		4						
Voneglia -La Spezia		2						
Voghera-Arquata-Alessa.						2		
Voghera -Tortona						1	2	
Local traffic				1	11		12	

POSITION OF ROLLING STOCK AND LOADED AT 17:00 HRS. on 12TH JULY 1945.

	Refrigerators.	Covered.	Wagon-Lits.	Flats.	Pet.Tankers.
Loaded	-	69	312	20	2
Empty	27	302	236	120	2
Totals	27	401	548	140	4
Required today	12	146	285	12	3

MILITARY RAILWAY SERVICES, GENOVA. 12TH JULY 1945.

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0.8.6.21

REVISED VERSION.

ROLLING POSITION AT 0700 HOURS ON 11TH JULY 1945.

RUNNING OF PASSENGER TRAINS.

Regular running for the Allied Command trains, for Bogliasco and Acqui-Ovada passenger trains. Delays of about 20/30" from the West and from Alessandria and Voghera, due to the usual causes. The following exceptions are noted:
9051 - arr 66" late, 8" ex Aless., 38" at Arquata crossing 7744, 42" at S.Quirico for fall of a passenger.
1051 - arr 39" late, 28" ex Voghera.
11 - arr 55" late, 34" ex Alessa.
5 - arr 66" late, 31" ex Alessa.
175/bis- arr 81" late, 20" ex Arquata crossa. 2818,15" at Isola crossa.1052

PATRONISATION OF PASSENGER TRAINS.

Heavy traffic from and to the North. Normal for the other lines.

DISTRIBUTION OF ROLLING STOCK.

Special trains were run to despatch empties for distribution and these trains were also utilised to clear loaded traffic. 80 Open empties were forwarded (urgently) by trains 8700 and 8702 to S.Giuseppe (via Acqui). The Head of the section was informed to advise stations. 55 Wagons were despatched from S.Benigno, as follows:
1st Trip - 1700hrs, 2 Paraffin Milano, 5 Paraffin Torino. Tonn. 151.
2nd " - 1821hrs, 13 Coal Alessandria. Tonnage 354.
3rd " - 2115hrs, 20 Empty drums Vado, 4 Scrapiron Sestri. 349tons.
4th " - 2230hrs, 6 scrapiron Sestri, 3 scrapiron Sampierda.199tons.
60 Wagons were despatched from S.Limbania as follows:
Train 6157, 2048hrs, 8 Torino, 3 Lodi, 4 Milano, 2 Alessa.,1 Pavia. All perishables. Total 18 Wagons, 500 tons.
Train 6159, 2215hrs, 6 earth Voltri, 2 Foodstuffs Cuneo, 1 material IRI Genova PP, 1 various Brignole, 2 Sugar Milano, 1 foodstuffs Ivrea, 1 sulphur Alessa., 1 sulphur Savona, 3 foodstuffs Novara, 2 foodstuffs Busto Arsizio. Total 20wagons, 481tons.
Train 1011, 0246hrs, 2 Castellazzo, 1 Busto A., 4 Lodi, 1 Torino, 4 Alessa. 1 Cuneo. All foodstuffs. Total 13 wagons, 370tons.
Train O.L., 0353hrs, 2 Milano, 1 Torino, 2 Bergamo, 1 Cuneo, 3 Brescia. All foodstuffs. Total 9 wagons 253 tons.
Train 9463 from Vado with 9 wagons Petrol, 2 empty protecting wagons, departed at 1800hrs from Vado, 56" late and arr at Sampierdarena 98"late. Delay due to waiting at Albisola crossing 1410 that lost 17" on the Varazze-Albisola section owing to low current and comm. 1415.
Train 7806, Fuel. Dep Sampierdarena at 2210hrs- 30" late. 31 wagons, 590 tons: 14 Petrol Torino, 2 Petrol Milano, 13 Coal Alessa. and 2 protecting empties. Arr at Alessa. 0125hrs, 32" late. Waited connection, dep. from Alessa. to Milano at 0240hrs, 21" late. Dep. for Torino 0305hrs, 157" late. Delay at Alessa. Shistements due to only one shunting engine, busy supplying water from depot(entered at 01 hrs, returned at 0230hrs). Locomotive of train 9096 utilised for shunting train 7806 from arrival road to Shistements and then to re-marshall the train to attach wagons.
In order to despatch foodstuffs from S.Limbania, the following trains were run:
6456/7812 - 15 Wagons foodstuffs and fruit from train9467(7 Milano and 8 Torino) Total 37 Wagons, 890 tons.
9546/7754 - 29 wagons foodstuffs from S.Limbania and completed at

DISTRIBUTION OF ROLLING STOCK.

Special trains were run to despatch empties for distribution and these trains were also utilized to clear loaded traffic. 89 Open empties were forwarded (urgently) by trains 8700 and 8702 to S.Giuseppe (via Acqui). The Head of the section was informed to advise stations. 55 Wagons were despatched from S.Benigno, as follows:
1st Trip - 1700hrs, 2 Paraffin Milano, 5 Paraffin Torino. Tonn. 151.
2nd " - 1821hrs, 13 Coal Alessandria. Tonnage 354.
3rd " - 2115hrs, 20 Empty drums Vado, 4 Scrapiron Sestri. 349tons.
4th " - 2230hrs, 6 scrapiron Sestri, 3 scrapiron Sampierda.199tons.
69 Wagons were despatched from S.Limbania as follows:
Train 6157, 2048hrs, 8 Torino, 3 Lodi, 4 Milano, 3 Aless.,1 Pavia.
All perishables. Total 18 Wagons, 580 tons.
Train 6159, 2218hrs, 6 earth Voltri, 2 Foodstuffs Cuneo, 1 material ISR Genova PP, 1 various Brignole, 2 Sugar Milano, 1 foodstuffs Ivrea, 1 sulphur Aless., 1 sulphur Savona, 3 foodstuffs Novara, 2 foodstuffs Busto Arsizio. Total 20wagons, 481tons.
Train 1011, 0245hrs, 2 Castellammo, 1 Busto A., 4 Lodi, 1 Torino, 4 Alessc. 1 Cuneo. All foodstuffs. Total 13 wagons, 370tons.
Train C.L., 0355hrs, 2 Milano, 1 Torino, 2 Bergamo, 1 Cuneo, 3 Brescia, All foodstuffs. Total 9 wagons 253 tons.
Train 9463 from Vado with 9 wagons Petrol, 2 empty protecting wagons, departed at 1800hrs from Vado, 56" late and arr at Sampierdarena 98"late. Delay due to waiting at Albisnola crossing 1410 that lost 17" on the Varazze-Albissola section owing to low current and comm. 1415.
Train 7806, Fuel. Dep Sampierdarena at 2210hrs- 30" late. 31 wagons, 590 tons: 14 Petrol Torino, 2 Petrol Milano, 13 Coal Alessc. and 2 protecting empties. Arr at Alessa. 0125hrs, 32" late. Waited connection, dep. from Alessc. to Milano at 0247hrs, 21" late. Dep. for Torino 0305hrs, 157" late. Delay at Alessa. Sostamento due to only one shunting engine, busy supplying water from depot(entered at 01 [illegible]hrs, returned at 0230hrs). Locomotive of train 9096 utilized forshunting train 7806 from arrival road to Sostamento and then to re-marshall the train to attach wagons.
In order to despatch foodstuffs from S.Limbania, the following trains were run:
6456/7812 - 19 Wagons foodstuffs and fruit from train6467(7 Milano and 8 Torino) Total 27 Wagons, 890 tons.
9586/7754 - 29 wagons foodstuffs from S.Limbania and completed at Sampierda. with wagons from Sampierda. "Fermate" (Sampierda. minor stations for use of workshops). Total 36 wagons,631tons
The trains from S.Limbania were badly marshalled and had to be re-marshalled at Genova Brignole into destination groups. S.Limbania was advised to group the wagons according to their destinations and to provide better discipline in these loads, as they are withdrawn from ponte Parodi.

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

Morning position at 0700hrs on 11th July 1945 (contd).

FOR LOADING
POSITION OF ROLLING STOCK AT 1700 HOURS ON 10TH JULY 1945.

	Refrigerators.	Covered.	High-sidern.	Flats.	POT.	POZshorts
Loaded	-	205	196	16	2	-
Empty	36	101	263	134	-	3
Totals	36	306	459	150	2	3

TRAINS RUN - 10TH JULY 1945.

SECTION	PASSENGERS Milit.	CIVILIAN Ordy.	Spl.	GOODS Milit.	CIVILIAN Ordy.	Spl.	LIGHT LOCOS	MATERIAL & WORKMEN
Brignole-Alessa.	2	6		1(7806)	6			
" -Novi		2						
" -Voghera		6			1			
" -Ronco		2						2
" -Acqui		6			4		3	
" -Ovada		2						
" -Savona		10			2			
" -Sogliasco		14						
Voghera -Tresnana		5						
Alessa. -S.Tortona		2						
Novi - "		12						
Novi -Ponzolo								6
Ovada -Castellazzo		4			2			
Moneglia-La Spezia		2						
Savona -S.Giuseppe		5						
Vado -Sampierda.				1(9463)	2			
Voghera -Arquata						1		
Brignole-Novi							2 Test Locos.	
Local trains					13			

POSITION OF COACHING STOCK AT 1700 HOURS ON 10TH JULY 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Genova Brig.	2	11	7	45	65	26	5	31
" PP.	-	-	-	8	8	2	4	6
Ronco	-	-	-	4	4	1	-	1
Voghera	-	-	3	10	13	3	-	3
Castellazzo	-	-	2	1	3	1	-	1
Rivalta	-	-	-	1	1	2	-	2
Bressana	-	1	2	7	10	1	1	2
Sampierdarena	-	-	-	-	-	3	1	4
Savona	-	-	2	14	16	4	-	4
Novi C.	-	-	-	1	1	-	-	-
Totals	2	12	16	91	121	42	11	53

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"	-Voghera	6		1		
"	-Ranco	2				2
"	-Acqui	6		4	3	
"	-Ovada	2				
"	-Savona	10		2		
"	-Voghiasco	14				
Voghera	-Tresseana	6				
Aless.	-S.Tortona	2				
Novi	- "	12				
Novi	-Pozzolo					6
Ovada	-Castellazzo	4		2		
Ventimiglia	-La Spezia	2				
Savona	-S.Giuseppe	5				
Vado	-Sampierda.		1(9463)	2		
Voghera	-Arquata				1	
Brignole	-Servi					2 Test locos.
Local trains				13		

POSITION OF COACHING STOCK AT 1700 HOURS ON 10TH JULY 1945.

STATION	CARRIAGES First Compo A	First AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Genova Brig.	2	11	7	45	65	26	5	31
" PP.	-	-	-	6	6	2	4	6
Ronco	-	-	-	4	4	1	-	1
Voghera	-	-	-	10	10	3	-	3
Castellazzo	-	-	2	1	3	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Tresseana	-	1	2	7	10	1	1	2
Sampierdarena	-	-	-	-	-	3	1	4
Savona	-	-	2	14	16	4	-	4
Novi C.	-	-	-	1	1	-	-	-
Totals	2	12	16	91	121	42	11	53
In transit at 1700hrs	-	-	6	33	39	8	-	8
General Totals	2	12	22	124	160	50	11	61

5600

MILITARY RAILWAY SERVICES,
GENOVA. 11TH JULY 1945.

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

TRANSLATED VERSION.

MORNING POSITION AT 0700 HOURS ON 10TH JULY 1945.

RUNNING OF PASSENGER TRAINS.

Regular running for Allied Command and Bogliasco trains. Usual delays of about 25/30" for the West and North trains, due to speed restrictions, loading, unloading and passenger service, Soingle line working. The following delays are noted of late departure from stations of origin:-
1177 - Ex Acqui arr Brignole 54" late, 35" ex Acqui.
1051/1051K-ex Ronco arr at Brignole 60" late, 25" ex Ronco waiting conn. 164bis and 35" at Genova PP waiting conn. 1405ter.
~~1088~~ - ex Voghera, arr at Brignole ~~22~~ 37" late, 33" ex Voghera.
1053
6223/9737/7755/7939/9577- ex Voghera arr 80" late, 52" ex Voghera waiting conn. 651.

11 - ex Alessa. arr 52" late, 20" ex Alessa.
11Bis- ex Alessa. arr 145" late, 72" ex Alessa.
5 - ex Alessa. arr 52" late, 35" ex Alessa. ,27" at Arquata cross. 6139.
175/5bis-ex Voghera arr 60" late, 36" at Arquata cross.2818, 23" at Isola del Cantone for speed restriction.
7793/7791/7971/9593- ex Alessa. arr 112" late, 65" ex Alessa. waiting 1273, 21" at Novi comm. 7793, 11" at Sampierda.conn.7791, 20" at Genova PP for unloading.

PATRONISATION OF PASSENGER TRAINS.

Heavy traffic from and to the North. Normal for West and Bogliasco.

DISTRIBUTION OF ROLLING STOCK.

Requirements for distribution of empties met. All open empties were withdrawn from Da Campasso depot; 40 were sent to Voghera and 40 sent to S.Benigno. Coaching stock of 11Bis/11Ter returned from Alessandria by train 9574Ter/7794.
The following Trips were run from S.Limbania to Brignole:
6159 - dep. 2210hrs with 18 wagons, 442tons: 3 Earth Voltri, 1 empty cistern Strevi, 4 Milk Varese, 2 Eggs,1 Fish Torino, 3 Milk Asti, 2 Milk Ivrea, 1 Vegetables Brescia, 1 Milk Seremno.
97a - dep. 0030hrs with 17 wagons, 439 tons: 2 Peas Alessa., 2 Eggs Torino, 2 Milk Ivrea, 1 Milk Vercelli, 1 Milk Bergamo,1 Vegetables Brescia, 1 Peas Pavia, 6 Milk Lodi.
The following Trips were run from S.Benigno to Sampierdarena:
1st Trip- 1740hrs with 6 Cisterns Paraffin Milano, 2 covered Paraffin Rogoredo, 5 covered Paraffin Torino, 5 cisterns Paraffin Torino. Total : 19 wagons 443 tons.
2nd Trip- 1900hrs with 14 Coal Milano. Tonnage 367.
3rd Trip- 2020hrs " 14 " Milano. " 390.
4th Trip- 2120hrs " 14 " Milano, 1 Perishables, Milano, Tonnage 400.
5th Trip- 2235hrs " 10 " Milano, 8 various goods Milano, " 357.
6th Trip- 0005hrs " 4 " Milano,12 coal Alessa. " 438.
7th Trip- 0120hrs " 16 " Alessa. Tonnage 405.
8th Trip- 0220hrs " 1 " Cassine,1Coal Brignole, 1earth Voltri, 3 scrapiron Pestri P. Tonnage 400.
9463 dep. 1800hrs (56) Vado arr 2018hrs with 49" delay: 8 cisterns Petrol Milano S.Cristoforo, 3 cisterns Petrol Torino Dora, 4 wagons Petrol Rogoredo, 2 wagons Petrol Torino Dora. Total 17 wagons. tons. 437.
The following trains departed from Sampierdarena:

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175/5bis-ex Voghera arr 60" late, 36" at Arquata cross.2613, 23" at Isola del Carbone for speed restriction.

7793/7791/7971/9599- ex Alessa. arr 112" late, 65" ex Alessa. waiting 1273, 21" at Novi comm. 7793, 11" at Campiarda.comm.7791, 20" at Genova PP for unloading.

PATRONISATION OF PASSENGER TRAINS.

Heavy traffic from and to the North. Normal for West and Ingliasco.

DISTRIBUTION OF ROLLING STOCK.

Requirements for distribution of empties met. All open empties were withdrawn from Im Campasso depot; 40 were sent to Voghera and 40 sent to S.Benigno. Coaching stock of 11Bis/11Per returned from Alessandria by train 9574Per/7794.

The following Trips were run from S.Limbania to Brignole:

6159 - dep. 2210hrs with 18 wagons, 442tons: 3 Earth Voltri, 1 empty cistern Strevi, 4 Milk Varese, 2 Eggs,1 Fish Torino, 3 Milk Asti, 2 Milk Ivrea, 1 Vegetables Brescia, 1 Milk Genoono.

97e - dep. 0030hrs with 17 wagons, 439 tons: 2 Peas Alessa., 2 Eggs Torino, 2 Milk Ivrea, 1 Milk Vercelli, 1 Milk Bergamo,1 Vegetables Brescia, 1 Peas Pavia, 6 Milk Lodi.

The following Trips were run from S.Benigno to Campiardarena:

1st Trip- 1740hrs with 6 Cisterns Paraffin Milano, 2 covered Paraffin Rogoredo, 6 covered Paraffin Torino, 5 cisterns Paraffin Torino. Total : 19 wagons 443 tons.

2nd Trip- 1900hrs with 14 Coal Milano. Tonnage 387.

3rd Trip- 2020hrs " 14 " Milano. " 391.

4th Trip- 2120hrs " 14 " Milano, 1 Perishables, Milano, Tonnage 400.

5th Trip- 2235hrs " 10 " Milano, 8 various goods Milano, " 357.

6th Trip- 0005hrs " 4 " Milano,12 coal Alessa. " 438.

7th Trip- 0120hrs " 15 " Alessa. Tonnage 405.

8th Trip- 0220hrs " 1 " Cassine,10coal Brignole, 1earth Voltri, 3 scrapiron Nastri P. Tonnage 400.

9463 dep. 1800hrs (56) Vado arr 2018hrs with 49" delay: 8 cisterns Petrol Milano S.Cristoforo, 3 cisterns Petrol Torino Dora, 4 wagons Petrol Rogoredo, 2 wagons Petrol Torino Dora. Total 17 wagons. tons. 437.

The following trains departed from Campiardarena:

7806 - 2215hrs, arr 35" late: 6 cisterns Paraffin Milano, 8 cisterns Petrol Milano, 6 wagons Petrol Rogoredo, 8 cisterns and 8 wagons Petrol Torino.2 urgent material for Allied Command Milano. Totals 37 Vehicles 900tons.

7808 - 2320hrs, 52" late: 6 Fruit Torino, 28 coal Milano.34Vehic. 893 tons.

7736 - 0120hrs, 38" late: 1 perish., 8 various, 24 coal Milano.33Veh.840 tons.

7744 - 0430hrs, 95" late: 4 coal Milano, 28 coal Alessa., 1 various goods Torino. Total 33 vehicles, 860 tons.

7754 - 0700hrs, 1 coal Alessa. 12 Iron Milano, 5 Salt Milano, 2 Salt Cremona, 1 Salt Varese, 1 salt Sondrio, 1 Iron Torino, 2 salt Torino, 1 salt Asti, 1 fruit Torino, 1 paper Torino. Total: 28 vehicles, 714 tons.

This last train was made up of wagons from trains 9475 and 6211 from Savona, which arr at Campiarda. at 0139hrs and 0605hrs respectively.

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Morning position at 0700hrs on 10th July 1945(continued).

DISTRIBUTION OF ROLLING STOCK (CONTINUED).

The following train was despatched from Brignole:
9542/7750- 0424hrs(schedule): 5 Torino, 2 Alessa., 3 Asti, 4 Ivrea, 1 Vercelli, 4 Varese, 2 Brescia, 1 Bergamo, 1 Pavia, 6 Lodi, all perishables and 2 Milano various goods. 32Vehic. 838tons.

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS ON 9TH JULY 1945.

	Refrigerators.	Covered.	High-siders.	Flats.	POZ.	POZ shorts.
Loaded	-	182	366	22	3	1
Empty	49	320	438	138	2	-
Totals	49	500	804	160	5	1

POSITION OF COACHING STOCK AT 1700 HOURS ON 9TH JULY 1945.

STATION	CARRIAGES First A	First Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General P	Post PO	TOTAL
Genova B.	1	5	5	42	53	29	7	36
" FF.	-	-	-	8	8	4	4	8
Ronco	-	-	-	4	4	1	-	1
Voghara	-	-	3	10	13	3	-	3
Castellazzo	-	-	3	1	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Sampierdarena	-	-	-	-	-	2	1	3
Mreasana	-	2	1	7	10	2	1	3
Savona	-	2	1	13	16	3	2	5
Novi C.	-	-	-	1	1	3	1	4
Totals	1	9	13	87	110	52	14	66
In transit at 1700hrs	-	-	6	33	39	8	-	8
General Totals	1	9	19	120	149	60	14	74

TRAINS RUN - 9TH JULY 1945.

SECTION	PASSENGERS Mil't.	CIVILIAN Ordy.	Spl.	GOODS Mails.	CIVILIAN. Ordy.	Spl.	LIGHT ENGS	MATERIAL & WORKMEN.
Gen.Brig.-Alessa.	2	6+2(11bis/11ter-9574ter/7794)		3				
" -Novi		2						
" -Voghara		6			1			
" -Ronco		-						
" -Asnui		6						
" -Ovada		2						
" -Savona		10			5			

Declassified E.O. 12356 Section 3.3/NND No. 780021

STATION	CARRIAGES First Comps A	AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Genova B.	1	5	5	42	53	29	7	36
" PP.	-	-	-	8	8	4	4	8
Ronco	-	-	-	4	4	1	-	1
Voghera	-	-	3	10	13	3	-	3
Castellazzo	-	-	3	1	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Sampierdarena	-	-	-	-	-	9	1	10
Arenzano	-	2	1	7	20	1	1	2
Savona	-	2	1	13	16	3	1	4
Novi C.	-	-	-	1	1	3	1	4
Totals	1	9	13	87	110	52	14	66
In transit at 1700hrs	-	-	6	33	39	8	-	8
General Totals	1	9	19	120	149	60	14	74

TRAINS RUN - 9TH JULY 1945.

SECTION	PASSENGERS Mili.	CIVILIAN Ordy.	Spl.	GOODS Mili.	CIVILIAN. Ordy.	LOCOS Spl.	LIGHT ENGINES & WORKMEN.
Gen.Mrig.-Alessa.	2	6+2(1libia/liter-9574ser/7794)		3			
" -Novi		2					
" -Voghera		5		1			
" -Ronco		-					
" -Acqui		5					
" -Ovada		2					
" -Savona		10		7			
" -Bogliasco		14					
" -S.Limbania							
Voghera -Arenzano		6			3	1	
Alessa. -S.Tortona		2					
Novi - "		12					
Novi -Pozzolo							
Ovada -Castellazzo		4					
Managlia -La Spezia		2					
Savona -S.Giuseppe		7					
Voghera -Castel S.Giov.		2					
Sampierd.-Brignole					2		
Local trains				4		1	

MILITARY RAILWAY SERVICES. GENOVA. 10TH JULY 1945.

Declassified E.O. 12356 Section 3.3/NND No. 782021

TRANSLATED VERSION.

MORNING POSITION AT 0700 HOURS ON 9TH JULY 1945.

RUNNING OF TRAINS. Regular running of passenger trains, for the Allied Command and for Acqui and Bogliasco trains. Delays limited to 13-20" for the West and North trains due to causes already known. The following exceptions are noted:

11	- Arr at Brignole	35" late,	25" ex Alessandria.
9577	- " " "	30" "	24" ex Voghera waiting connection.
175/5bis.	" " "	30" "	8" ex Voghera and 22" lost on the line for several causes.

PATRONISATION OF PASSENGER TRAINS.

Crowded trains from and to the North. Normal traffic for West; little traffic for Bogliasco trains, except only the first and the last trips with normal patronisation.

DISTRIBUTION OF ROLLING STOCK.

42 Empty covered wagons arrived from Milano at S.Benigno. 40 Empty open wagons for the Arquata-Voghera line departed from Bolzaneto by train 7906. Other empty rolling stock forwarded to the North and to Savona by special trains run also for forwarding loads. At the Docks, rolling stock needed for loading is on hand. S.Benigno has run the following trips to Sampierdarena:

1st Trip departed 1130hrs with 6 wagons perishables for Rivarolo.120tons.
2nd " " 1850hrs " 27 " various material for Milano.778tons
S.Limbania forwarded to Brignole 30 wagons loaded with perishables, 1 iron and 1 empty cisterna, for various destinations. Savona marshalled train 9467 with 18 wagons perishables and train 9773 with three empty wagons and 16 perishables. The last loaded at Savona Parc.

The following trains were marshalled:

7732 - dep. at 0020hrs ex Sampierdarena with 27 wagons with various load:-
8 perishables Milano, 1 Novara, 1 Vercelli, 1 Cremona, 1 Pavia, 1 Como, 1 Bergamo and 3 Torino perishables, tonnage 804.

7748 - dep. at 0425hrs from Sampierdarena with 36 wagons, tonnage 659:-
16 Empty Voghera, 2 Como, 5 Milano, 3 Brescia, 1 Gendrio, 1 Pavia, 1 Bergamo, 2 Torino, 2 Alessandria perishables and 2 Alessandria various goods.

9550/7756- dep. at 0730hrs from Brignole with 33 loaded wagons, tonn. 850:
4 Lodi, 4 Novara, 4 Busto Arsizio, 3 Saronno, 6 Milano, 3 Bergamo, 2 Varese, 1 Gendrio, 2 Asti, 2 Ivrea, 2 Torino perishables.

As from today trains 9761/7806 will run daily from Vado to Alessandria for transport of fuel to Torino and Milano.
No coal was loaded at S.Giuseppe yesterday.

POSITION OF COACHING STOCK AT 1700 HOURS ON 8TH JULY 1945.

STATION.	CARRIAGES First	Compo	Second	Third	TOTAL	BAGGAGE VANS General	Post	TOTAL
	A	AB	B	C		D	DU	
Gen. Brig.	-	13	5	43	61	30	8	38
Gen. PP.	-	-	-	12	12	2	5	7
Ronco	1	2	4	1	8	1	-	1
Voghera	-	-	3	10	13	3	-	3
Castellanza	-	-	3	1	4	1	-	1
Rivalta	-	-	-	-	-	-	-	-

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with normal precautions.

DISTRIBUTION OF ROLLING STOCK.

42 Empty covered wagons arrived from Milano at S.Benigno. 40 Empty open wagons for the Arquato-Voghera line departed from Polmanete by train 7906. Other empty rolling stock forwarded to the North and to Savona by special trains run also for forwarding loads. At the Docks, rolling stock needed for loading is on hand. S.Benigno has run the following trips to Sampierdarena:
1st Trip departed 1130hrs with 6 wagons perishables for Rivarolo.120tons.
2nd " " 1850hrs " 27 " various material for Milano.778tons
S.Limbania forwarded to Brignole 30 wagons loaded with perishables, 1 iron and 1 empty cistern, for various destinations. Savona marshalled train 9467 with 18 wagons perishables and train 9773 with three empty wagons and 18 perishables. The last loaded at Savona Mare.
The following trains were marshalled:
7732 - dep. at 0020hrs ex Sampierdarena with 27 wagons with various loads:-
8 perishables Milano, 1 Novara, 1 Vercelli, 1 Cremona, 1 Pavia, 1 Como, 1 Bergamo and 1 Torino perishables. tonnage 834.
7748 - dep. at 0485hrs from Sampierdarena with 36 wagons, tonnage 869:-
16 Empty Voghera, 2 Como, 6 Milano, 3 Brescia, 1 Sondrio, 1 Pavia, 1 Bergamo, 3 Torino, 2 Alessandria perishables and 2 Alessandria various goods.
9550/7756- dep. at 0700hrs from Brignole with 33 loaded wagons, tonn. 650:
4 Lodi, 4 Novara, 4 Monte Arcisio, 3 Saronno, 6 Milano, 3 Bergamo, 2 Varese, 1 Sandrio, 2 Asti, 2 Ivrea, 2 Torino perishables.
As from today trains 9763/7306 will run daily from Vado to Alessandria for transport of fuel to Torino and Milano.
No coal was loaded at S.Giuseppe yesterday.

POSITION OF COACHING STOCK AT 1700 HOURS ON 6TH JUNE 1945.

STATIONS.	CARRIAGES First A	First Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Gen. Brig.	-	13	5	43	61	30	8	38
Gen. PP.	-	-	-	12	12	2	5	7
Ronco	1	2	4	1	8	1	-	1
Voghera	-	-	3	10	13	3	-	3
Castellazzo	-	-	3	1	4	1	-	1
Rivalta	-	-	-	-	-	-	-	-
Savona	-	-	2	13	15	3	1	4
Sampierdarena	-	-	-	-	-	7	1	8
Brescia	-	2	1	7	10	2	-	2
Novi C	-	-	-	1	1	-	-	-
							5507	
Totals	1	17	18	88	124	49	15	64
In transit at 1700hrs	-	-	6	33	39	8	-	8
General Totals	1	17	24	121	163	57	15	72

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

Morning position at 0700hrs on 9th July 1945(continued).

TRAINS RUN - 8TH JULY 1945.

SECTION.	PASSENGERS Mily.	CIVILIAN Ordy.	Spl.	GOODS Mily.	CIVILIAN Ordy.	Spl.	LIGHT LOCOS	MATERIAL & WORKMEN.
Gen. Brig.-Aless.	2	6			9			
" -Novi		2						
" -Voghera		6						
" -Ronco		-						
" -Acqui		6						
" -Ovada		2						
" -Savona		10			5			
" -Bogliasco		14						
Voghera -Brescana		8						
Aless. -A.Tortona		2						
Novi - "		12						
Novi -Pozzolo								6
Ovada -Castellazzo		4						
Monaglia -La Spezia		2						
Savona -S.Giuseppe		7						
" -Vado					4			
Voghera -S.S.Giovanni		2						
Local trains					7		5	

POSITION OF ROLLING STOCK FOR LOADING AT 1700HOURS ON 9TH JULY 1945.

	Refrigerators.	Covered.	High sides.	Flats.	BOX.	BOX shorts.
Loaded	-	216	173	43	3	2
Empty	46	319	611	129	4	1
Totals	46	535	824	172	7	3

MILITARY RAILWAY SERVICES,
GENOVA. 9TH JULY 1945.

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Voghera	-Tortona	6				
Alessa.	-M.Tortona	2				
Novi	- "	12				
Novi	-Tossolo					6
Ovada	-Castellazzo	4				
Moneglia	-La Spezia	2				
Savona	-S.Giuseppe	7				
"	-Vado			4		
Voghera	-S.S.Giovnani	2				
Local trains				7	5	

POSITION OF ROLLING STOCK FOR LOADING AT 1730HOURS ON 6TH JULY 1945.

	Refrigerators.	Covered.	High sides.	Flats.	20T.	20T shorts.
Loaded	-	216	373	43	3	2
Empty	46	319	611	129	4	1
Totals	46	535	984	172	7	3

MILITARY RAILWAY SERVICES,
GENOVA. 9TH JULY 1945.

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

TRANSLATED VERSION.

MORNING POSITION AT 07.00 HOURS - 8th JUNE 1945.

RUNNING OF PASSENGER TRAINS. - Regular running of trains for the Allied Command and on the lines ACQUI - OVADA and for the Western Riviera. Usual delays from the East and from ALESSANDRIA - VOGHERA limited to about 20/30 minutes due to causes already known. Heaviest delays were sustained by the following trains:-

1051 arrived 33" late - 27" ex ALESSANDRIA.
11 " 58" " - 27" " "
11 bis " 162" " -110" " " , 11" PRUGAROLO for passengers 9" ARQUATA unloading.
9577 " 63" " - 29" ex VOGHERA, 20" TORTONA unloading, 14" at Genova P.P. passengers.
5 " 44" " - 27" ex ALESSANDRIA.
175/5 bis " 65" " - 20" ex VOGHERA, 15" ARQUATA connection No.5
175/5 ter " 147" " - 95" ex VOGHERA awaiting coaches from S.NICOLO, 17" ARQUATA passengers.

PATRONISATION OF PASSENGER TRAINS. - Heaviest to and from the North. Normal for the Western and Eastern Riviera.

DISTRIBUTION OF ROLLING STOCK. - Provided to forward empties required for loading and also for the clearing of loaded traffic by running additional train.

4 trains of coal arrived at ACQUI from S. GIUSEPPE; Train 8675 at 11.07 hours with 16 wagons - 8677 at 12.33 hours with 16 wagons - 8679 at 13.10 with 15 wagons, 8687 at 15.38 hours with 16 wagons making a total 63 wagons for the various stations in the GENOVA area which have been forwarded to their respective depots.

14 CISTERNE from CAMPI-BISARNA have been sent to TRASTA.

From S. LIBERNIA, 28 wagons loaded with rations comprising two loads have left for the North, plus 4 wagons of debris for VOLTRI and 1 empty drums for ACQUI.

From S. BERIGNO 49 wagons, huts and petrol for the North, plus 4 Scrap for SAVONA, 4 debris for VOLTRI, 3 petrol and 2 cement for VADO.

From the PONENTE (West) on train 9467 at 22.50 hours - 34 wagons of which 13 petrol MILANO, 3 petrol from VADO to TORINO, 14 wagons vegetables and fruit for the North, 2 BRIGNOLE, 1 NERVI also vegetables and fruit. For the working from S. BERIGNO and from the West the following trains were run, - train 7734 with 36 - 72 - 880 departed at 00.51 hours from CAMPI-BISARNA, train 7736 with 31 - 62 - 820 left at 01.35 hours from CAMPI-BISARNA.

For the working from S. LIBERNIA the following were run, train 9548/7752 with 28 - 56 - 689 at 06.15 hours delayed owing to waiting ALESSANDRIA to make accomodation.

POSITION OF COACHING STOCK AT 17.00 HOURS - 7th JULY 1945.

STATION.	CARRIAGES First Coupe A	First AB	Second B	Third C	TOTAL	BAGGAGE VANS. General D	Post DU	TOTAL.

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REDISTRIBUTION OF PASSENGER STOCK. - Required to and from the North. Normal for the Western and Eastern Riviera.

DISTRIBUTION OF ROLLING STOCK. - Provided to forward empties required for loading and also for the clearing of loaded traffic by running additional train.

4 trains of coal arrived at ACQUI from S. GIUSEPPE; Train 8675 at 11.07 hours with 16 wagons - 8677 at 12.33 hours with 16 wagons - 8679 at 13.10 with 15 wagons, 8687 at 15.38 hours with 16 wagons making a total 63 wagons for the various stations in the GENOVA area which have been forwarded to their respective depots.

34 CISTERNS from SAMPIERDARENA have been sent to TRASTA.

From S. LIMBANIA, 28 wagons loaded with rations comprising two loads have left for the North, plus 4 wagons of debris for VOLTRI and 1 empty drums for ACQUI.

From S. BENIGNO 49 wagons, huts and petrol for the North, plus 4 Scrap for VOLTRI, 4 debris for VOLTRI, 3 petrol and 2 cement for VADO.

From the PONENTE (West) on train 9467 at 22.50 hours - 34 wagons of which 13 petrol MILANO, 3 petrol from VADO to TORINO, 14 wagons vegetables and fruit for the North, 2 BRIGNOLE, 1 VOLTRI also vegetables and fruit. For the working from S. BENIGNO and from the West the following trains were run, - train 7734 with 36 - 72 - 880 departed at 00.51 hours from SAMPIERDARENA, train 7736 with 31 - 62 - 620 left at 01.35 hours from SAMPIERDARENA.

For the working from S. LIMBANIA the following were run, train 9546/7752 with 28 - 56 - 689 at 06.15 hours delayed owing to waiting ALESSANDRIA to make accomodation.

POSITION OF COACHING STOCK AT 17.00 HOURS - 7th JULY 1945.

STATION.	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS. General D	Post DU	TOTAL.
Gen. BRIGNOLE	2	7	5	39	56	31	6	37
Com. PRINCIPE				7	7	6	1	7
Runco				4	4	1		1
VOGHERA			2	9	11	3		3
CASTELLAZZO			3	1	4	1		1
RIVALTA				1	1	1		1
SAMPIERDARENA						7	1	8
SAVONA		2	1	13	16	2	2	4
BRIGNANA		2	1	7	10	1	1	2
NOVI C.				1	1			
Total	2	11	15	82	110	53	11	64
In transit			6	33	39	8		8
	2	11	21	115	149	61	11	72

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Morning Position of 8th July 45 Contd..

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS - 7th July 1945.

	REFRIGERATOR	COVERED	HIGH SIDED	FLATS	POM	POM/Shorts.
Loaded	1	243	367	38	3	*
Empty	46	341	600	127	5	1
Totals	47	584	967	165	8	1

TRAINS RUN - 7th July 1945.

SECTION.	PASSENGERS Milit.	PASSENGERS CIVILIAN Cdy.	PASSENGERS CIVILIAN Spl	GOODS Milit.	GOODS CIVILIAN Cdy.	GOODS CIVILIAN Spl	LIGHT LOCOS	MATERIAL & WORKMEN.
Gen. Brignole-Alessa.	4 (')	8			4		1	
" -Novi		2						
" -Voghera		8			5		2	
" -Ronco		2						2
" -Acqui		6			6		5	Ballast.
" -Ovada		2						1
" -Savona		10			4		1	
" -Boglasco		12						
Voghera - Brescana		8						
Alessa.- Bivio Tortona		2						
Novi - " "		12						
" - Fornolo								6
Ovada - Castellanzo		4			2			
Moneglia - La Spezia		2						
Savona - S. Giuseppe		9						
Arquata - Alessandria					2			
Tortona - Alessandria					1			
Local Trains					6			

(') From MILANO and from TORINO with AUTOMOTRICE.

MILITARY RAILWAY SERVICES,
GENOVA. 8th July 1945.

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

TRAINS RUN - 7th July 1945.

SECTION.	PASSENGERS Milit.	PASSENGERS CIVILIAN Cdy.	PASSENGERS Spl	GOODS Milit.	GOODS CIVILIAN Cdy.	GOODS Spl	LIGHT LOCOS	MATERIAL & FOREMEN.
Gen. Brignole-Ales.	4 (*)	8			4		1	
" -Novi		2						
" -Voghera		8			5		2	
" -Ronco		2						2
" -Acqui		8			6		5	Ballast.
" -Ovada		2						1
" -Savona		10			4		1	
" -Sestri		12						
Voghera - Arquata		8						
Ales.- Divis Tortona		2						
Novi - " "		12						
" - Ponzone								6
Ovada - Castellazzo		4			2			
Moneglia - La Spezia		2						
Savona - S. Giuseppe		9						
Arquata - Alessandria					2			
Tortona - Alessandria					1			
Local Trains					6			

(*) From MILANO and from TORINO with AUTOMATRICE.

MILITARY RAILWAY SERVICES,
GENOVA. 8th July 1945.

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Militar Railway Services- G e n o v a .

Annexure." E"

Numbers of trains run: W/E. 30th June 1945.

Compartimento of Genova.

Section	Passenger			Goods				
	Military	Civilian Odv:	Spl.	Military	Civilian Odv:	Spl.	Light Locos	Materials or Workmen
G,Brignole-Alessandria	14	66	1	9	37			
G.Brignole-Novi		14						
" " -Voghera		56			6			5
" " - Ronco		20			1			
" " - Acqui		43			15		1	
" " - Ovada		14			4		2	
" " - Savona		70	1		23		3	
" " - Bogliasco		84						
" " - Varazze					1			1
" " - Nervi					1			
" " - Vado		-			-			-
Voghera-Bressana		56						
Voghera S.Nicolò		8						
Aless.-Bivio-Tortona		14						
Aless.-Arquata-Voghera					4			
Novi-Bivio-Tortona		96						
Novi-Pozzolo		36						
Savona S.Giuseppe		71						
Savona-Vado					6		3	
Ovada-Castellazzo		28			2			
Marcglia-La Spezia		14						

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" " - Ronco	20			1		
" " - Acqui	43			15	1	
" " - Ovada	14			4	2	
" " - Savona	70	1		23	3	
" " - Bogliasco	84					
" " - Varazze				1		1
" " - Nervi				1		
" " - Vado	-			-		-
Voghera-Bressana	56					
Voghera S.Nicolò	8					
Aless.-Bivio-Tortona	14					
Aless.-Arquata-Voghera				4		
Novi-Bivio-Tortona	96					
Novi-Pozzolo	36					
Savona S.Giuseppe	71					
Savona-Vado				6	3	
Ovada-Castellazzo	28			2		
Moneglia-La Spezia	14					
Pontedecimo-Busalla				1		
Savona-Noli	4					
Local trains				63	13	
T O T A L S	14 694	2	9	164	22	6

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Declassified E.O. 12356 Sec. 3.3/NND No. 782021

Morning Position For 30th June 1945.

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS - 29/6/45.

	REFRIGERATORS	COVERED	HIGH SIDED	FLATS	POZ	POZ/Short
Loaded	84	217	490	26	5	1
Empty	22	124	1101	118	4	1
Totals.	106	341	1591	144	9	2

POSITION OF COACHING STOCK AT 17.00 HOURS - 29th June 1945.

STATION.	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	General D	Test DU	TOTAL.
Gen. Prigmolo	4	21	12	30	87	30	1	31
Gen. Principe	1	2	1	9	13	3	4	7
Ronco				4	4	1		1
Voghera				8	8	2		2
Castellazzo			2	1	3	1		1
Rivalta				1	1	1		1
Scapiordanena						14	1	15
Drusasna			1	9	10	2		2
Novi G.				1	1			
Savona		2	2	12	16	2	1	3
Totals	5	25	18	95	143	56	7	63
In transit at 17.00 hours			6	33	39	8		8
Gross Totals	5	25	24	128	182	64	7	71

TRAINS RUN - 29th June 1945.

SECTION.	PASSENGERS Milit.	CIVILIAN Cdy	Spl	GOODS Milit.	CIVILIAN Cdy	Spl	LIGHT LOCOS	MATERIAL & FOREMEN
G.Prigmolo-Alessa.	2	9		2	5			
" -Novi		2						
" - Voghera		8			1			
" - Ronco		2						2
" -Acqui		5			2			
" -Ovada		2						
" -Savona		10			5			
" -Bogliasco		12						
Arquata-Alessandria					1			
Voghera-Brescana		8						
Alessa.-Divia Tortona		2						

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Gen. Brignole	4	21	12	50	87	30		1	31
Gen. Principe	1	2	1	9	13	3		4	7
Ronco				4	4	1			1
Voghera				8	8	2			2
Castellazzo			2	1	3	1			1
Rivalta				1	1	1			1
Sampierdarena						14		1	15
Brossasco			1	9	10	2			2
Novi C.				1	1				
Savona		2	2	12	16	2		1	3
Totals	5	25	18	95	143	56		7	63
In transit at 17.00 hours			6	33	39	8			8
Gross Totals	5	25	24	128	182	64		7	71

TRAINS RUN - 29th June 1945.

SECTION.	PASSENGERS Milit.	CIVILIAN Cdy	CIVILIAN Spl	GOODS Milit	CIVILIAN Cdy	CIVILIAN Spl	LIGHT LOCOS	MATERIAL & FOREMEN
C.Brignole-Alass.	2	9		2	5			
" -Novi		2						
" - Voghera		8			1		2	
" - Ronco		2						
" -Acqui		6			2			
" -Ovada		2						
" -Savona		10			5			
" -Bogliasco		12						
Arquata-Alessandria					1			
Voghera-Brossasco		3						
Alessa.-Divio Tortona		2						
Novi - " "		12						
" -Pozzolo							6	
Savona-S. Giuseppe		9						
Ovada-Castellazzo		4						
Ronaglia- La Spezia		2						
Voghera-S. Nicolo		2						
Bolzaneto-Acqui					4			
Sampierd.- Alessandria					1			
Local Trains					5			

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Military Railway Services, GENOVA.
30th June 1945.

Declassified E.O. 12356 Section 3.3/NND No. 782021

TRANSLATED VERSION.

MORNING POST (IN AT 07.00 HOURS - 30th June 1945.

ABNORMALITIES. The strong sea storm of yesterday washed out some earth in the section VARAZZE - CHIAVARI at the point of the deviation at 31 Km. Trains ran regularly and were piloted. There were no delays. An unannounced ballast train for the Porto Servino will be offloading stones at this point this morning between 08.00 and 12.00 hours.

RUNNING OF PASSENGER TRAINS. - Trains for Allied Command--regular. Regular also for Western Riviera and for ACQUI line except train 1177 which arrived at BRIGNOLE 46 minutes late owing to a late start from ACQUI waiting connection from NIZZORETO. Usual delays of about 30/35 minutes from the Western Riviera due to speed restrictions, with the exception of train No.1415 which arrived at BRIGNOLE 63" late, of which 8" were lost at GENOVA PEGLI for adjusting gang-ways and 75" at CESTRI PONENTE for locomotive requirements.

Delays of 20/25 minutes from ALESSANDRIA and VOGHERA due to the usual speed restrictions, passengers, loading and unloading, single line working and the speed limitation of 50 Km per hour.

The following delays are quoted:-

3311 arrived 43" late - 24" at ARQUATA connection 7811.
1053 VOGHERA arrived 62" late - 28" prior to reaching VOGHERA- 12" at ARQUATA connection 6130 and 11" at GENOVA P.P. connection 1051.

1051 bis ALESSANDRIA arrived 78" late - 62" late start from ALESS., and 25" at SERRAVALLE connection 7750.

11 arrived 69" late - 37" late start ex ALESSANDRIA.
5 " 52" " - 25" " " " and 25" at ARQUATA connection 175.

173/5 VOGHERA arrived 72" late - 6" at VILLALVERNIA and 4" at GAVIANO due to locomotive slipping- 23" at ARQUATA connection 2813 and 6" at ISOLA DEL CANTONE connection 1052.

PATRONICATION OF PASSENGER TRAINS. Normal for Western and BOGLIASCO. Heaviest from and to the North.

DISTRIBUTION OF ROLLING STOCK. - Requirements for distribution and despatch of rolling stock to depots met. 160 OPEN wagons required for the loading of coal were forwarded to S. Giuseppe di Cairo, via GENOVA - OVADA for four additional trains. Another 40 OPEN wagons were forwarded to VOGHERA for local needs and distribution.
40 COVERED wagons are still on hand at TRIESTE for the loading of ANCO for ALLIED COMMAND.
1 20% No. 694045 loaded with a CISTERN is still on hand at S. BENIGNO for load shifted.
The loading of grain which was to take place at IMPERIA, has been effected in the DOCKS (Darsena) at S. LIMBANIA by transferring the COVERED empties to the DOCKS, owing to the difficulties of loading at the PIER due to rough seas.
One trip (unannounced) was run from XXXXXXXXXX S. BENIGNO to SAMPIERDARENA at 19.40 hours conveying 10 empty drums - VALDO - 2 PETROL COMO - 9 PETROL ROGORESO - 1 EMPTY BRIGNOLE - 1 EMPTY SAMPIERDARENA - 403 TONS.

ARRIVALS AT BRIGNOLE:-

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usual speed restrictions, passengers, loading and unloading, single line working and the speed limitation of 50 Km per hour.

The following delays are quoted:-

3311 arrived 43" late - 24" at ARQUATA connection 7811.
1053 VOGHERA arrived 62" late - 28" prior to reaching VOGHERA- 12" at ARQUATA connection 6180 and 14" at GENOVA P.P. connection 1051.
1051 bis ALESSANDRIA arrived 78" late - 62" late start from ALESS., and 25" at SERRAVALLE connection 7750.
11 arrived 60" late - 37" late start ex ALESSANDRIA.
5 " 52" " - 25" " " " " and 25" at ARQUATA connection 175.
175/5 VOGHERA arrived 72" late - 6" at VILLALVERNIA and 4" at CASSANO due to locomotive slipping- 23" at ARQUATA connection 2818 and 6" at ISOLA DEL CANTONE connection 1052.

PATRONISATION OF PASSENGER TRAINS. Normal for Western and BOGLIASCO. Heaviest from and to the North.

DISTRIBUTION OF ROLLING STOCK. - Requirements for distribution and despatch of rolling stock to depots met. 150 OPEN wagons required for the loading of coal were forwarded to S. Giuseppe di Cairo, via GENOVA - OVADA for four additional trains. Another 40 OPEN wagons were forwarded to VOGHERA for local needs and distribution.

40 COVERED wagons are still on hand at TRIESTE for the loading of ANNO for ALLIED COMMAND.

A POZ No. 694049 loaded with a CISTERN is still on hand at S. BENIGNO for load shifted.

The loading of grain which was to take place at TERAMO, has been effected in the DOCKS (Darsena) at S. LIMBANIA by transferring the COVERED empties to the DOCKS, owing to the difficulties of landing at the PIER due to rough seas.

One trip (unannounced) was run from PORTLEMARMEX S. BENIGNO to SAMPIERDARENA at 19.40 hours conveying 10 empty drums - VADO - 2 PETROL GOMO - 9 PETROL ROCCHETTO - 1 EMPTY BRIGNOLE - 1 EMPTY SAMPIERDARENA - 403 TONS.

The following trains started from S. BENIGNO LIMBANIA to BRIGNOLE:-

1st train (Unannounced) at 18.15 hours with 15 Flour for MILANO.
2nd " " " 20.05 " " 10 " " " - 3 SCRAP IRON MUSALLA - 1 EMPTY for FRASCO GRIGNOLINO - 1 EMPTY for VOLTRI.

Train run from SAMPIERDARENA.
7506 at 22.34 - 54" delay - With 25 FLOUR MILANO - 730 Tons.
7734 " 00.42 - 16" " - " 1 perishables ALESSANDRIA, 1 perishables ASTI, 5 PETROL TORINO, 7 Petrol MILANO, 15 perishables MILANO and 1 COAL MONZA - 736 Tons.
7740 at 01.40 - Scheduled.- With 2 Various ALESSANDRIA, 5 Empty POSs TORINO, 7 FLOUR TORINO, 2 Petrol GOMO, 9 Petrol for ROCCHETTO, 1 Scrap from TORINO, 2 Flour MILANO - 690 Tons.

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Declassified E.O. 12356 Section 3.3/NND No. 780021

TRANSLATED VERSION.

MORNING POSITION AT 07.00 HOURS - 29th JUNE 1945.

RUNNING OF PASSENGER TRAINS. - Train for Allied Command - regular, also BORDIGHERA trains and ARQUI - OVADA trains. Usual delays of about 20/25 minutes from West Riviera and from ALESSANDRIA-VOGHERA owing to speed restrictions, passengers loading and unloading, single line working and speed limitation of 30 KM per hour. The heaviest delays were suffered by the following trains:-

Train 1051 Bis arrived 68" late - 60" ex ALESSANDRIA.
" 1053 " 52" " - 28" ex VOGHERA - 13" at Stupinigi-Moncrona detaching one wagon.
" 11 " 80" " - 28" ex VOGHERA.
" 9777 " 106" " - 50" ex VOGHERA -23" TORTONA pass and unloading - 9" ARQUATA waiting connection 7936 - 12" ISOLA waiting motives
" 5 " 67" " - 35" ex ALESSANDRIA - 14" PREGARIOLO waiting connection No.12.
" 5 Bis 175 " 91" " - 14" ex VOGHERA -45" ARQUATA waiting connection 5.

Train 1177 suffered a 63" delay at ARDA owing to defective locomotive and the breakage of a coupling on a loaded baggage van. Sent for repairs at 22 hours - locomotive arrived from CAMPOLIGURE at 22.24. Train 1177 arrived at ARDA at 21.43, departed again at 22.52, arrived at Gen. BRIGNOLE at 0.03 hours - 98" late for passenger service, loading and unloading at stations.

PATROLLING OF PASSENGER TRAINS. - Normal for the Western and for BORDIGHERA - Heaviest Iron and to the North.

DISTRIBUTION OF ROLLING STOCK. - Net requirements of distribution of empties and transfer of rolling stock to depots. Balance of loads not moved by scheduled trains were forwarded by additional trains. Two trains of empties sent from Genova SESTRI to VOGHERA and to TORTONA line for distribution. OPEN WAGONS stabled at Gen. BRIGNOLE and COVERED REFRIGERATORS stabled at GENOVA QUINTO depots were concentrated at Gen. BRIGNOLE and at S. LIMBANIA. 40 COVERED wagons forwarded from SAVONA to Gen. BRIGNOLE - 40 wagons staged at BOLZANETO for loading by the Allied Command on the morning of 28th June 1945 were forwarded to PRANTA for the loading of ammunition. They are now on hand there. A POS No.694049 was sent to S. BENIGNO to be loaded at the GENAILA Quay with a cistern.

The following wagons were forwarded from S. BENIGNO :-

1st trip at 17.55 - 16 empty cisterns for CAMPIGLIA Squadra Rialzo (W/Shops) - 2 Iron SESTRI - 360 tons.
2nd " " 19.15 - 20 empty drums for VADO - 2 Scrap CAMPIGLIA - 5 Wesson Nuts for ROMANO - 417 Tons.
3rd " " 20.45 - 16 earth clay for BOLZANETO - 467 Tons.
4th " " 23.00 - 4 Scrap for BOLZANETO - 1 SESTRI - 1 BRIGNOLE - 1 ARDA fossil coal - 155 Tons.

Traffic ex S. LIMBANIA.
1st ~~Estimate~~ train 6199 - 18 flour SAVONA - at 21.30 hours.
2nd train (Not scheduled) - 12 flour SAVONA - at 22.35 hours.
Train 7738 marshalled for ALESSANDRIA with 13 wagons fruit and vegetables ex Western lines and 12 PETROL for ALESSIO from VADO -

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" 5 " 67" " - 35" ex ALESSANDRIA - 14" FRUGAROLO waiting connection No.12.

" 5 Mls 175 " 91" " - 14" ex VOGHERA -45" ARQUATA waiting connection 5.

Train 1177 suffered a 61" delay at RIVE owing to defective locomotive and the breakage of a coupling on a locked baggage van. Sent for repairs at 22 hours - locomotive arrived from GENEOLIGURE at 22.24. Train 1177 arrived at RIVE at 21.45, departed again at 22.52, arrived at Gen. BRIGNOLE at 0.03 hours - 68" late for passenger service, loading and unloading at stations.

PATRONISATION OF PASSENGER TRAINS. - Normal for the Western and for BOLZANETO - Heavier from and to the North.

DISTRIBUTION OF ROLLING STOCK. - Net requirements of distribution of empties and transfer of rolling stock to depots. Balance of loads not moved by scheduled trains were forwarded by additional trains. Two trains of empties sent from Genova SESTRI to VOGHERA and to TORTONA line for distribution. OPEN WAGONS stabled at Gen. SESTRI and COVERED REFRIGERATORS stabled at GENOVA QUINTO depots were concentrated at Gen. BRIGNOLE and at S. LIBERATA. 40 COVERED wagons forwarded from SAVONA to Gen. BRIGNOLE - 40 wagons staged at BOLZANETO for loading by the Allied Command on the morning of 28th June 1945 were forwarded to TRASTA for the loading of ammunition. They are now on hand there. A POZ No.694049 was sent to S. BENIGNO to be loaded at the SORALIA Quay with a cistern.

The following wagons were forwarded from S. BENIGNO :-

1st trip at 17.55 - 16 empty cisterns for SAMPIERDARENA Squadra Rialzo (W/Shops) - 2 from SESTRI - 360 tons.
2nd " " 19.15 - 20 empty drums for YADO - 2 Scrap SAMPIERDARENA - 5 Wagons fruits for ROMANO - 417 Tons.
3rd " " 20.45 - 16 earth clay for BOLZANETO - 467 Tons.
4th " " 23.00 - 4 Scrap for BOLZANETO - 1 SESTRI - 1 BRIGNOLE - 1 ALBA fossil coal - 155 Tons.

Traffic ex S. LIBERATA.
1st Express train 6159 - 18 flour SAVONA - at 21.38 hours.
2nd train (Not scheduled) - 12 flour SAVONA - at 22.35 hours.
Train 7738 marshalled for ALESSANDRIA with 13 wagons fruit and vegetables ex Western lines and 13 RETROZ for MILANO from YADO - 5 wagons of fruit for ROMANO and 6 wagons of GENERAL ex train 9467 - Complete load - 37 wagons - 900 Tons.
Train 64368/94788 from Genova BRIGNOLE to SAVONA - 30 wagons flour - 800 Tons - Departed at 0.30 hours.
Train 9430 from SAMPIERDARENA to YADO - 20 wagons empty drums and 5 cisterns - 424 Tons - Departed at 03.00 hours.
Train 9544/71488 Gen. BRIGNOLE - ALESSANDRIA - 16 for TORINO - 4 for SONDRIO - 5 for COMO - 6 BERGAMO all of FLOUR - 810 Tons-Departed 5.35.

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Moving Position for 18th June 1943 continued....

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS - 28th June 1943.

	REFRIGERATOR	BOX COVERED HIGH SIDES		FLATS	BOX	BOX/Cherbs.
Loaded	61	228	153	31	6	1
Empty	65	98	1225	98	8	1
Totals	126	326	1378	129	14	2

POSITION OF COACHING STOCK AT 17.00 HOURS - 28th June 1943.

	CARRIAGES First Comps A	AB	Second B	Third C	TOTAL	General D	Post PO	TOTAL.
Gen. Brigole	4	17	12	47	80	30	5	35
Gen. Principe	1	3	1	8	13	7		7
Sence				4	4	1		1
Voghera				6	6	5		5
Castellamare			2	1	3	1		1
Rivalta				1	1	1		1
Ravi C		1			1	-		-
Rumplerlarena					-	14	1	15
Tortona			1	1	2	1		1
Savona		4	1	12	17	4		4
Taranto			1	9	10	1	1	2
Totals	5	25	18	91	133	65	7	72
In transit at 17.00 hours			6	33	39	6		6
Gross Total	5	25	24	124	172	71	7	80

TRAINS RUN - 28th June 1943.

SECTION.	PASSENGERS MILITARY.	CIVILIAN Mdy.Incl	GOODS MILIT.	CIVILIAN Mdy.Incl	LIGHT LOCOS	MATERIAL & FORWARD
G. Brigole-Ilona.	2	9	1	5		
" -Ravi		2				
" -Voghera		6		1		
" -Sence		4				
" -Ravi		6		2		
" -Ovada		2				
" -Savona		10				
" -Taglinee		12				
Voghera - Brescania		6				
Alessa- Mylo Tortona		2				
Ravi- Viale Torino		12				

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Gen. Brigole	4	17	12	47	80	30	5	35
Gen. Principe	1	3	1	8	13	7		7
Busco				4	4	1		1
Voghera				8	8	5		5
Castellazzo			2	1	3	1		1
Alessandria				1	1	1		1
Novi C		1			1	-		-
Sampierdarena					-	14	1	15
Tortona			1	1	2	1		1
Savona		6	11	12	17	4	1	5
Brescia			1	9	10	1		1
Totals	5	25	18	91	139	65	7	72
In transit at 17.00 hours			6	33	39	8		8
Green Total	5	25	24	124	178	73	7	80

TRAINS RUN - 28th June 1945.

SECTION.	PASSENGERS MILIT.	PASSENGERS CIVILIAN Ody. Spcl	GOODS MILIT.	GOODS CIVILIAN Ody. Spcl	LIGHT LOCOS	MATERIAL & OTHERS
G. Brigole-Ilasa.	2	9		1 5		
" -Novi		2				
" -Voghera		6		1		
" -Busco		4				
" -Novi		6		2		
" -Ovada		2				
" -Savona		10				
" -Voghera		12				
Voghera - Brescia		6				
Alessa- Nivio Tortona		2				
Novi- Nivio Tortona		12				
" - Ventole		6				
Savona - St Giuseppe		9				
Ovada- Castellazzo		4		2		
Ventole- La Spezia				2		
Sampierdarena-Voghera				1	1	
S. Lierbale-Savona				1		
Sampierdarena-Vado			1 (Refugees)	4	1	
" -Savona						
Local trains				8		

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Military Railway Services,
GENOVA. 29th June 1945.

Declassified E.O. 12356 Section 3.3/NND No. 782021

TRANSLATED VERSION.

MORNING REPORTS AT 07.00 HOURS - 20th JUNE 1945.

ACCIDENTS - As a result of the sudden opening of a carriage door of passenger train No. EV 164 Bis (tri-weekly to Voghera) between IMOLA and ARQUATA, one passenger fell out of the train and was killed, and another two persons were injured.

RUNNING OF MILITARY AND PASSENGER TRAINS. - The Military trains for MILANO ran according to schedule. Regular running for both Riviera and for ACQUI lines. On the Western delays of about 30/40 minutes occurred to trains due to speed restrictions, loading and unloading and pas engers. On ACQUI lines the only heavy delay was suffered by train 1177 due to waiting connection from ALESSANDRIA. The usual delays from and to the North were increased owing to the speed limitation of 50 KM per hour.

It is noticed that trains suffer delays of about 4 to 6 minutes at all stations for passengers. The heaviest delays for this date are as follows:-

Train 1051 Bis - from ALESSANDRIA - 57" waiting connection.
11 - " " - 27" " " - 54" at IMOLA waiting section - arrived 30' late at BOLOGNA.
9577 - VOGHERA - 54" ex VOGHERA waiting instruction from National Liberation Committee - 10" at ARQUATA for loading and unloading - arrived 1'8" late at BOLOGNA.
175/5 - 20" ex VOGHERA waiting connection from BRESCIA - arrived BOLOGNA 139" late having suffered heavy delays at all stations, for passengers.
5/5Bis - 57" ex ALESSANDRIA waiting connection - 43" at ARQUATA crossing 1052 and in respect of 175 - arrived at BOLOGNA 167" late.

Train EV 164 Bis suffered a delay of 20" owing to the accident to passengers mentioned above, and 10" at ARQUATA adjusting brakes.

DISTRIBUTION OF ROLLING STOCK. - Provided BOLOGNA with 40 OPEN wagons for the loading of ammunition during the day but the loading was not effected.

S.BENIGNO, S.LIBERATA and Genova BOLOGNA requirements of rolling stock were met by a train of FIFTY OPENS from Gen. GENVI and a train of COVERED (NG) from QUINTO.

A train of 40 COVERED wagons was run from ALESSANDRIA to Genova BOLOGNA. 6 trips were run from S.BENIGNO to SAMPIERDARENA - On the whole 104 wagons were handed, of which 73 were destined for the North.

12 wagons of petrol from VADO have arrived at MILANO, they were conveyed by 7738 - 13 wagons of material ex S.BENIGNO were also conveyed on this train.

In order to continue the moving of Military and civil traffic, in view of the delay to trips from S.BENIGNO and as delays on Western trains, instead of running trains 7806 and 7812, trains Nos. 7812and 7738 were run xxxx and departed at 1.10 hours and 1.40 hours with 115" and 44" delay respectively, and were unwhalled as follows:-

7812 - 16 wagons perishables (ex military traffic) - 250 tons.
7738 - 2 perishables - 12 petrol MILANO - 13 material for ROMANO 675 T.

The loading of flour at Gen. SAMPIERDARENA was conveyed by trains 9540/7745 - load 15 FLOUR en route MILANO and completed with 5 wagons

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Train 1051 Bis - from [illegible] - 57" waiting connection.
11 - " " - 27" " " - 54" at
[illegible] waiting section - arrived 92" late at [illegible].
9577 - [illegible] - 54" ex [illegible] waiting instruction from National Liberation Committee - 10" at [illegible] for loading and unloading - arrived 110" late at [illegible].
175/5 - 20" ex [illegible] waiting connection from [illegible] - arrived [illegible] 139" late having suffered heavy delays at all stations, for passengers.
5/5Bis - 57" ex [illegible] waiting connection - 49" at [illegible] crossing 1052 and in respect of 175 - arrived at [illegible] 167" late.
Train IV 164 Bis suffered a delay of 20" owing to the accident to passengers mentioned above, and 19" at [illegible] adjusting brakes.

DISTRIBUTION OF ROLLING STOCK. - Provided [illegible] with 40 open wagons for the loading of ammunition during the day but the loading was not effected.
S.[illegible], S.[illegible] and Genova [illegible] requirements of rolling stock were met by a train of [illegible] from Gen. [illegible] and a train of COVERED (Mg). from [illegible].
A train of 40 COVERED wagons was run from [illegible] to Genova [illegible]. 6 trips were run from S.[illegible] to [illegible] - On the whole 104 wagons were hauled, of which 13 were destined for the North.
12 wagons of petrol from VADO have arrived at MILANO, they were conveyed by 7730 - 13 wagons of material ex S.[illegible] were also conveyed on this train.
In order to continue the moving of Military and civil traffic, in view of the delay to trips from S.[illegible] and ~~xx~~ delays on Western trains, instead of running trains 7806 and 7812, trains Nos. 7812 and 7738 were run ~~xxx~~ and departed at 1.10 hours and 1.40 hours with 119" and 44" delay respectively, and were marshalled as follows:-

7812 - 16 wagons perishables (no military traffic) - 250 tons.
7738 - 2 perishables - 12 petrol MILANO - 13 material for ROMANO-675 T.
The loading of flour at Gen. TERALBA was conveyed by trains 9540/7748 - Load 15 FLOUR en route MILANO and completed with 5 wagons containing general goods.
Train 9542/7750 - 27 wagons - [illegible]. The wagons of flour loaded at S. [illegible] to NAPOLI were forwarded by 9594/9432 ; 35 wagons containing empty petrol drums were forwarded to VADO by train 9414.

FOR ALLIED CONSUMPTION. - 272 OPEN wagons have arrived at S.Giuseppe up to yesterday. [illegible] advises that it is difficult to provide others owing to the shortage of stock arriving in that Compartimento.
S.Giuseppe advises receipt of 330 WAGONS, of which 5583 are to be delivered for loading this morning, 28th leaving 230 wagons on hand.

POSITION OF ROLLING STOCK PER BOARDING AT 17.00 HOURS - 27th June 45.

	REFRIGERATORS	COVERED	HIGH SIDES	FLATS	POZ	POZ/Shorts.
Loaded	48	180	472	20	4	1
Empty	69	102	1240	105	43 13	1

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Morning Position for 28th June 1945 continued.....

	RIFRIG PORS COVERS	HIGH SIDES	FLATS POS	POS/Shorts.	
Gross Totals.	117	252	1712	125	17 2

POSITION OF COACHING STOCK AT 17.00 HOURS - 27th June 1945.

STATION.	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Gen. Brignole	3	17	12	36	68	36	5	41
Gen. Principe	1	3		3	7	4	4	8
Ronco				4	4	1		1
Voghera				10	10	4		4
Castellazzo			2	1	3	1		1
Rivalta				1	1	1		1
Savona		4	1	10	15	4		4
Novi C.				1	1			
Sampierdarena						14	1	15
Brezzana			1	9	10	2		2
Total	4	24	16	75	113	67	10	77
In transit at 1700 hours			6	33	39	8		8
Gross Total	4	24	22	108	152	75	10	85

TRAIN RUN - 27th June 1945.

SECTION	PASSENGERS Milit.	CIVILIAN Ordy-Spcl	GOODS Milit.	CIVILIAN Ordy-Spcl	LIGHT LOCOS	MATERIAL & TORPEDO
S.Brignole-Alessandria	2	10	2	8		
" -Novi		2				
" -Voghera		10		2		
" -Ronco		4				
" -Acqui		6		2	1	
" -Ovada				1	1	
" -Savona		10		5		
" -Voglinasco		12				
Voghera -Brezzana		6				
Alessa -Rivio Tertona		2				
Novi - " "		12				
" -Pozzolo		6				
Savona -S. Giuseppe		9				
" -Noli		4				
Ovada -Castellazzo		4				
Ronaglia -La Spezia		2				
Voghera -S. Riccio		2				
Savona -Vado Ligure				2		
S. Novi -Brignole				1		
Local Trains				12		

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Savona	4	1	10	12	6			
Novi C.			1	1				
Ventimiglia					14	1	15	
Breglia		1	9	10	2		2	
Total	4	24	16	75	119	67	10	77
In transit at 1700 hours			6	33	39	9		8
Gross Total	4	24	22	108	158	76	10	85

TRAINS RUN - 27th June 1945.

SECTION	PASSENGERS Mtly.	PASSENGERS CIVILIAN Ordy-Spcl	GOODS Mtly.	GOODS CIVILIAN Ordy-Spcl	LIGHT LOCOS	MATERIAL & TOFFICE
S.Brignolo-Alessandria	2	10	2	8		
" -Novi		2				
" -Voghera		10		2		
" -Ronco		4				
" -Acqui		6		2	1	
" -Ovada				1	1	
" -Savona		15		5		
" -Voghiasco		12				
Voghera -Brescanna		8				
Alessa -Rivo Ligure		2				
Novi - " "		12				
" -Pozzolo		6				
Savona -S. Giuseppe		9				
" -Noli		4				
Ovada -Castellazzo		4				
Ventimiglia -La Spezia		2				
Voghera -S. Nicolo		2				
Savona -Vado Ligure				2		
S. Novi -Brignole				13		
Local Trains						

Military Railway Services.:
Genova. 28th June 1945.

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T/rgs.

Declassified E.O. 12356 Section 3.3/NND No. 780021

TRANSLATED VERSION.

MORNING POSITION AT 0700 HOURS ON 27TH JUNE 1943.

RUNNING OF PASSENGER TRAINS.

Regular running for Allied Command, Reglionco and Acqui trains. Delays of about 30/35" from the West Riviera due to the usual causes. Train 9577bis arr. at Brignole 61" late of which 27" due to speed restrictions, 14" at arr. at Brignole 61" late of which 27" due to speed restrictions, 14" at Varazze for person or traffic and crossing 9454 and 20" for loading and unloading.
The following delays were suffered by the North trains; due in part to speed restriction, passenger service, loading and unloading, single line working and spe restriction of 30km.
3111 - arr. 21" late at Brignole, of which 5" ex Revi, 7" at Genoa for comm- 2614.
1031 - " 66" " " " " " 35"ex Alessandria.
1093 - " 81" " " " " " 28" ex Voghera.
31 - " 45" " " " " " 20" " Alessandria.
9577 - " 76" " " " " " 19" " Voghera, 12" Isola crossing 7776,19"Arquata,unloading.
5 - " 102" " " " " " 35" ex Alessandria, 14"Sampierdn. damaged locos.,14"Rivarolo for unloading.
179/5bis- 110" " " " " " 7" ex Voghera,15"Savona cons. 4336, 42" Arquata crossing1452.

PARTICIPATION OF PASSENGER TRAIN.

Normal for Reglionco and Pentasm. Heaviest traffic on the North.

DISTRIBUTION OF ROLLING STOCK.

All requirements for distribution of empties met. 32 high sliders forwarded from Belsunetto to the depot at Sampierdn. 8 Damaged wagons forwarded from Alessandria to Voghera workshops.
S.Ambrogio effected the following trips to Brignole:-
1st Trip- 14 wagons Ballast and sweepings for Voltri,2 Empty Acqui.
2nd " - 25 wagons Flour Savona.
From S.AMBROGIO TO SAMPIERDARENA:-
1st Trip- 14 wagons Earth Belsunetto - tonnage 390
2nd " - 16 Petrol Milano T.T. " 434
3rd " - 10 Scrap Iron Genoa T. and Sampierdn.238
Vado despatched 5 pleterns and 8 wagons containing Petrol for Milano which went forward from Savona on train 9462.
Wagons of flour were loaded at Torrelba yard.
The following trains were run:-
9536/942- Genova P. - Savona with 25 wagons flour, 6 Gx and 4 (rolling stock for train 9437 tomorrow), 1 wagon household goods. Completed train to Savona - 930 tons.
7736 Sampierdarena-Alessandria with 37 wagons, 8Ottons of which 13 Petrol, 5 Fruit, 4 Various Milano, 10 Torino, 3 Alessandria, 1 Norbaro, 2 Savona and 1 Fruit Asti.
9536/7746 Genova P.- Alessandria with 29 wagons flour, 780 tons of which 16 Milano, 5 Savona, 3 Como, 3 Busto Arsizio and 3 Lendrio.
9546/7746(same portion) with 3 wagons flour, 93tons of which various and 5 Savona, plus 16 Petrol Milano, 422tons. Total tonnage 661.
From 1555 hours yesterday Electric Traction circulation was restored between Savona and Vado. At the latter station the 2nd and 3rd tracks were electrified. As from today direct trains Nos. PT 2814/2814/ and 7793/7791/7971/

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11	-	"	65"	"	"	"	"
9977	-	"	76"	"	"	"	"
5	-	"	102"	"	"	"	"
175/5tns	-	116"	"	"	"	"	"

2" ex Alessandria.
15" " Voghera, 12" Isole orders 7776,19" Sampierdo.unloading.
35" ex Alessandria, 18"Sampierdo. damaged locom.,14"Trinitio for unloading.
7" ex Voghera,15"Stazzano comp. 4336, 42" Arquata arr.dep.1052.

PATHFINDING OF PASSENGER TRAINS.

Normal for Voghinese and Western. Heavier traffic on the North.

MAINTENANCE OF ROLLING STOCK.

All requirements for distribution of empties met. 52 High sides forwarded from Belmonte to the depot at Cogoleto. 8 Damaged wagons forwarded from Alessandria to Voghera workshops.
S.Lucania effected the following trips to Trigoria:-
1st Trip- 14 wagons Ballast and sweepings for Voltri,2 Empty Depot.
2nd " - 23 Wagons Flour Savona.
From S.LUCANIA TO CAMPIGLIONE:-
1st Trip- 14 wagons earth Belmonte - tonnage 398
2nd " - 16 Petrol Milano P.D. " 436
3rd " - 10 Scrap Iron Vestal T. and Sampierdo.230
Yoho despatched 5 Cisterns and 3 wagons containing Petrol for Milano which went forward from Savona on train 9452.
Wagons of flour were loaded at Savona yard.
The following trains were run:-
9536/9420 Genova R. - Savona with 25 wagons Flour, 5 Cs and 4 (rolling stock for train 9437 tomorrow), 1 wagon household goods. Completed train to Savona - 930 tons.
7736 Sampierdarena-Alessandria with 37 wagons, 8 tons of which 13 Petrol, 2 Fruit, 2 Various Milano, 10 Marina, 3 Alessandria, 1 Torbara, 2 Savona and 1 Fruit Asti.
9536/7746 Genova R.- Alessandria with 29 wagons Flour, 780 tons of which 10 Milano, 5 Savona, 3 Oleo, 6 Busto Arsizio and 3 Sondrio.
9540/7746(same section) with 9 wagons Flour, 239tons of which various and 5 Savona, plus 16 Petrol Milano, 432tons. Total tonnage 961.
From 1553 hours yesterday Electric Traction circulation was restored between Savona and Voho. At the latter station the 2nd and 3rd tracks were electrified. As from today direct trains Nos. IT 2814/2814/ and 7793/7792/7171/ 9599 to Milano will not run on Wednesdays.
150 Open empties for loading of coal have been placed at S.Giuseppe, a further 110 are in transit.

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POSITION OF ROLLING STOCK FOR ROSTER AT 1700 HOURS, 26[illegible] 1945.

	Self Dumpers.	Covered.	High sides.	Tanks.	Flats.	Cattle.	Others.
Loaded	62	228	336	22	7		1
Empty	82	178	1493	98	9		1
Totals	144	406	1831	120	16		2

[illegible] 2

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Evening position at 0700 hours on 27th June 1945 (continued).

POSITION AT 0700 HOURS ON 28TH JUNE 1945.

SECTION.	PASSENGER Mil.	PASSENGER Civilian Ordy.	PASSENGER Civilian Spl	GOODS Mil.	GOODS Civilian Ordy.	GOODS Civilian Spl	LIGHT ENGINES	SPECIAL & WORKING
Genova S.-Ventimd.	2	8	-	2	3			
" -Novi		2						
" -Tortona		6			1			
" -Acqui		4						
" -Arquata		7			1			
" -Arvada		2			1			
" -Savona		10			1			
" -Voghiera		12						
" -S.Stefano					2			
" -Sampierdn.					2			
Valmaneto- "					4			
S.Benigno- "					3			
Alessa. -Arquata					1			
Voghera -Tortona		8						
Alessa. -S.Tortona		2						
Novi - "		10						
Novi -Pozzolo		6						
Savona -S.Giuseppe		13						
" -Vado					1		3	
Ovada -Ovadallesco		4						
Novi Lig -La Spezia		2						
Portedeo.-Ventimd.					1			
Arquata -Voghera					1			

POSITION OF SHUNTING STOCK AT 1730 HOURS ON 26TH JUNE 1945.

STATION	PASSENGER First Compo A	PASSENGER First Compo AB	PASSENGER Second B	PASSENGER Third C	TOTAL	BAGGAGE VANS General D	BAGGAGE VANS Post DP	TOTAL
Gen. Brignole	4	17	12	40	73	33	7	40
Gen. PP	1	4	1	7	13	3	4	7
Ventimd.	-	-	-	6	6	2	-	2
Voghera	-	1	-	9	10	3	-	3
Ovadallesco	-	-	2	1	3	1	-	1
Novi Lig.	-	-	-	1	1	1	-	1
Sampierdarena	-	-	-	-	-	14	1	15
Savona	-	2	2	21	25	4	-	4
Savona Sq.	-	-	2	8	10	2	-	2
Novi S.	-	-	-	1	1	-	-	-
Total	5	24	19	82	130	62	12	74
In transit at 1730 hrs	-	-	6	13	30	8	-	8

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"	-S.Lorenzo				2			
"	-Sampierdar.				2			
Bolzaneto-	"				4			
S.Quirico-	"				3			
Alessa.	-Arquata							
Voghera	-Brancaccio	8						
Alessa.	-S.Bertana	2						
Novi	- "	16						
Novi	-Pozzolo	6						
Serravo	-S.Giuseppe	13						
"	-Rado				1		3	
Ovada	-Serbellanzo	4						
Vezeglia	-La Spezia	2						
Pontedec.	-Bacolla				2			
Arquata	-Voghera				1			

POSITION OF CASUALTIES EVACUATED AT 1700 HOURS ON 26TH JUNE 1945.

STATION	CASUALTIES Field A	Corps AT	Second B	Third C	TOTAL	BASE Second D	Fast DU	TOTAL
Gen. Brignole	4	17	12	40	73	33	7	40
Gen. PP	1	4	2	7	13	3	4	7
Ronco	-	-	-	6	4	1	-	1
Voghera	-	1	-	9	10	1	-	1
Montallanzo	-	-	2	1	3	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Sampierdarena	-	-	-	-	-	14	1	15
Savona	-	2	2	11	15	4	-	4
Arenzano	-	-	2	8	10	2	-	2
Novi G.	-	-	-	1	1	-	-	-
Totals	5	24	19	82	130	62	12	74
In Genefit at 1700hrs	-	-	6	33	39	8	-	8
General Totals	5	24	25	115	169	70	12	82

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Genova. 27th June 1945. MILITARY RAILWAY SERVICE, GENOVA.

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TRANSLATED VERSION.

MORNING POSITION AT 0700 HOURS ON 26TH JUNE 1943.

ABNORMALITY: Train 139 suffered 53' delay at VOLTRI due to damage to locomotive. A reserve locomotive was asked for at 2203hours and at 2216hours the locomotive of train 3452 departed from GENOA to be utilised as reserve locomotive and arrived at VOLTRI at 2233hours. Train 139 dep. from VOLTRI at 2235 hours and arr. 105' late.

RUNNING OF PASSENGER TRAINS.

Regular running of Military trains for Allied Command from and to Alessandria. Regular running for Voghera trains and light delays on Acqui-Ovada-Genova line. Usual delays of about 30/40' for the western trains, and of 20/25' for the trains from Alessandria and Voghera, due to speed restrictions, loading and unloading and passenger service. Exceptions for the following trains:
3311 - Arr 42' late of which 13' at Isola waiting Comm. 2814, 9' at Ronco waiting comm. 7918,
5bis- Arr 83' late of which 34' ex Alessandria, 36' at Arquata crossing 2814 and 7758.
1053 - Arr 101' late of which 28' ex-Voghera, 47' at Stazzano and 29' at Arquata waiting section.
11 - Arr 100' late ex Alessandria; 11' at P.Ticinese due to unloading overloaded baggage van.
11bis- Arr 178' late of which 112' ex Alessandria and remainder at other stations for unloading and passenger service.
5 - Arr 104' late of which 64' ex Alessandria, 22' at Arquata crossing 1052.
5bis/5ter- Arr 136' late of which 106' ex Alessandria, 15' at Serravalle crossing 1052.
175/5bis - Arr 72' late of which 21' ex Voghera, 14' at Arquata crossing 1196.
175bis/5quater- Arr 54' late of which 25' at Arquata waiting comm.5bis.

FACILITATION OF PASSENGER TRAINS.

Heaviest for the North. Normal for western and Voghera.

DISTRIBUTION OF ROLLING STOCK.

All requirements for distribution of empties met and rolling stock sent to depots. The following trips were run from S.Benigno:-
1st Trip - 20 Petrol Milano, 1 Grain Milano, 1 Grain Como.
2nd " - 13 Miscellaneous to Milano.
3rd " - 10 Iron Castri P. and 2 wagons to Sez pierdarena for repairs.
15 Wagons for Torino arrived from Savona by train 9467. The following traffic also arrived by this train: 1 Voghera, 1 Acqui, 2 S.Frignole, 1 Campierdarena (all perishables) plus 11 wagons petrol for Milano.
Train 7806 comprised of: 1 Baggage Van, 14 Fruit Torino, 13 Miscen Cats Milano, (Total 28 wagons, 56 axles, 472 tons) departed 0030 hours.
Train 7812 was composed of: 1 Baggage van, 1 Grain Como, 1 Flour Milano, 31 Petrol Milano, 1 Paper Torino and 1 Voghera.Load: 35 Wagons, 72 axles 895 tons. Departed 0815 hours.
The wagons for Torino and Voghera were added for the purpose of strengthening the braking power. The Voghera wagons were to be detached at Arquata. It was not possible to utilise the "Miscen" wagons for Milano for braking power on account of their weight and the limit of axles.
Train 7810 was the first train to carry 900 tons and the Regional

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31bis- Arr 83" late of which 34" ex Alessandria, 35" at Arquata crossing 2814 and 7750.
1033 - Arr 161" late of which 28" ex Voghera, 47" at Stradano and 29" at Arquata waiting section.
11 - Arr 100" late ex Alessandria; 11" at P.Ricaldone due to unloading overloaded baggage van.
11bis- Arr 176" late of which 112" ex Alessandria and remainder at other stations for unloading and passenger service.
5 - Arr 104" late of which 64" ex Alessandria, 20" at Arquata crossing 1032.
5bis/5ter- Arr 136" late of which 106" ex Alessandria, 15" at Serravalle crossing 1031.
173/5bis - Arr 71" late of which 21" ex Voghera, 14" at Arquata crossing 1396.
175bis/5quater- Arr 54" late of which 25" at Arquata waiting secn.5bis.

PATROLLATION OF PASSENGER TRAINS.

Reserved for the North. Normal for western and Ligurian.

DISTRIBUTION OF EMPTIES DEPOT.

All requirements for distribution of empties met and rolling stock sent to depots. The following trips were run from S.Benigno:-
1st Trip - 20 Petrol Milano, 1 Grain Milano, 1 Grain Como.
2nd " - 13 Miscellaneous to Milano.
3rd " - 10 Iron Sestri P. and 2 wagons to Casa pierdarena for repairs.
15 Wagons for Torino arrived from Savona by train 9407. The following traffic also arrived by this train: 1 Voghera, 1 Acqui, 2 S.Brignole, 1 Casapierdarena (all perishables) plus 11 wagons petrol for Milano.
Train 7806 comprised of: 1 Baggage van, 24 Fruit Torino, 13 Misson Bute Milano, (Total 43 wagons, 96 axles, 472 tons) departed 0038 hours.
Train 7812 was composed of: 1 Baggage van, 1 Grain Como, 1 Flour Milano, 31 Petrol Milano, 1 Paper Torino and 1 Voghera.Land: 36 Wagons, 72 axles 695 tons. Departed 0215 hours.
The wagons for Torino and Voghera were added for the purpose of strengthening the braking power. The Voghera wagons were to be detached at Arquata. It was not possible to utilize the "Diamon" wagons for Milano for braking power on account of their weight and the limit of axles.
Train 7812 was the first train to carry 900 tons and the Electrical Dept. was advised to provide an escort.
The Superintendent of Transport Torino and the Station Master of Alpe. were requested by the Allied Command to concentrate 500 empty (open) high-sider wagons at S.Giuseppe for loading coal. At S.Giuseppe depot 49 open empties are staged. Torino has arranged the re-direction of 3 trains (about 150 wagons) during the night. 25 Wagons, containing machinery parts, have arrived from the North for the Ansaldo workshops and have been sent to Belcaneto to be forwarded to the Ansaldo.

ROLLING STOCK FOR LOADING AT 1700 HOURS, 25TH JUNE 1945.

	Refrigerators.	Covered.	High sides.	Flats.	20T.	30T.	Tank wagons
Loaded	-	189	459	20	7	-	
Empty	90	233	1440	106	7	4	
Totals	90	422	1899	126	14	4	

.....2

Marshalling position at 0730 hours on 26th June 1943 (continued).

POSITION OF ROLLING STOCK AT 1700 HOURS, 25TH JUNE 1943.

STATION	CARRIAGES First A	Composite AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Gen.Briqnole	5	13	6	24	30	33	3	36
Gen.Principe	1	4	1	7	13	2	5	7
Ronco				4	4	1		1
Voghera		2		9	11	4		4
Castellazzo			2	1	3	1		1
Rivalta				1	1	1		1
Novi Centrale				1	1	-		-
Sampierdarena				-	-	16	1	17
Bressana			1	9	10	2		2
Savona			2	12	14	4		4
Total	6	19	14	68	107	64	9	73
In transit at 17.00 hours			6	22	28	8		8
Gross Total	6	19	20	90	135	72	9	81

TRAINS RUN ON 25th JUNE 1943.

SECTION.	PASSENGER Mili.	CIVILIAN Ord	Spl	GOODS Mili.	CIVILIAN Ord	Spl	LIGHT ENGINE	MATERIAL & SOUNDER.
G.Briqnole-Alien.	2	12	(*)	2	3			
" -Novi		2						
" -Voghera		6			1			Yard trains.
" -Ronco		2					1	1
" -Acqui		6			2			
" -Ovada		2						
" -Savona		10					2 (*)	
" -Voghiasco		12						
Voghera-Bressana		8						
" -S.Nicolo		2						
Alessa.-Rivio Tertona		2						
Novi - " "		18						X
" - Ponzalo		6						
Ventiglia-La Spezia		2						
Savona - S. Giuseppe		13						
Ovada-Castellazzo		4						
Sampierdarenam-Savona					2			
Savona-Vado					1			
Local Trains					5			

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Brescana			1	9	10	2		2
Savona			2	12	14	4		4
Total	6	19	14	58	197	64	9	73
In transit at 17.00 hours			6	22	28	8		8
Grand Total	6	19	20	80	135	72	9	81

TRAINS RUN ON 25th JUNE 1945.

SECTION.	PASSENGER Mili.	CIVILIAN Ody	Spl	GOODS Mili.	CIVILIAN Ody	Spl	LIGHT ENGINE	MATERIAL & WORKMEN.
S.Brignole-Alessandria.	2	12	(*)	2	3			
" -Novi		2						
" -Voghera		8			1			Yard trains.
" -Acqui		3					1	1
" -Ovada		6			2			
" -Savona		2						
" -Bogliasco		10					2 (*)	
Voghera-Brescanera		12						
" -S.Nicolo		8						
Alessa.-Divio Tortona		2						
Novi - " "		2						
" - Ventimiglia		15						X
Bogliasco-La Spezia		6						
Savona - S. Giuseppe		2						
Ovada-Castellamonte		13						
Brescanera-Savona		4						
Savona-Vado						2		
Local Trains						1		
						5		

(*) 1051 Bis - 11 Bis from Alessa. 12 Bis from Brignole the return of 11 Bis.
(*) Railcar service - motor trolley for Allied Command.

Genova. 26th June 1945.

MILITARY RAILWAY SERVICE
GENOVA. 5533

Declassified E.O. 12356 Section 3.3/NND No. 782021

TRANSLATED VERSION.

TRAFFIC POSITION AT 0700 HOURS ON 25TH JUNE 1945.

ACCIDENTS:- Train 1274 suffered on the whole 71" delay between ROLO and CASTELNUOVO for damage to locomotive in TORTONA tunnel. After repairs the locomotive was detached and sent to CASTELNUOVO for water.

RUNNING OF MILITARY AND PASSENGER TRAINS.

Regular running of Military trains from and to Alessandria for Allied Command. Light delays for Voghera trains and delays of about 30/40" for West Riviera trains, due to speed restrictions, loading, unloading and passenger service. The heaviest delay on the Acqui-Genova line was suffered by train 1177- arrived at Brignole 44" late, of which 35" lost at Acqui waiting connection train 9477 from Alessandria; regular running for the other trains with light delays for passenger service, loading and unloading. For the North, the heaviest delays as follows:-
1053 - 28" late ex Voghera waiting connection from Genova; arrived 56" late at Brignole.
11 - 48" late ex Alessandria waiting connection from Torino; arrived 56" late at Brignole.
9577 - 25" late ex Voghera waiting conn. from Genova, 19" at Tortona taking water, 36" at Isola crossing 7916(passenger for Voghera); arrived 83" late at Brignole.
5 - 14" late ex Alessandria waiting conn. from Torino, 28" at Ronco waiting section; arrived 76" late.
175/5bis- 14" late ex Voghera, 17" at Arquata and 12" at Ronco waiting conn. train 5; arrived 83" late at Genova Brignole.
All trains ex Voghera and Alessandria, especially those in the evening, suffered from 4" to 6" delay at those stations for passenger service.

DISTRIBUTION OF ROLLING STOCK.

Heaviest traffic for Acqui, Alessandria and Voghera lines; normal for Western trains. Normal traffic for the Ventimiglia trains.

DISTRIBUTION OF ROLLING STOCK AND EMPTIES MADE.

The flow of empties from Milano and Torino continues; two trains arrived (Ventimiglia) yesterday and were staged at Amsterdarnum. Two trains with 55 covered wagons and 32 open wagons forwarded direct to S.Lorenzo (for S.Remigio). 1 Train of covered wagons forwarded to Voghera, Novara, Tortona and Pontecurone for distribution.
90 Covered and 50 open wagons sent from Genova Br. to S.Lorenzo. All requirements for distribution met.
Four trips from S.Bonigno to Amsterdarnum with the following wagons:-
1st Trip - 7 Cement Torino, 6 Milano, 1 Novara(Flour) tons 300.
2nd " - 17 Flour Nevona. " 400.
3rd " - 7 Flour Bergamo, 6 Flour Novara, 2 Flour Como S.S.
4th " - 6 Flour Como S.Giovanni, 1 Flour Milano.
Altogether 49 wagons were loaded at the docks and one was left staged due to not being fully loaded.
Wagons for the North were conveyed by trains 7806 and 7734 and departed at 2230 hours and 0200 hours respectively.
Wagons loaded with flour to Novara were conveyed by train 9430 and departed at 0202 hours.

POSITION OF R.T.O'S STOCK FOR LOADING AT 1700 HOURS, 24TH JUNE 1945.

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56" late at Brignole.
11 - 48" late ex Alessandria waiting connection from Torino; arrived 56" late at Brignole.
3577 - 25" late ex Voghera waiting conn. from Breganza, 10" at Tortona taking water, 36" at Isola crossing 7036(ran-eager for Voghera); arrived 83" late at Brignole.
9 - 14" late ex Alessandria waiting conn. from Torino, 20' at Ronco waiting section; arrived 76" late.
175/5bis- 14" late ex Voghera, 17" at Arquata and 12" at Ronco waiting conn. train 9; arrived 83" late at Genova Brignole.
All trains ex Voghera and Alessandria, especially those in the evening, suffered from 4" to 6" delay at these stations for passenger service.

PATROLLING OF RAILWAY'S TRACK.

Heaviest traffic for Acqui, Alessandria and Voghera lines; normal for Western trains. Normal traffic for the Ventimiglia trains.

ARRANGEMENTS OF MOVING TRAFFIC ON VARIOUS LINES.

The flow of empties from Milano and Torino continues; Two trains arrived (Cisterna) yesterday and were staged at Smapierdarena. Two trains with 55 covered wagons and 32 open wagons forwarded direct to S.Giuseppe (for S.Benigno). 1 Train of covered wagons forwarded to Voghera, Novara Tortona and Pontecurone for distribution.
90 Covered and 58 open wagons sent from Genova Br. to S.Giuseppe. All requirements for distribution met.
Four trips from S.Benigno to Sampierdarena with the following wagons:-
1st Trip - 7 Cement Torino, 4 Milano, 1 Novara(Flour) tons 300.
2nd " - 17 Flour Savona. " 400.
3rd " - 7 Flour Bergamo, 4 Flour Savona, 2 Flour Como E.S.
4th " - 4 Flour Casa S.Giovanni, 3 Flour Milano.
Altogether 49 wagons were loaded at the docks and one was left staged due to not being fully loaded.
Wagons for the North were conveyed by trains 7806 and 7734 and departed at 2230 hours and 0105 hours respectively.
Wagons loaded with flour to Savona were conveyed by train 9430 and departed at 0202 hours.

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS, 24TH JUNE 1945.

	Box Wagons.	Covered.	High sides.	Flats.	BOX.	Tilt shorts
Loaded	101	110	365	16	25	7
Empty		297	1457	105	3	4
Totals	101	407	1822	121	28	11

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Position position at 0700 hours on 25th June 1945 (continued).

TRAINS RUN ON 24TH JUNE 1945.

EMOTION.	PASSENGERS MILIT.	CIVILIAN Ordy.	Spcl	GOODS MILIT.	CIVILIAN Ordy.	Spcl	LIGHT ENGNS	MATERIAL & FORCES.
S.Brigale-Aless.	2	8		1	3			
" -Novi		2						
" -Voghera		8						
" -Ronco		2						
" -Arqui		6			2			
" -Ovada		2					1	
" -Savona		10			1			
" -Ceglianse		12						
Voghera -Brescia		8						
Alessandr -Rivio Tortona		2						
Novi - " "		12						
" -Fossolo		1						
Ronco/lin -La Spezia		2						
Savona -S.Giuseppe		9						
Ovada -Castellazzo		4						
Sampierda- -Savona					2			
Voghera -Arquata					1			
Aless. -Sampierdarena					6			
Sampierda -Ovada					2			
Local Trains					17			

POSITION OF COACHING STOCK AT 1700 HOURS, 24TH JUNE 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BRAKE VANS General	Post	TOTAL
Genova Brig.	4	12	10	34	60	22	5	27
" P.P.	1	4	1	11	17	6	4	10
Ronco	1	1	1	3	6	1	-	1
Voghera	-	-	2	9	11	2	-	2
Castellazzo	-	-	2	1	3	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Novi S	-	-	-	1	1	-	-	-
Savona	-	6	1	10	15	4	-	4
Sampierdarena	-	-	-	-	-	17	1	18
Brescia	-	1	-	7	10	2	-	2
Totals	6	24	19	77	126	56	10	66
In transit	-	-	6	22	28	8	-	8
General Totals	6	24	25	99	154	64	10	74

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Alessandr	-Rivie Torbera	2
Savi	- " "	12
"	-Pescelo	-
Monaglia	-Le Spezia	2
Savona	-S.Giuseppe	9
Ovada	-Castellazzo	4
Campiardia	-Sevona	2
Voghera	-Arquata	1
Alessa.	-Campiardarena	6
Campiardia	-Ovada	2
Local Trains		17

POSITION OF COACHING STOCK AT 1700 HOURS, 24TH JUNE 1945.

STATION	CARRIAGES First Compo A	CB	Second B	Third C	TOTAL	WAGONS VANS General D	Vest DU	TOTAL
Genova Brig.	4	22	10	36	60	22	5	27
" P.	2	4	1	11	17	6	4	10
Ventimiglia	1	1	3	3	8	1	-	1
Voghera	-	-	2	9	11	2	-	2
Castellazzo	-	-	2	1	3	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Novi C	-	-	-	1	1	-	-	-
Savona	-	4	1	10	15	4	-	4
Campiardarena	-	-	-	-	-	17	1	18
Arquata	-	3	-	7	10	2	-	2
Totals	6	24	19	77	126	56	10	66
In transit	-	-	6	22	28	8	-	8
General Totals	6	24	25	99	154	64	10	74

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Genova 25th June 1945. MILITARY RAILWAY SERVICES, GENOVA.

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

Evening position at 1700 hours, 24th June 1945 (continued).

TRAINS RUN ON 23RD JUNE 1945.

STATION.	PASSENGERS Mily.	CIVILIAN Ordy.	Spcl	GOODS Mily.	CIVILIAN Ordy.	Spcl	LIGHT ENGINE	MATERIAL & MOVEMENT
G.Brignole	-Alessandr.	2	964 (1)		1	6		
"	-Novi		2					
"	-Voghera		6		1			
"	-Ronco		2				1	2 (2)
"	-Lequi		6		2			
"	-Ovada		2					
"	-Savona		10		3			
"	-Bogliasco		12		2			
Voghera	-Tortona		8					
"	-S.Nicolò		2					
Alessandr.	-S.Tortona		2					
Novi	- " "		12					
Novi	-Pozzolo							6 (2)
Sampierdarena	-La Spezia		2					
Savona	-S.Giuseppe		9					4 (2)
"	-Vado		-					
Ovada	-Castellazzo		4		2			
Sampierdarena	-Pra					2	1	
"	-Savona					2		
Local trips						6	6	

(1)- 1051hrs, 1151hrs, 1250hrs, 1720hrs.
(2)- Workmen.
(3)- Empty G.Brignole Novi.

POSITION OF COACHES STOCK AT 1700 HOURS, 23RD JUNE 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post DU	TOTAL
Genova Brig.	4	14	8	20	34	25	6	31
Genova PP	1	4	1	7	13	2	5	7
Ronco	-	-	-	4	4	1	-	1
Voghera	-	-	1	6	7	3	-	3
Castellazzo	-	-	2	2	4	1	-	1
Rivalta	-	-	-	2	2	1	-	1
Sampierdarena	-	-	-	-	-	17	2	19
Savona	1	-	2	10	13	4	-	4
Bressanone D.	-	-	2	8	10	1	-	1
Novi S.	-	-	-	1	1	-	-	-
Totals	6	18	16	46	106	54	13	68
In transit at 1700hrs	-	-	6	22	28	8	-	8

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Novi	- " "	12				
Novi	-Tortona					6 (2)
Borroglia	-La Spezia	2				
Savona	-S.Giuseppe	9				4 (2)
"	-Vado	-				
Ovada	-Castellazzo	4	2			
Ampierdarena	-Pra			2	1	
"	-Savona			1		
Local trips				6	6	

(1)- 1051bis, 1151bis, 1050bis, 12bis.
(2)- Voltaggio.
(3)- Empty S.Brignole Novi.

POSITION OF COACHING STOCK AT 1700 HOURS, 23RD JUNE 1945.

STATION	CARRIAGES First A	First Composite AB	Second B	Third C	TOTAL	BAGGAGE VANS Centre D	Post DZ	TOTAL
Genova Brig.	4	14	8	28	54	25	6	31
Genova P.	1	4	1	7	13	2	5	7
Ronco	-	-	-	4	4	1	-	1
Voghera	-	-	1	6	7	2	-	2
Castellazzo	-	-	2	1	3	2	-	2
Rivalta	-	-	-	1	1	1	-	1
Ampierdarena	-	-	-	-	-	17	2	19
Savona	1	-	2	10	13	4	-	4
Ventimiglia D.	-	-	2	8	10	1	-	1
Novi C.	-	-	-	1	1	-	-	-
Totals	6	18	16	66	106	55	13	68
In transit at 1700hrs	-	-	6	22	28	8	-	8
General Totals	6	18	22	88	134	63	13	76

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS, 23RD JUNE 1945.

	Locomotives.	Covered.	Flat wagons.	Wagons.	Cars.	Vans.	Misc.
Loaded	-	170	407	13	3	-	
Empty	99	264	1432	101	11	4	
Totals	99	434	1839	114	14 (1)	4	

(1) - 1 more 20T in transit, loaded with rails.

Genova, 24th June 1945. MILITARY RAILWAY SERVICES, GENOVA.

55378.

Declassified E.O. 12356 Section 3.3/NND No. 780021

Military Railway Service- Genoa. Annexure " E"

Numbersof trains Run: W/E, 7th July 1945

Compartimento di Genoa.

Section	Passenger		Goods:		Light locos	Material or Workmen
	Military	Civilian Cdy: Spl.	Military	Civilian Cdy: Spl.		
G.Brignole-Aless.	20	58	4	22	1	
G.Brignole-Novi		14		1		
G.Brignole-Voghera		46		16	2	
G.Brignole-Ronco		14			1	8
G.Brignole-Acqui		42		18	5	
G.Brignole-Ovada		14		2		1
G.Brignole-Bogliasco		88			1	2
G.Brignole-Savona-Vado	2	71		29	8	2
Voghera-Bressana (1)		56				
Voghera- S. Nicolò		2				
Aless.-Bivio-Tortona		14		3		
Aless.-Arquata- Voghera				9		
Novi-Bivio-Tortona		84				
Novi-Pozzolo						42
Savona-S.Giuseppe +		53				
Ovada-Castellazzo		28		2		
Moneglia-La Spezia		14				
Local trains			1	42	21	
Total	22	598	5	144	39	55

(1) Transhipping at the Po
+ " at Santuario.

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G.Brignole-Ronco		14				1	3
G.Brignole-Acqui		42			18	5	
G.Brignole-Ovada		14			2		1
G.Brignole-Bogliasco		88				1	2
G.Brignole-Savona-Vado	2	71			29	8	2
Voghera-Bressana (1)		56					
Voghera- S. Nicolò		2					
Aless.-Bivio-Tortona		14			3		
Aless.-Arquata- Voghera					9		
Novi-Bivio-Tortona		84					
Novi-Pozzolo							42
Savona-S.Giuseppe +		53					
Ovada-Castellazzo		28			2		
Moneglia-La Spezia		14					
Local trains				1	42	21	
Total	22	598		5	144	39	55

(1) Transhipping at the Po
+ " at Santhario.

5578

Declassified E.O. 12356 Section 3.3/NND No. 780021

TRANSLATED VERSION.

MORNING POSITION AT 07.00 HOURS - 7th July 1942.

RUNNING OF TRAINS.

Regular on all the lines with the usual delays for causes already known. On the lines ALESSANDRIA - VOGHERA - GENOVA the usual delay s as follows:-

Train No.11 departed 40 minutes late ex ALESSANDRIA due to a previous delay and arrived at BRIGNOLE 60 minutes late.

Train 5 departed 36" late - 36" ex ALESSANDRIA for a previous delay and arrived at BRIGNOLE 70" late.

175/5 bis departed 10" late ex VOGHERA waiting connection from BRESSANNA and arrived 77" late at BRIGNOLE having suffered 18" at IMOLA waiting for 1052, 7" at RONCO and 6" at BUSALLA waiting No.5.

PATRONISATION OF PASSENGER TRAINS. Trains from and to the North very crowded. Leaves trains crowded - Normal traffic for trains from and to GENOVA.

DISTRIBUTION OF ROLLING STOCK AND VARIOUS NEWS.

A train of 40 EMPTIES was run for distribution on the line as far as FRUGAROLO. Dock requirements met by some of the rolling stock being transferred from S. LIBERATA and S. BENIGNO.

Also the daily requirements for date have been met, by releasing wagons on hand.

Loadings from the Port.

19 wagons from S. LIBERATA of which 9 destined for the north, and 28 from S. BENIGNO of whic 3 petrol for TORINO.

17 wagons Petrol from VADO - arrived MILANO.
3 " " " " - " TORINO.

From SAVONA DOCKS. 18 wagons - 10 FLOUR SAMPIERDARENA
8 " various NORTH.

Undermentioned forwardings effected:-

7808 - with 39 petrol (36 MILANO - 3 TORINO)

7810 - " 6 perishables MILANO, 1 perishable TORINO.
5 General goods MILANO, 5 general goods TORINO.

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS.

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175/5 bis departed 10" late at [illegible] having suffered 12" at BRESSANA and arrived 7" late at BUSCHOLE having suffered 18" at I CHA waiting for 1052. 7" at MONCO and 6" at CASALE waiting No.5.

PATRONISATION OF PASSENGER TRAINS. Trains from and to the North very crowded. Savona trains crowded - Normal traffic for trains from and to VOGLIASCO.

DISTRIBUTION OF ROLLING STOCK AND VARIOUS NEWS.

A train of 40 EMPTIES was run for distribution on the line as far as FOGGARCLO. Dock requirements met by some of the rolling stock being transferred from S. LIBRANIA and S. BENIGNO.

Also the daily requirements for date have been met, by releasing wagons on hand.

Loadings from the Port.

19 wagons from S. LIBRANIA of which 9 destined for the north, and 28 from S. BENIGNO of whic 3 petrol for TORINO.

17 wagons Petrol from VADO - arrived MILANO.
3 " " " " - " TORINO.

From SAVONA DOCKS. 18 wagons - 10 FLOUR SAMPIERDARENA
8 " various NORTH.

Undermentioned forwardings effected:-

7808 - with 39 petrol (36 MILANO - 3 TORINO)

7810 - " 6 perishables MILANO, 1 perishable TORINO.
5 General goods MILANO, 5 general goods TORINO.

POSITION OF ROLLING STOCK FOR LOADING AT 17.30 HOURS.
6th July 1945.

	REFRIGERATORS	COVERED HIGH SIDES	FLATS	POS	POS/SHTS.
Loaded	-	253	443	15	4 -
Empty	39	337	676	123	5567 1
Totals	39	590	1119	138	5 1

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POSITION OF COACHING STOCK AT 17.00 HOURS - 6th July 1945.

STATION.	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	General D	Post DU	TOTAL
Gen.Brignole	3	10	15	44	80	31	8	39
Gen.Principe				7	7	2	5	7
Ronco				4	4	1		1
Voghera			1	11	12	3		3
Castellazzo			3	1	4	1		1
Rivalta				1	1	1		1
Savona			2	14	16	3	1	4
Bressana		2	2	6	10	2		2
Sampierdarena						8	1	9
Novi G.				1	1			
Totals	3	20	23	89	135	52	15	67
In transit at 17.00 hours			6	33	39	8		8
Gross Total	3	20	29	122	174	60	15	75

TRAINS RUN - 6th July 1945.

SECTION.	PASSENGERS Milit.	CIVILIAN Ordy.	Spl	GOODS Milit.	CIVILIAN Ordy.	Spl	LIGHT LOCOS	MATERIAL & WORKMEN.
Gen.Brignole-Alessa.	4	7			5			
" - Novi		2						
" -Voghera		6			2			
" -Ronco		2					1	2
" -Acqui		6			2			
" -Ovada		2						
" -Savona		10			6			
" -Voglisseo		14						
Voghere - Bressana		8						
Alessa.-Rivi Tortona		2						
Novi G. - " "		12						
" - Tezzolo								6
Ovada-Castellazzo		4						
Voglis- La Spezia		2						
Savona - S. Giuseppe		5						
Local Trains					5		3	

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Novi C.				1	1			
Totals	3	20	23	89	135	52	15	67
In transit at 17.30 hours			6	33	39	8		8
Gross Total	3	20	29	122	174	60	15	75

TRAINS RUN - 6th July 1945.

SECTION.	PASSENGERS Milit	PASSENGERS CIVILIAN Ordy.	PASSENGERS CIVILIAN Spl	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl	LIGHT LOCOS	MATERIAL & WORKMEN.
Gen. Brignole-Ales.	4	7			5			
" - Novi		2						
" -Voghera		6			2			
" -Ronco		2					1	2
" -Acqui		6			2			
" -Ovada		2						
" -Savona		10			6			
" -Bogliasco		14						
Voghera - Brescana		8						
Ales. -Bivio Tortona		2						
Novi C. - " "		12						
" - Pozzolo								6
Ovada-Castellazzo		4						
Ventimiglia- La Spezia		2						
Savona - S. Giuseppe		5						
Local Trains					5		3	

Military Railway Services,
GENOVA. 7th July 1945.

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

Opening Position for 6th July 1945 continued....

POSITION OF COACHING STOCK AT 17.00 HOURS - 5th July 1945.

STATION.	PASSENGERS CARRIAGES First A	Compo AB	Second D	Third C	TOTAL	BAGGAGE VANS General D	Tool BU	TOTAL.
Gen. Brignole	3	13	15	45	76	28	7	35
Gen. Principe				9	9	3	5	8
Ronco				4	4	1		1
Voghera			1	10	11	2		2
Castellazzo			3	1	4	1		1
Rivalta				1	1	1		1
Tortona		3	1	6	10	2		2
Novi S.				1	1			
Savona		3	1	12	16	3	1	4
Sampierdarena						5	1	6
Total	3	19	21	89	132	46	14	60
In transit at 17.00 hours			6	33	39	8		8
Grand Total	3	19	27	122	171	54	14	68

TRAINS RUN - 5th July 1945.

SECTION.	PASSENGERS Milit.	CIVILIAN Ordy.	Spl	GOODS Milit.	CIVILIAN Ordy.	Spl	LIGHT LOCOS	MATERIAL & OTHERS.
Gen.Brignole-Alessa.	2	7		2	1			
" -Novi		2						
" -Voghera		6			5			
" -Ronco		2						2
" -Arquata		5			5			
" -Ovada		2						
" -Savona		10			5		1	
" -Bogliasco		14					1	
Voghera - Tortona		8						
Alessa-Mivio Tortona		2						
Novi - Mivio Tortona		12						
Novi - Ronco								6
Ovada - Castellazzo		4						
Genoa - La Spezia		2						
Savona - S. Giuseppe		9						
Savona - Vado					2		2	

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Ventimiglia			3	1	4	1		1
Rivalta				1	1			
Bressana		3	1	6	10	2		2
Novi C.				1	1			
Savona		3	1	12	16	3	1	4
Sampierdarena						5	1	6
Total	3	19	21	89	132	46	14	60
In transit at 17.00 hours			6	33	39	8		8
Gross Total	3	19	27	122	171	54	14	68

TRAINS RUN - 5th July 1945.

SECTION.	PASSENGERS Milit.	PASSENGERS CIVILIAN Ordy.	PASSENGERS CIVILIAN Spl	GOODS Milit.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spl	LIGHT LOCOS	MATERIAL & OTHERS.
Gen.Brignole-Alessa.	2	7		2	1			
" -Novi		2						
" -Voghera		6			3			
" -Tortona		2						2
" -Acqui		6			6			
" -Ovada		2						
" -Savona		10			5		1	
" -Doglianco		14					1	
Voghera - Brescana		8						
Alessa-Divio Tortona		2						
Novi - Divio Tortona		12						
Novi - Pontolo								6
Ovada - Castellazzo		4						
Ventimiglia - Le Spezie		2						
Savona - S. Giuseppe		8						
Savona - Vado					2		2	
Savi - Doglianco								2
Arquata- Alessandria					1			
Local Trains					3		13	

Military Railway Services,
GENOVA. 6th July 1945.

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TRANSLATED VERSION.

MORNING POSITION AT 07.00 HOURS - 5th July 1942.

RUNNING OF PASSENGER TRAINS. - Regular running of trains for the Allied Command and also for ACQUI - OVADA lines as well as for the Eastern Riviera. Usual delays from the Western Riviera and from ALESSANDRIA VOGHERA limited to about 20/30 minutes attributed to restriction already known. The heaviest delays are as follows:-

9577 arrived 113" late - 35" Voghera, 31" at Tortona waiting conn. 9737 and shunting, 15" at Sampierdarena for unloading.
11 " 35" " - 26" ex Alessandria.
5 " 72" " - 48" " " , 9" at Novi, unloading and passengers.
175/5 bis " 110" " - 58" ex Voghera, 21" at Isola waiting section, 9" at Ronco for unloading and passengers.
173 bis/5 ter 120" " - 23" ex Voghera, 12" Ponte Curone waiting con section 8378, 37" at Arquata waiting 175 and crossing 1052.

PAT'ONIATICE OF PASSENGER TRAINS. - Heaviest from and to the North. Good for the West and East Riviera.

DISTRIBUTION OF ROLLING STOCK. - Net requirements for the distribution of empties and material trains for Genoa section. Num special trains for loads in excess of programme.
33 wagons of ammunition were forwarded from TRIESTA to AVIANO and 1 to TORINO (via OTTIGLIA). This transport was divided at Sampierdarena in order to attend to the brakes and went forward in two portions to GENOA owing to overload. Left on trains 7300 and 7800 Bis - Tons 970, departing at 20.25 hours and 20.40 hours respect.
From S. MARGHERITA.

15 wagons scrap, petrol and coal for TORINO, MILANO and beyond.
From S. MARGHERITA.

16 wagons - (9 perishables for SAVONA.)

From SAVONA.- on train 9467.

15 wagons fruit and vegetables for TORINO, MILANO, and 8 petrol from VADO (2 TORINO - 6 MILANO).

Train 7738 departed on time with 27 - 54 - 636 of which 12 MILANO (6 petrol from VADO- 3 Petrol from S. MARGHERITA - 3 Fruit) 1 ASTI (Fruit) 1 ALESSANDRIA (Fruit) - 13 TORINO (2 petrol from VADO - 3 petrol S. MARGHERITA - 8 fruit).

Train 7740 with 40 OPEN wagons for VOGHERA for distribution train 7742 with 46 OPEN wagons for distribution on TORTONA line. 7799 ex MILANO arrived with 40 PARTLY COVERED wagons.

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS - 4 July 1942.

REFRIGERATORS COVERED HIGH SIDES FLATS POZ POZ/Sheets.

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175 bis/5 bar 120" " - 23" ex Voghera, 12" Ponte Carone waiting con sotto 8378, 37" at Arquata waiting 175 and crossing 1052.

PASSENGER TRAINS. - Heaviest from and to the North. Good for the West and East Riviera.

DISTRIBUTION OF ROLLING STOCK. - Net requirements for the distribution of empties and material trains for work section. Run special trains for loads in excess of programme.

33 wagons of ammunition were forwarded from TRENTA to AVENZA and 1 to PIOMBINO (via GENOVA). This transport was divided at Sampierdarena in order to attend to the brakes and went forward in two portions to ROVEGO owing to overload. Left on trains 7800 and 7800 bis - Tons 970, departing at 20.25 hours and 20.40 hours respect.

From S. BENIGNO.

15 wagons scrap, petrol and coal for TORINO, MILANO and beyond.

From S. LIBURNIA.

16 wagons - (9 perishables for SAVONA.)

From SAVONA.- on train 9467.

13 wagons Fruit and vegetables for TORINO, MILANO, and 8 petrol from VADO (2 TORINO - 6 MILANO).

Train 7738 departed on time with 27 - 34 - 636 of which 12 MILANO (6 petrol from VADO- 3 Petrol from S. BENIGNO - 3 Fruit) 1 ASTI (fruit) 1 ALESSANDRIA (fruit) - 13 TORINO (2 petrol from VADO - 3 petrol S. BENIGNO - 8 fruit).

Train 7740 with 40 CASE wagons for VOGHERA for distribution train 7742 with 40 CASE wagons for distribution on VOGHERA line. 7799 ex MILANO arrived with 40 EMPTY COVERED wagons.

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS - 4 July 1945.

	REFRIGERATORS	COVERED	HIGH SIDES	FLATS	POZ	POZ/Shorts.
Loaded	11	153	364	20	3	1
Empty	49	357	1044	128	-	1
Totals.	60	510	1408	148	5553	2

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Evening position for 5th July 1945 continued...

POSITION OF COACHING STOCK AT 17.00 HOURS - 4th July 1945.

STATIONS.	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	General D	Post HQ	TOTAL.
Gen. Brignole	3	19	12	44	78	24	8	32
" Principe				7	7	5	5	10
Ronco				4	4	1		1
Voghera				10	10	2		2
Castellazzo			3	1	4	1		1
Rivalta				1	1	1		1
Tremezzo		1	2	7	10	2		2
Savona			2	14	16	4		4
Novi				1	1			
Totals	3	20	19	89	131	40	13	53
In transit at 17.00 hours			6	33	39	8		8
Totals	3	20	25	122	170	48	13	61

TRAINS RUN ON 4th July 1945.

SECTION.	PASSENGERS Milit.	CIVILIAN Ordy	Spl	GOODS Milit.	CIVILIAN Ordy	Spl	LIGHT LOCOS	MATERIAL & WORKMEN.
G. Brignole-Alessa.	2	8		2	4			
" -Novi		2						
" -Voghera		5			1			
" -Ronco		2						
" -Acqui		5			2			
" -Ovada		2			2			
" -Savona		10			2			(Material)
" -Bogliasco		12						4
Voghera -Tremezzo		8						
Alessa. - Divio Tortona		2						
Novi- Divio Tortona		12						
Novi- Ronco		6						
Savona - S. Giuseppe		9						
Ovada - Castellazzo		4						
Monaglia- La Spezia		2						
Genova - Voltri	2	(Railway for Allied Command)						
Torino-Gen. Principe	2	"	"	"	"			(Material)
Savona-Varigotti								2
Mentoriarena-Tortona					1	(Cables for Dista).		
Arquata-Tortona					1	"	"	"

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Totals	3	20	19	89	131	40	13	53
In transit at 17.00 hours			6	33	39	8		8
Totals	3	20	25	122	170	48	13	61

TRAINS RUN ON 4th July 1945.

SECTION.	PASSENGERS Milit.	CIVILIAN Ordy	Spl	GOODS Milit.	CIVILIAN Ordy	Spl	LIGHT LOCOS	MATERIAL & WORKMEN.
G. Brignole-Alessa.	2	8		2	4			
" -Novi		2						
" -Voghera		8			1			
" -Ronco		2						
" -Acqui		5			2			
" -Ovada		2			2			
" -Savona		10			2			(Material 4
" -Vogliasco		12						
Voghera -Bevassana		8						
Alessa. - Rivio Tortona		2						
Novi- Rivio Tortona		12						
Novi- Ronco		6						
Savona - S. Giuseppe		3						
Ovada - Castellazzo		4						
Moneglia- La Spezia		2						
Genova - Vado	2	(Railcar for Allied Command)						
Torino-Gen. Principe	2	"	"	"	"			(Material)
Savona-Varigotti								2
Sampierdarena-Tortona				1	(Empties for distr).			
Arquata-Tortona				1	"	"	"	
Arquata-Alessandria				1				
Savona-Sampierdarena				1		4		
Voghara-S. Nicolò	R							
Local Trains			1	3		3		

Military Railway Services,
GENOVA. 5th July 1945.

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TRANSLATED VERSION.

MORNING POSITION AT 0700 HOURS ON 4TH JULY 1945.

RUNNING OF TRAINS, MILITARY - PASSENGER.

Normal running except the usual delays due to speed restrictions, single line working, loading and unloading and passenger service.
The following trains suffered the following delays on departure:
11 - 30" At Alessandria waiting conn. Arr at Brignole 52" late.
9577 -(Voghera)- 40" at Voghera waiting conn. Arr Brignole 86" late. e
1051bis- 71" ex Alessandria waiting conn. ~~Broke Arr~~marks. Arr Brig. 187"lat
3311 - 15" at Novi for damaged brake. Arr 32" late at Brignole.
5 - 43" ex Alessandria waiting conn. Arr 67" late at Brignole.
The difference between delays at Departure and arrival are due to the usual speed restrictions, loading unloading etc.
Note delay to train 175/5bis, which suffered 20" delay at Isola and 12" e at Busalla for conn. train 5. This train arrived at Genova Brignole 77"lat

DISTRIBUTION OF ROLLING STOCK.

Despatched 3 trains of open wagons on Arquata-Voghera line for distribution. Despatched to Savona a further 50 covered wagons to complete the Allied Command requirements. 2 Trains of covered wagons have arrived from Torino Compartimento and have been staged at Sampierdarena.

VARIOUS NEWS.

The transport of explosives for the Allied Command from Trieste to Cetiglia has not yet started. Between S.Benigno and Sampierdarena 2 trips were run; altogether 20 wagons: 19 local traffic and 1 for North. Only local traffic from S.Limbania; 14 wagons, of which 1 perishables.
Usual train from the West with 20 wagons(perishables).
The following trains were marshalled for North:
7734 with usual 18 wagons scrapiron for Milano.
7738 with wagons of perishables and 22 low-speed Alessandria.
Two other trains departed to time at 0026hrs and 0056hrs.
Six wagons Petrol will go forward today or tonight, because of late arrival of train 6211, on which they arrived ex Vado.

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS ON 3RD JULY 1945.

	Refrigerators.	Covered.	High sides.	Flats.	POS.	POS shorts.
Loaded	14	112	403	41	4	2
Empty	44	312	1057	112	6	1
Totals	58	424	1460	153	10	3

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DISTRIBUTION OF ROLLING STOCK.

Despatched 3 trains of open wagons on Arquata-Voghera line for distribution. Despatched to Savona a further 50 covered wagons to complete the Allied Command requirements. 2 Trains of covered wagons have arrived from Torino Compartimento and have been staged at Sampierdarena.

VARIOUS NEWS.

The transport of explosives for the Allied Command from Trieste to Ostiglia has not yet started. Between S.Benigno and Sampierdarena 2 Trips were run; altogether 20 wagons: 19 local traffic and 1 for North. Only local traffic from S.Limbania; 14 wagons, of which 1 perishables.
Usual train from the West with 20 wagons(perishables).
The following trains were marshalled for North:
7734 with usual 18 wagons scrapiron for Milano.
7738 with wagons of perishables and 22 low-speed Alessandria.
Two other trains departed to time at 0026hrs and 0056hrs.
Six wagons Petrol will go forward today or tonight, because of late arrival of train 6211, on which they arrived ex Vado.

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS ON 3RD JULY 1945.

	Refrigerators.	Covered.	High sides.	Flats.	POZ.	POZ shorts.
Loaded	14	112	403	41	4	2
Empty	44	312	1057	112	6	1
Totals	58	424	1460	153	10	3

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Morning position at 0700 hours on 4th July 1945(continued).

POSITION OF COACHING STOCKS - AT 17.00 HOURS - 3 JULY 1945.

STATION.	CARRIAGES First	Congo	Second	Third	TOTAL	BAGGAGE VANS General	Post	TOTAL
Gen.Brignole	4	19	16	46	87	23	8	31
Gen. Principe				7	7	4	5	9
Ronco				4	4	1		1
Voghera				8	8	3		3
Castellasco			3	1	4	1		1
Rivalta				1	1	1		1
Dressene		3	1	6	10	2		2
Sampierdarena				-	-	3	1	4
Savona			2	13	15	4		4
Novi				1	1			
Totals	4	22	22	89	137	42	14	56
In transit at 17.00 hours			6	33	39	8		8
Gross Totals	4	22	28	122	175	50	14	64

TRAINS RUN - 3rd July 1945.

SECTION.	PASSENGERS Milit.	CIVILIAN Ordy.	Spl	GOODS Milit.	CIVILIAN Ordy.	Spl	LIGHT LOCOS	MATERIAL MOTIVE.
Genova B.-Alessa.	2	10			6			
" -Novi		2						
" -Voghera		5			2			2
" -Ronco		2						
" -Acqui		6			2			
" -Ovada		2						
" -Savona		10			4			
" -Bogliasco		12						
" -Dressene		8						
Alessa. -Rivio Tortona		2						
Novi -Rivio Tortona		12						6
Novi -Pozzolo								
Savona -S.Giuseppe		7						
Ovada -Castellazzo		4						
Monaglia -La Spezia		2						
Alessa. -Arquata-Voghera								
Arquata -Sampierdarena								
Local trains					10			

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Savona			2	13	15	4		4
Novi				1	1			
Totals	4	22	22	89	137	42	14	56
In transit at 17.00 hours			6	33	39	8		8
Gross Totals	4	22	28	122	176	50	14	64

TRAINS RUN - 3rd July 1945.

SECTION.	PASSENGERS Milit.	CIVILIAN Ordy.	CIVILIAN Spl	BOGIE Milit.	CIVILIAN Ordy.	CIVILIAN Spl	LIGHT LOCOS	MATERIAL MOTIVE.
Genova B.-Aless.	2	10			6			
" -Novi		2						
" -Voghera		5			2			
" -Ronco		2						2
" -Acqui		6			2			
" -Ovada		2						
" -Savona		10			4			
" -Voghera		12						
" -Bressana		8						
Aless. -Divio Tortona		2						
Novi -Divio Tortona		12						
Novi -Pozzolo								6
Savona -S.Giuseppe		7						
Ovada -Castellazzo		4						
Ronco/a -La Spezia		2						
Aless. -Arquata-Voghera				1				
Arquata -Sampierdarena								
Local trains				10				

Military Railway Services,
GENOVA, 4th July 1945.

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TRANSLATED VERSION.

A/C.

MORNING POSITION AT 0700 HOURS ON 3RD JULY 1945.

MORNING OF TRAINS.

Regular running for Allied Command trains. Regular for Acqui-Ovada line and for the East Riviera. Usual delays of about 20/30" from the West and the North due to usual causes. We remark the following delays:
1051 R/1405Var - Monco arr 54" late of which 16" at Monco waiting conn. 164, 32" at Genova PP conn.1405bis.
1053 - Voghera " 50" " 40" ex Voghera, 12" at Isola del Cantone, loading and unloading.
11 - Alessandria arr 75" late of which 41" ex Alessa.
11bis - Alessandria arr 202" late, 144" ex Alessa.
5 - Alessandria arr 60" late, 25" ex Alessa.
175/5bis - Voghera arr 127" late, 14" ex Voghera, 44" ex Arquata conn. train 5-1052, and 26" at Stazzano conn. 1396.
5bis - Alessandria arr 106" late, 71" ex Alessa. conn 8351.
9447/9577bis - Savona arr 76" late, 25" at Varazze due passenger service loading and unloading and waiting 9454.

PATROLLATION OF PASSENGER TRAINS.

Heaviest from and to the North. Good for the West and East.

DISTRIBUTION OF ROLLING STOCK.

All requirements for distribution of empties met. 70 Covered wagons dispatched to S.Limbania, 40 Open wagons to Novi and 40 Covered to Savona. Informed by Torino Smistamento that 40 Covered wagons will be sent to Savona. Further 40 Covered wagons forwarded from Milano to S.Brignole. The loading of ammunition for the Allied Command, in 40 covered wagons at Trasta depot will be completed this evening. Sonchino stock of 11bis/ 11ter was returned to Alessandria by train 9577bis/7794.
S.Limbania has effected only 1 Trip at Brignole:
1091 0005 hours, 12 wagons, tonnage 275, of which 1 Empty cistern Rocca grimalda- 1 empty cistern Ovada- 1 empty cistern Acqui- 1 empty bottles Sesto S.Giovanni- 5 Earth Veltri and 3 Sugar Savona.
S. Benigno effected the following Trips at Sampierdarena:
1st Trip - 1930hrs, Earth clay(16)Belsaneto, tonnage 426.
2nd " - 2029hrs, 14 Petrol Torino Tonnage 353.
3rd " - 0005hrs, 1 POZ loaded with a cistern Milano. Tonnage 123.
4th " - 0209hrs, 1 Scrap iron Sestri Ponente-1 coal Nole-1 coal Varzi- 4 empty Sampierdarena, Tonnage 158.
Trains effected from Sampierdarena:
7734 - 0026hrs, 6 Petrol- 1 scrap iron Milano- 16 Fruit- 1 scrap iron and 3 Petrol Torino- 1 fruit- 1 scrap iron Alessandria- 1 horses Monselleri. Tonnage 668.
7736 - 0110hrs, 14 Petrol Torino- 5 perishables Torino. Tonnage 465.
7746 - 0323hrs, 12 Kerosene Rogoredo- 1 POZ and 1 empty cistern Milano Tonnage 158.
7970 - 2214hrs, 16 Earth clay Belsaneto. Tonnage 426.

POSITION OF ROLLING COACHING STOCK AT 1700 HOURS, 2ND JULY 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General P	TOTAL Post PO
[illegible]	6	12	13	39	69	25	7	32

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loading and unloading and waiting 9454.

PATRONISATION OF PASSENGER TRAINS.

Heaviest from and to the North. Good for the east and West.

DISTRIBUTION OF ROLLING STOCK.

All requirements for distribution of empties met. 70 Covered wagons despatched to S.Limbania, 40 Open wagons to Novi and 40 Covered to Savona. Informed by Torino Smistamento that 40 Covered wagons will be sent to Savona. Further 40 Covered wagons forwarded from Milano to S.Brignole. The loading of ammunition for the Allied Command, in 40 covered wagons at Trieste depot will be completed this evening.Cessking stock of 11bis/ 11ter was returned to Alessandria by train 9574 Bis/7794.
S.Limbania has effected only 1 Trip at Brignole:
1091 0005 hours, 12 wagons, tonnage 279, of which 1 Empty cistern Recoaro-1 empty cistern Ovada- 1 empty cistern Acqui- 1 empty botulas Sesto S.Giovanni- 5 Earth Voltri and 3 Sugar Savona.
S. Benigno effected the following Trips at Sampierdarena:
1st Trip - 1920hrs, Earth clay(16) Palermo to, tonnage 426.
2nd " - 2025hrs, 14 Petrol Torino Tonnage 357.
3rd " - 0005hrs, 1 POL loaded with a cistern Milano. Tonnage 313.
4th " - 0205hrs, 1 Scrap iron Sestri Ponente-1 coal Male-1 coal Varai- 4 empty Sampierdarena, Tonnage 150.
Trains effected from Sampierdarena:
7734 - 0026hrs, 6 Petrol- 1 scrap iron Milano- 16 fruit- 1 scrap iron and 3 Petrol Torino- 1 fruit- 1 scrap iron Alessandria- 1 horses Monselieri. Tonnage 668.
7736 - 0110hrs, 14 Petrol Torino- 5 perishables Torino. Tonnage 465.
7746 - 0323hrs, 12 Kerosene Rogoredo- 1 POL and 1 empty cistern. Milano tonnage 158.
7970 - 2214hrs, 16 Earth clay Palermo. Tonnage 426.

POSITION OF ROLLING COACHING STOCK AT 1700 HOURS, 2ND JULY 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	BAGGAGE VANS General D	Post RD	TOTAL
Gen. Brig.	5	12	13	39	69	25	7	32
Gen. Pl.	-	-	-	7	7	6	5	11
Ronco	-	-	-	4	4	1	-	1
Voghera	-	-	-	8	8	3	-	3
Castellazzo	-	-	2	1	3	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Savona	-	-	2	14	16	4	-	84
Sampierdarena	-	-	-	-	-	1	1	2
Pressana	-	3	2	5	10	2	-	2
Novi	-	-	-	1	1	55 69	-	-
Totals	5	15	19	80	119	44	13	57
In transit at 1700hrs	-	-	6	33	39	8	-	8
General Totals	5	15	25	113	158	52	13	65

.....2

Morning position at 0700 hours on 3rd July 194-.(continued).

TRAINS RUN 2ND JULY 1945.

SECTION		PASSENGERS Mili.	CIVILIAN Ordy.	Spcl.	GOODS Mili.	CIVILIAN Ordy.	Spcl.	LIGHT LOCOS	MATERIAL & PONKMEN.
Brig.	-Alessa.	2	10					2	
"	-Novi		2					1	
"	-Voghera		6						
"	-Ronco		2						
"	-Acqui		6						
"	-Ovada		2						
"	-Savona		10						2 (Ferish. and 40 empty covered)
"	-Bogliasco		12						
Voghera	-Tresenna		8						
Alessa.	-S.Fortuna		2						
Novi	-		12						
Novi	-Fossolo								6 Workmen
Savona	-S.Giuseppe		7						
Ovada	-Castellenzo		4						
Ventimiglia	-La Spezia		2						
Sampiard.	-Vado		1						
Local trains						7		2	

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS, 2ND JULY 1945.

	Refrigerators.	Covered.	High sides.	Flats.	POZ.	POZ shorts.
Loaded	29	146	466	31	8	1
Empty	50	327	1134	129	4	1
Totals	79	473	1600	160	12	2

Military Railway Service,
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Alessandria	-Novi Ligure	2				
Novi	- "	12				6 Workmen
Novi	-Rozzolo					
Savona	-S. Giuseppe	7				
Ovada	-Castellanzo	4				
Voreplin	-La Spezia	2				
Beaupied.	-Vado	1				
Local trains			7	2		

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS, 2ND JULY 1945.

	Refrigerators.	Covered.	High sides.	Flats.	POS.	POW shorts.
Loaded	29	146	466	31	8	1
Empty	50	327	1134	129	4	1
Totals	79	473	1600	160	12	2

Military Railway Services,
Genoa. 3rd July 1945.

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TRANSLATED VERSION.

POSITION AS AT 0700 HOURS/CH ON 4TH JULY 1945.

VEHICLES. Line between PONTI and MONTECELARO restored at 1200hours on 1st July 1945. Seven wagons have been recovered of the 22 composing the train 6630 and the remaining 15 are piled up waiting means suitable to recover them.

MOVEMENT OF TRAINS.

Unchanged position. Regular running for Allied Command trains. Regular for trains from Aquil-Ovada and Eastern trains. Besides the usual delays from 25/30' for the Western trains and for Alessandria-Voghera line, there were the following delays:

175/Shie-	are	53'	late	of which	13'	ex Voghera, 18' at Arquata waiting connection, train 5.
5	-	"	44'	"	"	"	30' ex Alessandria.
51	-	"	37'	"	"	"	30' ex Alessandria.
9177	-	"	26'	"	"	"	52' ex Voghera.
3321	-	"	58'	"	"	"	4' ex Bevi, 28' at Ponzo due demand loco.; 9' at Montedoino standing 3 wagons.
1031	-	"	65'	"	"	"	36' ex Alessandria, stopped 50' at Arquata waiting section from Ronco.

REPOSITIONING OF RAILWAY TRAIN.

Merchant from and to the North. Good for the West and East.

DISTRIBUTION OF RAILWAY STOCK.

All requirements for distribution of wagons and rolling stock transferred to depots. Loads left over from previous day forwarded by ordinary trains. 4 Trains of covered wagons concentrated at Gen. Brignole. (2 from Milano 1 from Torino and 1 from Genoa). 40 Covered refrigerator wagons sent from Gen. Brignole to Ronco, thereby freeing Palmanova of 40 open wagons concentrated at S.Giuliano. No wagons unloaded at S.Giuliano. 10869(40) still staged there awaiting consignee to secure load. 2 wagons forwarded from S.Giuliano to Ronco(containing flour), 1 to Sondrio, forwarded by train 7738 from Rogoredo-Ronco, conveying petrol from the West. No distance of Petrol despatched from Vado.
Train 7738 departed at time (0036 hours) with 28 wagons, 44 axles, 458 tons, of which 13 Milano, 6 Torino fruit and vegetables, 2 Genoa, 1 Sondrio flour.
2 wagons perishables for Voghera arrived by train 5467. forwarded to Gen. Brignole to be attached to train 6354/7752/T.T.164.
Ronco advises that 14 wagons coal will be sent during the day to Genoa from S.Giuseppe via Arqui.

POSITION OF STORES AS AT 1700 HOURS, 1ST JULY 1945.

STATION	CARRIED IN First Corps A	AE	Second 2	Third 3	TOTAL	DISCHARGE DAILY Second Post O	XO	TOTAL
Gen. Brignole	4	12	16	42	80	30	6	36
Gen. "	-	-	-	11	11	7	3	10
Ronco	1	2	4	2	8	1	-	1
Voghera	-	-	-	6	6	3	-	3

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3477	-	"	26"	"	"	"
3311	-	"	52"	"	"	"
2051	-	"	60"	"	"	"

22" at Voghera.
4" at Novi, 28" at Ponte dei Grmegni loco., 9" at Castelnuovo attaching 3 wagons.
25" at Alessandria, stopped 30' at Arquato waiting section from Genoa.

INFORMATION OF PARTICULAR NATURE.

Heavier frost and to the North. Good for the West and East.

MOVEMENT OF ROLLING STOCK.

All requirements for circulation of supplies met and rolling stock transferred to depots. Loads left over from previous day forwarded by ordinary trains. 4 Trains of covered wagons concentrated at Gen.Brignole. (2 from Milano 2 from Torino and 1 from Savona). 40 Covered refrigerator wagons sent from Gen. Brignole to Savona, thereby freeing Voltaggio of 46 open wagons concentrated at S.Ambrogio. 40 wagons unloaded at S.Ambrogio. 7035/4049 still stayed there awaiting engines to assume load. 2 Wagons forwarded from S.Ambrogio to Ceva(containing flour), 1 to Sandrio, forwarded by train 7710 from Genoa-Sampierdarena, conveying perish. from the East. No Stations of Inland demobbed from Vado.
Train 7738 departed to time (0056 hours) with 32 wagons, 44 axles, 450 tons, of which 21 Milano, 6 Torino fruit and vegetables, 2 Ceva, 1 Sandrio flour.
2 Wagons perishables for Voghera arrived by train 3407. forwarded to Gen. Brignole to be attached to train 6354/7752/3.7.164.
Torino advises that 14 wagons load will be sent during the day to Genoa from S.Giuseppe via Asti.

POSITION OF STABLING AT 1200 HOURS, 21ST MAY, 1945.

STATION	STARTING Fixed A	Depot AB	Second 2	Third 3	TOTAL	RUNNING TURN General D	Set DD	TOTAL
Gen. Brignole	4	13	26	49	92	30	6	36
Gen. PP	-	-	-	11	11	7	3	10
Ventimiglia	1	2	4	2	9	2	-	2
Voghera	-	-	-	6	6	1	-	1
Castelnuovo	-	-	-	3	3	1	-	1
Rivalta	-	-	-	2	2	1	-	1
Savona	-	3	2	13	18	3	-	3
Sampierdarena	-	-	-	8	8	1	1	2
Ventimiglia Tottenham	-	-	2	6	10	2	-	2
Novi C.	-	-	-	1	1	1	-	1
Totals	5	18	24	91	138	55	10	65
In transit at 1700 hours	-	-	6	33	39	8	-	8
General Totals	5	18	30	124	177	63	10	73

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Position position at GTM Depot on 2nd July 1945 (continued).

TRAIN REP = 1ST JULY 1945.

SECTION	DESTINATION	Rails. Civilian. Ordy. Spcl	Rails. Civilian. Ordy. Spcl	ARMY MOVS	MATERIAL & MISCELL.
G.Taip.-Alessa.		2	8		
" -Novi			2		
" -Voghera			6		
" -Tortona			2		
" -Ivrea			6		
" -Ovada			2		
" -Savona			20		
" -Rapallo			12		
Voghera-Brescia			8		
Alessa-P.Torrona			2		
Novi " "			12		
Novi -Pescolo					6(Carbon)
Savona -L.Simeone			7		
Ovada -Castelnuovo			4		
Rapallo-La Spezia		2			
Castelnuovo-Pado			3		
Local trains				2 Open cattles.	

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS, 1ST JULY 1945.

	Refrigerators.	Covered.	High Sides.	Flats.	POL.	POL Tanks.
Loaded	63	202	526	23	0	1
Empty	39	153	1064	131	4	1
Totals	102	355	1590	156	12	2

Military Railway Services,
Cassino. 2nd July 1945.

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" -Greek	16
" -Italian	12
Yoghurt-Iranian	3
Alexan-A.Jordan	2
Nevi - "	12
Zoyi -Jewish	
Jewish -S.Giuseppe	7
Greek -Metellano	4
Rosalie-La Iperia	2
Hospital-Valo	
Local trains	

6(Workmen)

3

2 Open orgties.

POSITION OF DIRTY STOCK (OR LOADED AT 1700 HOURS, 1ST JULY 1943.

Refrigerators. Covered. High Sides. Flats. Tot. 20ft Shorts.

Loaded	61	202	526	25	8	2
Empty	39	153	1054	131	4	1
Totals	102	355	1580	156	12	2

Military Railway Services,
Geneva. 2nd July 1943.

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Declassified E.O. 12356 Section 3.3/NND No. 782021

TRANSLATION ENGLISH.

POSITION ROUTINE AT 07.00 HOURS - 1st JULY 1945.

ACCIDENTS. (For information) - On line MILAN - S. GIUSTINA on the 29th ultimo at about 21.15 hours between MONTEMILETO and PINETA, posted on the ROMAGNA bridge. The rear portion of the train collided with the front portion. One person was killed and 4 or 5 were injured. The line is expected to be restored at 12.00 hours on 1/7/45. Transhipment of passengers only made. Distance of about 500 metres.

MOVING OF TRAINS.- Regular running of trains on all lines. The trains sustained the usual delays as already mentioned on previous occasions. There were delays to trains between ARCUATA and MICHELA with the following group of trains :-

175/5 Bis - 15" at ARCUATA - 18" at LUCCA - 21" at MICHELA- also train No.11 suffered a delay of 34" at LUCCA waiting section. Train 175 Bis/5 bis suffered a delay of 41" at ARCUATA crossing 1072 and 37' minutes at MICHELA waiting for locomotive. The following delays of arrival at GENOVA BRIGNOLE occurred:-

Train 11	arrived 97' late	-	Train 9377 (VOGHERA)	arrived 97' late.
" 11 Bis	" 174"	"	-	"	5	arrived	97" "
*175/5 Bis	" 111"	"	-	"	1177		66" "
175 bis/5 bis	" 201"	"	-				

DISTRIBUTION OF EMPTY WAGONS. - Heaviest on all the lines North of GENOVA. Normal for the Eastern and Western Riviera.

DISTRIBUTION OF ALL THE STOCK. - 20 wagons for International traffic sent to MILANO. To meet the requirements of ANCONA and others, 40 D.B.H. wagons were sent to S. LUBRANA - 40 to GENOA, 20 to NOVIGLIANI and 20 to PRENDOLA.

Wet distribution requirements for today's landings. A train of 40 COVERED wagons arrived during the night from TORINO Smistamento and will be sent at GENOVA BRIGNOLE.

Only two trains were made from S. BENIGNO with 30 wagons on the whole, of which 11 were destined for the north. Gen. BIGNONE has loaded 40 wagons of FLOUR for MILANO, TORINO and NOVARA.

The following trains were marshalled to effect despatch of traffic to the North:-

7738 - 35 wagons of which 14 contained perishables.
7744 - 32 " for TORINO, and en route ROMP ARBOGNA - TORINO.
7746 - 20 " FLOUR for MILANO.

TRAINS RUN - 30th JUNE 1945.

SECTION.	PASSENGERS Fulls.	Ordy.	Spcl.	GOODS Fulls.	CIVILIAN	Ordy.	Spcl.	LOCOS	MISCELL. & TOWERS.
S.Eufe.-Rimini.	2	10						4	
" -Jesi						2			
" -Ancona						10			

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175/5 Bia - 15" at ALESSANDRIA - 15" at CUNEO - 21" at BRA. Also train No.11 suffered a delay of 34" at ISSIA waiting section. Train 175 Bia/5 bar suffered a delay of 41" at ARQUATA crossing 1052 and 37" minutes at NOVALIA waiting for locomotive. The following delays of arrival at GENOVA BRIGNOLE occurred:-

Train 11	arrived 27" late	-	Train 9577 (VOGHERA)	arrived 57" late.
" 11 Bis	" 174"	"	-	" 5	arrived	97" "
175/5 Bis	" 111"	"	-	" 1177	"	66" "
175 Bis/5 Bar	" 201"	"	-			

DETONATION OF EXPLOSIVES IN TUNNEL. - Reported on all the lines North of GENOVA. Normal for the Western and Eastern Riviera.

DISTRIBUTION OF 40 TON WAGONS. - 20 wagons for International traffic sent to MILANO. To meet the requirements of TORINO and others, 40 TON wagons were sent to S. DALMAZZO - 40 to CUNEO, 20 to BORGHETTO and 20 at MONCALIERI.
Met distribution requirements for today's loadings. A train of 40 TON wagons arrived during the night from TORINO Smistamento and will be sent on GENOVA BRIGNOLE.
Only two trips were made from S. BENIGNO with 36 wagons on the whole, of which 11 were destined for the north. Sam. BRIGNOLE has loaded 40 wagons of FLOUR for MILANO, TORINO and NOVARA.
The following trains were cancelled to effect despatch of traffic to the North:-

7738 - 36 wagons of which 16 containing perishables.
7744 - 32 " for TORINO, and en route ALESSANDRIA - TORINO.
7746 - 29 " FLOUR for MILANO.

IN THE FIELD - 30th JUNE 1943.

SECTION.	PASSENGER TRAIN. Mixed.	CIVILIAN. Only.	GOODS TRAIN. Mixed.	CIVILIAN Over.	Local.	ARMY LOCO	MATERIAL &	INVALID.
G. Brig.-Alessa.	2	10		6				
" -Novi		2						
" -Voghera		10						
" -Sanco		2					2	
" -Asti		5						
" -Ovada		2		2				
" -Savona		10		2				
" -Ventimiglia		12						
Voghera-Brescia		8						
" -S. Fiorio		2						
Alessa. -Divio Tortona		2						
Novi - " "		12						
" -Ivrea							6	
Ventimiglia-La Spezia		2						
Savona -S. Giuseppe		3						
Varo -Nizza				2				
Local Trains				4				

...2

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4th July

Daily Position for ENTEBBE 1945 continued.....

POSITION OF COASTAL CRAFT AT 17.00 HOURS - 30th June 1945.

STATION.	Tug Type A	Launches Twin Screw AA	Launches Single Screw Second B	Launches Single Screw Third C	TOTAL	Barges General D	Barges Port AD	TOTAL.
Gen. Depot	5	10	9	29	53	15	5	20
Gen. Petrol				7	7		4	4
Banco				4	4			
Vaghera				8	8			
Castellazzo			2	1	3			
Pirelli				1	1			
Shipwrights						1	1	2
Steven			2	13	15	4		4
Brennan			2	8	10	1		1
Navl O.				1	1			
Totals	5	10	15	72	102	20	10	49
In transit at 17.00 hours			10	47	57	10		10
Gross Totals	5	10	25	119	159	49	10	59

POSITION OF THE TUG STOCK FOR LOADING AT 17.00 HOURS- 30 June 1945.

	Tug Type A	Launches Twin Screw AA	Launches Single Screw Second B	Launches Single Screw Third C	Barges Type D	Barges Type AD	Tug/Barge.
Loading	63		202	516	25	8	1
Empty	39		153	1054	131	4	1
Totals	102		355	1500	156	12	2

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German			3	12	15	4		4
Dressmaker			2	8	10	1		1
Navi C.				1	1			
Totals	5	10	15	72	102	39	10	49
In Transit at 17.00 hours				10	47	57	10		10
Grand Totals	5	10	25	119	159	49	10	59

DISPOSAL OF REFUSE STOCK NOT LOADED AT 17.00 HOURS- 30 June 1945.

	REFUSE TRUCKS	COVERED STOCK	OPEN TRUCKS	TANKS	POX	POX/Depots.
Loaded	63	202	516	25	8	1
Empty	39	151	1064	131	4	1
Totals	102	353	1580	156	12	2

Military Railway Services,
Geneva. 1st July 1945.

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OPERE D'ARTE DANNEGGIATE O DISTRUTTE DEL COMP.F.S.DI MILANO

Linea Gallarate - Arona

1) - Crollato Ponte di Ferro sul fiume Ticino (tre travate: le estreme di mt. 85,00 e la centrale di mt. 99,00 - con sovrastante la strada nazionale del Sempione)+ Effettuabile tragnetto dei viaggiatori a mezzo natanti privati.

Linea Oleggio - Laveno

Distrutto Ponte sul Fiume Ticino (sopra segnalato).
L'Armamento ha subito leggeri,danni riparabili in pochi giorni.

Linea Milano - Bressana Bottarone

2) - Crollato totalemente ponte in muratura a 5 arcate sul fiume Ticino presso Pavia.=

3) - Crollato ponte in ferro sul fiume Po presso Bressana Bottarone

Linea Pavia - Casalpusterlengo

4) - Danneggiato ponte di ferro di mt. 21,00 sul fiume Olona = Riparabile in pochi giorni.=

5) - Distrutto ponte in muratura a tre luce di mt.14,80 ciascuna fra le stazioni id Orio e Lamborinia.=Riparabile in un mese di Lavoro.

Linea Rogoreto - Piacenza.

6) - Distrutto ponte sul fiume Pò presso Piacenza.

Linea Cologne - Cremona - Mantova

7) - Distrutto ponte in ferro sul fiume Adda presso Pizzighettone (tre travate: le estreme di mt. 45,00 e la media di mt. 51,00) Riparabile in trenta giorni.=

8) - Distrutto ponte in ferro sul fiume Oglio presso Marcaria (tre travate; le estreme di mt. 40,00 e la centrale di mt.49,00) Riparabile in trenta giorni).

Linea Cremona - Treviglio

9) - Gravemente danneggiato il ponte in muratura sul fiume Serio presso Crema (cinque archi in luce mt. 16,00 ciascuno).
E' già riattivato in via provvisoria.

Linea Olmeneta - Brescia

10)- Distrutto ponte in muratura sul fiume Oglio presso Robecco (tre arcate di metri 22,00 ciascuna)=
Riattamento dell'opera in 40 giorni.=
Danni all'armamento.

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2) - Crollato totalmente ponte in muratura a 5 arcate sul fiume Ticino presso Pavia.=

3) - Crollato ponte in ferro sul fiume Po presso Bressana Bottarone

Linea Pavie - Casalpusterlengo

4) - Danneggiato ponte di ferro di mt. 21,00 sul fiume Olona = Riparabile in pochi giorni.=

5) - Distrutto ponte in muratura a tre luce di mt.14,80 ciascuna fra le stazioni id Orio e Lamorinia.=Riparabile in un mese di lavoro.

Linea Rogorato - Piacenza.

6) - Distrutto ponte sul fiume Pò presso Piacenza.

Linea Codogno - Cremona - Mantva

7) - Distrutto ponte in ferro sul fiume Adda presso Pizzighettone (tre travate: le estreme di mt. 45,00 e la media di mt. 51,00) Riparabile in trenta giorni.=

8) - Distrutto ponte in ferro sul fiume Oglio presso Marcaria (tre travate; le estreme di mt. 40,00 e la centrale di mt.49,00) Riparabile in trenta giorni).

Linea Cremona - Treviglio

9) - Gravemente danneggiato il ponte in muratura sul fiume Serio presso Crema (cinque archi in luce mt. 16,00 ciascuno). E' già riattivato in via provvisoria.

Linea Olmeneta - Brescia

10)- Distrutto ponte in muratura sul fiume Oglio presso Robecco (tre arcate di metri 22,00 ciascuna)= Riattamento dell'opera in 40 giorni.= Danni all'armamento.

Linea Parma - S.Zeno

11) - Interotto ponte in ferro sul fiume Oglio presso Canneto (tre travate; le estreme di mt.53,70 e la centrale di mt.60,50)

12) - Distrutto ponte in ferro sul fiume Pò presso Casalmaggiore (17 campate; di cui le estreme di mt. 53,40 e le altre di Mt.64,70) Non è prevedibile il tempo necessario al ripristino

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Linea Milano - Verona.

13) - Interrotto ponte in muratura sul fiume Serio tra moregno e Romano (sette luci di mt. 16,00 ciascuna)

14) - Interrotto ponte in muratura sul fiume Oglio fra Calcio e Chiari (sette luci di cui la centrale di mt. 42,00 e le altre di mt.6,00)

15) - Ponte sul fiume Adda presso Cassano: danneggiato.=
E' già stato ripristinato provvisoriamente per un solo binario

La circolazione è interrotta in corrispondenza de primi due ponti sul fiume Serio e sul fiume Oglio = Avviene ad un solo binario sul ponte del fiume Adda e nel tratto Renzato-Bivio Nella.= A doppio binario per i rimanenti tratti.=

Linea Treviglio - Bergamo - Rovato.

16) - Interrotto viadotto in muratura sul fiume Oglio presso Palazzolo= (9 Luci di mt.20,00 ciascuna)
Riattivazione prevista in un mese di lavoro.=

Linea Lecco - Colico - Sondrio

17) - Crollato terzo arco del viadotto in muratura a sei archi di mt. 8,00 di luce posto fra Lecco e Abbadia al Km.2+950 = Riparazione prevista in 15 giorni.=

Linea Colico - Chiavenna

18) - Gravemente danneggiato ponte sul fiume Adda presso Colico= Riparato in via provvisoria.=

Linea Monza - Calolzio

19) - Danneggiato ponte sul fiume Adda presso Calolzio: riparato provvisoriamente.

OPERE D'ARTE DANNEGGIATE O DISTRUTTE DEL COMP. P.S. DI VENEZIA

Linea Mestre - Verona

20) - Interrotto ponte sul fiume Brenta (tre travate di luce mt.25,00 - 30,00 - 25,00)

21) - Interrotto ponte sul Brentella (ripristino in via provvisoria)

22) - Interrotto ponte sul fiume Tesina

23) - Interrotto ponte sul Guà (luce mt.9,00)

Linea Vicenza - Treviso

24) - Interrotto ponte sul Tesina (sette archi di mt. 9,25)

25) - Interrotto ponte di Ferro sul fiume Brenta (30 luci di mt.10,00)

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Linea Treviglio - Bergamo - Rovato.

16) - Interrotto viadotto in muratura sul fiume Oglio presso Palazzolo= (9 Luci di mt.20,00 ciascuna)
Riattivazione prevista in un mese di lavoro.=

Linea Lecco - Colico - Sondrio

17) - Crollato terzo arco del viadotto in muratura a sei archi di mt. 8,00 di luce posto fra Lecco e Abbadia al Km.2+950 = Riparazione prevista in 15 giorni.=

Linea Colico - Chiavenna

18) - Gravemente danneggiato ponte sul fiume Adda presso Colico= Riparato in via provvisoria.=

Linea Monza - Calolzio

19) - Danneggiato ponte sul fiume Adda presso Calolzio: riparato provvisoriamente.

OPERE D'ARTE DANNEGGIATE O DISTRUTTE DEL COMP. F.S. DI VENEZIA

Linea Mestre - Verona

20) - Interrotto ponte sul fiume Brenta (tre travate di luce mt.25,00 - 50,00 - 25,00)

21) - Interrotto ponte sul Brentella (ripristino in via provvisoria)

22) - Interrotto ponte sul fiume Tesina

23) - Interrotto ponte sul Guà (luce mm.9,00)

Linea Vicenza - Treviso

24) - Interrotto ponte sul Tesina (sette archi di mt. 9,25)

25) - Interrotto ponte di Ferro sul fiume Brenta (30 luci di mt.10,00)

Linea Cristignano - Treviso

26) - Interrotto ponte sul fiume Brenta (tre luci di mt. 35,50)

27) - Interrotto ponte in ferro sul Muson (luce di mt. 22,00-)

28) - Interrotta sottovia di luce mt. 9,00

29) - Interrotto attiguo ponte in di luce mt.7,00

Linea Padova - Camposampiero

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30) - Interrotto ponte sul Brenta (nove luci di mt. 10,00 ciascuna)

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Linea Vicenza - Schio

31) - Interrotto ponte in ferro da mt.17,00

Linea Treviso - Calalzo

32) - Interrotto viadotto sul Viera (quattro luci da mt. 16,00)

33) - Interrotto viadotto sul Cordevole (quatro luci da mt.16,00)

34) - Interrotto ponte sul Maè (tre luci da mt. 16,00)

35) - Interrotto ponte sul Sarsena (due luci in muratura)

Linea Mestre - Trento

36) - Interrotto ponte di ferro (tre arcate da mt. 40,00)

37) - Interrotto ponte in ferro di luce mt. 10,00

Linea Conegliano-Ponte delle Alpi

38) - Interrotto ponte sul Meschia (una arcata id mt.20,00)

39) - Interrotto ponte sul Piave (un arco di luce mt.24,00)

Linea Treviso - Portogruaro

40) - Interrotto ponte in ferro sul Piave (cinque travate: le estreme di mt. 36,00 La centrale di mt. 59,00)

41) - Interrotto ponte vecchio in ferro sul Livenza (una luce di mt. 46,00)

42) - Interrotto ponte nuovo in ferro sul Livenza (tre luci le estreme di mt. 30 e la centrale di mt. 35,00)

43) - Interrotto ponte in ferro sul Bariga (una luce di mt.40,00)

Linea Motta - S.Vito

44) - Interrotto ponte in ferro sul Bariga (una luce di mt.40,00)

Linea Mestre - Portogruaro

45) - Interrotto ponte in ferro sul Piave (tre travate: le estreme di mt.42,00, la centrale di mt. 50,00)

46) - Interrotto ponte in ferro sul Livenza (due travate da mt. 39,00 - 59,00)

Linea Mestre - Udine

47) - Interrotto ponte in muratura sul Piave (venti archi da mt. 20,00 ciascuno)

48) - Interrotto ponte in ferro sul Monticano (due luci di mt.12,00)

49) - Interrotto ponte in muratura sul Livenza (luce mt.24,00)

50) - Interrotto ponte sul Meduna (otto Luci di mt.20,00 ciascuno)

51) - Interrotto ponte in ferro sul Tagliamento (36 travate di Mt.21,30)

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Linea Conegliano-Ponte delle Alpi

38) - Interrotto ponte sul Meschia (una arcata id mt.20,00)

39) - Interrotto ponte sul Piave (un arco di luce mt.24,00)

Linea Treviso - Portogruaro

40) - Interrotto ponte in ferro sul Piave (cinque travate: le estreme di mt. 36,00 La centrale di mt. 59,00)

41) - Interrotto ponte vecchio in ferro sul Livenza (una luce di mt. 46,00)

42) - Interrotto ponte nuovo in ferro sul Livenza (tre luci le estreme di mt. 30 e la centrale di mt. 35,00)

43) - Interrotto ponte in ferro sul Bariga (una luce di mt.40,00)

Linea Motta - S.Vito

44) - Interrotto ponte in ferro sul Bariga (una luce di mt.40,00)

Linea Mestre - Portogruaro

45) - Interrotto ponte in ferro sul Piave (tre travate: le estreme di mt.42,00, la centrale di mt. 50,00)

46) - Interrotto ponte in ferro sul Livenza (due travate da mt. 39,00 - 59,00)

Linea Mestre - Udine

47) - Interrotto ponte in muratura sul Piave (venti archi da mt. 20,00 ciascuno)

48) - Interrotto ponte in ferro sul Monticano (due luci di mt.12,00)

49) - Interrotto ponte in muratura sul Livenza (luce mt.24,00)

50) - Interrotto ponte sul Meduna (otto Luci di mt.20,00 ciascuno)

51) - Interrotto ponte in ferro sul Tagliamento (3b travate di Mt.21,30)

OPERE D'ARTE DANNEGGIATE O DISTRUTTE DEL COMP.F.S. DI BOLOGNA

Linea Bologna - Ferrara - Pontelagoscuro

52) - Distrutto ponte sul fiume Reno presso Galliera

53) - Distrutto ponte sul fiume Pò presso Pontelagoscuro

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Linea Modena - Suzzara

54) - Danneggiato ponte sul fiume Secchia presso Soliera

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Linea Bologna - Rimini

55) - Distrutto Ponte della Centinaia al Km. 13 presso Mirandola

56) - Distrutto ponte sul Savena presso Mirandola

57) - Distrutto Ponte sull'Idice presso Castel S.Pietro

58) - Distrutto ponte sul Santerno presso Imola

Linea Bologna - Revere

59) - Distrutto Ponte sul Lavino presso Tavernelle

60) - Distrutto il ponte sul Samoggia presso Crevalcore

61) - Distrutto il ponte sul Panaro presso Camposanto

62) - Crollato due travate del ponte sul fiume Pò presso Revere

Linea Bologna - Piacenza

63) - Distrutto cinque arcate ponte sul Reno presso Lavino

64) - Km.25+088 - distrutto sottopassaggio di mt.5,00 di luce presso Castelfranco Emilia.

65) - Km.32+009 - distrutto ponte sul Panaro a due archi di mt. 23,60 di luce ciascuno - presso Castelfranco Emilia

66) - Km.48+247 - distrutte ponte sul fiume Secchia - 12 archi di mt. 16,20 di luce ciascuno - presso Modena

67) - Km.64+221 - crollaro ponte di ferro a 4 travate di mt.7,40 ciascuna sul torrente Crostoli - presso Reggio Emilia

68)- Km.80+890 - crollato ponte sul torrente Enza a 6 archi di mt. 15,00 di luce ciascuno - presso S.Ilario

69) -Interrotto ponte sul fiume Taro presso Ponte Taro

70) -Crollato ponte sul fiume Stirone presso Alseno

COMPARTIMENTO DI VERONA

Linea Verona -Ostiglia

71) - Km.72 - distrutto ponte in ferro di mt.15,00 sul fiume Tartaro

72) - Km/99+414 - gravemente danneggiato ponticello di mt.3,00 in muratura.=

Linea Verona - Trento

73) - Distrutte due travate del ponte di Parona

Linea Verona - Brescia

74) - Distrutto ponte di Peschiera

75) - Distrutto ponte S.Marco

76) - Distrutto ponte sul fiume Chiese

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Linea Bologna - Piacenza

63) - Distrutto cinque arcate ponte sul Reno presso Lavino

64) - Km.25+888 - distrutto sottopassaggio di mt.5,00 di luce presso Castelfranco Emilia.

65) - Km.32+009 - distrutto ponte sul Panaro a due archi di mt. 23,50 di luce ciascuno - presso Castelfranco Emilia

66) - Km.46+247 - distrutte ponte sul fiume Secchia - 12 archi di mt. 16,20 di luce ciascuno - presso Modena

67) - Km.64+221 - crollato ponte di ferro a 4 travate di mt.7,40 ciascuna sul torrente Crostoli - presso Reggio Emilia

68)- Km.80+890 - crollato ponte sul torrente Enza a 8 archi di mt. 15,00 di luce ciascuno - presso S.Ilario

69) -Interrotto ponte sul fiume Taro presso Ponte Taro

70) -Crollato ponte sul fiume Stirone presso Alseno

COMPARTIMENTO DI VERONA

Linea Verona - Ostiglia

71) - Km.72 - distrutto ponte in ferro di mt.15,00 sul fiume Tartaro

72) - Km/99+414 - gravemente danneggiato ponticello di mt.3,00 in murature.=

Linea Verona - Trento

73) - Distrutte due travate del ponte di Parona

Linea Verona - Brescia

74) - Distrutto ponte di Peschiera

75) - Distrutto ponte S.Marco

76) - Distrutto ponte sul fiume Chiese

Linea Verona - Vicenza

77) - Km.170+280 - distrutto ponte Alpone.

COMPARTIMENTO DI TORINO

Linea Arquata - Alessandria

78-) Distrutto ponte sul fiume Bormida presso Alessandria.=

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

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SITREPS - NORTHERN ITALY
OCT. 1944 - AUG. 1945

Allied Force
MILITARY RAILWAY SERVICE-ITALY
Headquarters 774th Railway Grand Division
Office of Deputy Director

341/31

A.F.O. 512

11 May 1945

SUBJECT: Report of Reconnaisance - Northern Italy.

TO : Director, Military Railway Service-Italy.

1. Enclosed are reports from the Milan, Verona and Venice Compartimenti covering personnel, equipment and stock situation and line conditions, as was available by the staff of the above Compartimenti. At the Milan General Di Raimondo, with approval of MRS, set up a Deputy General Direction Railways for direct supervision over the Compartimenti of Milan, Turin, Genoa, Verona and Bologna, the person being Bianchi Ing.Giuseppe, present Capo Compartimento of the Milan Compartimento. Ing.Bianchi having been recently established in the position of Capo of the Milan Compartimento by the Liberation Committee is exceptionally well-qualified for the position, having served the Italian State Railways for about 30 years in the capacity of Chief of the Electrical Division and more recently connected with the General Electric Company. Ing.Bianchi will set up a small staff from ISR officials representing Engineering, Stores, Mechanical and Personnel and will choose his relief for the position of Capo Compartimento of the Milan Compartimento.

2. As the attached statements show, there is considerable equipment, including power and wagons, in liberated North Italy. A large number of these wagons are now under load of materials captured by the Germans and were enroute or to be moved from North Italy and arrangements have been completed for the unloading of these materials and the release of the equipment to make the surplus available for use in Central and Southern Italy.

3. From my observation, the present railway officials of the Italian State Railways in the above named Compartimenti are fully qualified to carry on the railway operations without the assistance of Allied troops - except, construction troops to make repairs to the main arteries of the railway system, namely, Bologna-Verona; Bologna-Milan; Bologna-Venice; Verona-Milan; and Genoa-Milan; and their assistance in furnishing materials after the main arteries are repaired for the Italians to carry on the reconstruction of the lesser important lines, I strongly recommend against Allied Forces taking over the operation of any of the lines north of Bologna. I feel confident that the Italian State Railways organization can handle all of the tonnage required for military and civilian needs in this area.

4. There is practically no damage to the rail lines in Milan. There was considerable damage in Verona, Venice and Bologna and on the major

Declassified E.O. 12356 Section 3.3/NND No. 782021

Railways for direct supervision over the Compartimenti of Milan, Turin, Genoa, Verona and Bologna, the person being Bianchi Ing.Giuseppe, present Capo Compartimento of the Milan Compartimento. Ing.Bianchi having been recently established in the position of Capo of the Milan Compartimento by the Liberation Committee is exceptionally well-qualified for the position, having served the Italian State Railways for about 30 years in the capacity of Chief of the Electrical Division and more recently connected with the General Electric Company. Ing.Bianchi will set up a small staff from ISR officials representing Engineering, Stores, Mechanical and Personnel and will choose his relief for the position of Capo Compartimento of the Milan Compartimento.

2. As the attached statements show, there is considerable equipment, including power and wagons, in liberated North Italy. A large number of these wagons are now under load of materials captured by the Germans and were enroute or to be moved from North Italy and arrangements have been completed for the unloading of these materials and the release of the equipment to make the surplus available for use in Central and Southern Italy.

3. From my observation, the present railway officials of the Italian State Railways in the above named Compartimenti are fully qualified to carry on the railway operations without the assistance of Allied troops - except, construction troops to make repairs to the main arteries of the railway system, namely, Bologna-Verona; Bologna-Milan; Bologna-Venice; Verona-Milan; and Genoa-Milan; and their assistance in furnishing materials after the main arteries are repaired for the Italians to carry on the reconstruction of the lesser important lines, I strongly recommend against Allied Forces taking over the operation of any of the lines north of Bologna. I feel confident that the Italian State Railways organization can handle all of the tonnage required for military and civilian needs in this area.

4. There is practically no damage to the rail lines in Milan. There was considerable damage in Verona, Venice and Bologna and on the major lines connecting all of the Compartimenti there are damaged bridge crossings at all of the major streams, some craters, and in some places-particularly in the Venice Compartimento - the Germans have removed some of the rails.

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5. As the attached reports indicate there are about 300 steam locomotives and about 100 electric locomotives serviceable and in the neighborhood of 8,000 cars. The foremost problem confronting the operation of the railway in Northern Italy is fuel which will necessarily have to be secured from Allied sources as all efforts to secure fuel from Swtzerland have failed. Electric power is now available in Milan and considerable train service, electrical principally passenger, is being performed and instructions were issued that they were not to establish any additional train service over and above what they have at present that requires steam power. This in order to conserve the coal to haul military freight. We did not, however, restricted them to establishing additional service where the service can be performed with electric power.

6. There is a shortage of food in Milan, Verona, Venice and Bologna and steps should be taken at once to effect the same arrangements in these Compartimenti as are in effect in Central and Southern Italy so far as railway workers are concerned.

W.P.WILSON
Colonel, TC
Deputy Director

cc-DD-O; DMR-1
DD Tn Constr.
AD Tn (Mech)
Lt.Col.W.L.Simons, G-4, MTOUSA (% ADD MRS-1 AFHQ)

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

Copy 6:- AC To Rail Operating

SUBJECT : Railway Intelligence Northern Italy.

TO : The Chief
Rail Division
No.Sub Commission A.C.

FROM : Major R.H.R. FIFFORY R.E.
Mechanical Engineering Branch

1. Authority
Reference Para II H.Q. A.C. Special Order n°150 dated 30 May 45.

2. Object
The tour was made with the object of obtaining locomotive data and Repair Shop intelligence. Information respecting other Railway matters was also obtained.

3. Places visited
The following Depots etc. were visited during the tour, and the technical information and data obtained is set out in attached appendices as detailed on para 4.

Place.	APPENDIX NO "A"	Office - and works visited and Officer contacted.
(a) Florence		(i) AC.Tn.Office Major Blair (ii) Rentido Loco Dept. I.S.R. Lt.Micmol USF (M.R.S.) (iii) Porto Prato Loco and carriage shops I.R.R. Dept. Chem U.S.F. (M.R.S.)
(b) Ferrara	"II"	(i) A.M.G. Provincial Commissioner (ii) Loco Depot I.S.R. Capo Deposito
(c) Padua	"II"A	(i) A.M.G. Regional Commissioner Brig. Dunlop.
(d) Venice	"III"	(i) M.R.S. D.D.Tn. Col.Early (ii) M.R.S. 2 Ry.Op.Gp.Lt.Col.Fairhead (iii) I.S.R. Capo Gen. Materiale e Trazione Ing.Mestrone.
(e) Verona	"IV"	I.S.R. Locomotive Depot.

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

2. Object

The tour was made with the object of obtaining locomotive data and Repair Shop intelligence. Information respecting other Railway matters was also obtained.

3. Places visited

The following Depots etc. were visited during the tour, and the technical information and data obtained is set out in attached appendices as detailed on para 4.

Place.		Office - and works visited and Officer contacted.
(a)	Florence APPENDIX NO "I"	(i) AC.Tn.Office Major Blair
		(ii) Semiglo Loco Dept. I.S.R. Lt.Michael UNW (N.Z.S.)
		(iii) Porto Prato Loco and carriage shops I.S.R. Capt. Chown U.S.A. (N.Z.S.)
(b)	Ferrara "II"	(i) A.M.G. Provincial Commissioner
		(ii) Loco Depot I.S.R. Cape Deposits
(c)	Padua "II"A	(i) A.M.G. Regional Commissioner Brig. Dunlop.
(d)	Venice "III"	(i) M.M.S. D.D.Tn. Col.Early
		(ii) M.T.S. 2 Sy.Op.Gp.Lt.Col.Fairhead
		(iii) I.S.R. Capo Ser. Materiale e Trazione Ing.Montagna.
(e)	Vicenza "IV"	I.S.R. Locomotive Depot.
(f)	Verona "V"	I.S.R. Locomotive Repair Shops.
(g)	Trento "VI"	I.S.R. Locomotive Depot.

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Place	Appendix nº	Office or works visited and Officer contacted.
(h) Bolzano	VII	(i) A.M.G. Provincial Commissioner Lt.Col.H.E. Bratney (A) Maj. Foster Copper (E) Economic Section (ii) M.F.S. Capt.Harrison (A) (iii) I.S.R. Locomotive Depot.
(i) Milan	VIII	A.M.G. Region XI (i) Maj.Talbot AC.Tn.Sub-Comm. Adv.Com. Maj.Buckley (ii) I.S.R. Ing.Stefano Capo Sez. M.T.S. Trazione Ing.Ferrua Capo Ufficio Collaudi (iii) I.S.R. Loco Depot Greco (iv) I.S.R. " " Smistamento (v) Acciaierie e Ferriere Lombarde Falck by Giovanni Falck
	X	
	IX	

E. H. E. JEFFREY.
MAJOR R.E.

Rome,
22 June 45

Copies to:- The Director Tn.Sub-Commission A.C.
D.M.R.S.
A.C.Tn.S.C.(Rail Operating)
File
Float.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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(ii) I.S.E. Ing.Peffone Capo Sez.
M.T.o Trasiamo
Ing.Ferrua Capo Ufficio Bellandi

(iii) I.S.E. Loco Depot Greco

(iv) I.S.E. " " Smistamento

(v) Acciaierie e Ferriere Lombarde
Falck by Giovanni Falck

E. M. E. JEFFREY.
MAJOR R.E.

Rome,
22 June 45

Copies to:- The Director Tn.Sub-Commission A.C.
D.M.E.S.
A.C.Tn.S.C.(Rail Operating)
File
Flont.

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

APPENDIX I. FLORENCE Compartment

(a) Section of line open to traffic on 2 June 45

(b) " " " closed to traffic and estimated time (ISE) before reopening.

(c) Locomotive position.

(d) Carriage and wagon position.

(e) Marshaling yards - present and pre-war capacity.

(f) Locomotive depots with details of facilities.

(g) Locomotive repair shop. Out put and present condition.

(h) Carriage and wagon repair shops.

(i) Private firms manufacturing or repairing locomotive carriages and wagon.

(j) List of Railway Officials. Florence Compartment.

(k) List of Coal stocking grounds area and capacity.

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(g) Locomotive repair shop. Out put and present condition.

(h) Carriage and wagon repair shops.

(i) Private firms manufacturing or repairing locomotive carriages and wagon.

(J) List of Railway Officials. Florence Compartment.

(k) List of Coal stocking grounds area and capacity.

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Appendix I(A)a(3)

Transportation Sub-Commission, AC
RAIL DIVISION
Rail Intelligence Report

Area _____ Compartment of Florence

Date: 2 June 1945 Report by Sezione Movimento e Trazione

Item	Information
(a) 1. Section of line Open to traffic (a) Steam (b) (b) Electric	Steam Grosseto-Vada, Campiglia-Portovecchio di Piombino, Saline di Volterra-Volterra, Vada-Rosignano, Vada-Colle Salvetti-Pisa, Colle Salvetti-Livorno, Livorno-Pisa, Pisa-Lucca-Pistoia, Pisa-Empoli-Firenze, Empoli-Castelfiorentino, Pistoia-Prato-Firenze, Arezzo-Chiusi, Arcola-La Spesia, La Spezia-Deiva. Diesel-Electric: Prato-Grizzana.
(b). 2 Sections of line Closed to Traffic and estimated time necessary to repair & reopen.	Portovecchio di Piombino-Piombino, Cecina-Saline di Volyerra, Asciano-Montepescali, Santo Stefano Magra-Fornovo, Rulla-Minucciano, Lucca-Viareggio, Lucca-Pontedera, Lucca-Piazza al Serchio, Firenze-Faenza, Pontassieve-Borgo S. Lorenzo. We cannot yet foreses when the-above Mentioned lines will be reconstructed and Opened? The following lines will be opened probably Within the time marked for each one: Rosignano-Livorno 18 Months Pisa-Arcola: 6 " Vezzano-S. Stefano Magra: 6 " S. Stefano Magra-Sanzana: 6 " Apuania Carrara-Carrara: 6 "

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(a) 1. Section of line Open to traffic (a) Steam (b) (b) Electric	Steam Grosseto-Vada, Campiglia-Portovecchio di Piombino, Saline di Volterra-Volterra, Vada-Rosignano, Vada-Colle Salvetti-Pisa, Colle Salvetti-Livorno, Livorno-Pisa, Pisa-Lucca-Pistoia, Pisa-Empoli-Firenze, Empoli-Castelfiorentino, Pistoia-Prato-Firenze, Arezzo-Chiusi, Arcola-La Spezia, La Spezia-Deiva. Diesel-Electric: Prato-Grizzana.
(b). 2 Sections of line Closed to Traffic and estimated time necessary to repair & reopen.	Portovecchio di Piombino-Piombino, Cecina-Saline di Volyerra, Asciano-Montepescali, Santo Stefano Magra-Fornovo, Aulla-Minucciano, Lucca-Viareggio, Lucca-Pontedera, Lucca-Piazza al Serchio, Firenze-Faenza, Pontassieve-Borgo S. Lorenzo. We cannot yet foresee when the above Mentioned lines will be reconstructed and Opened. The following lines will be opened probably Within the time marked for each one: Rosignano-Livorno 18 Months Pisa-Arcola: 6 " Vezzano-S. Stefano Magra: 6 " S. Stefeno Magra-Sarzana: 6 " Apuania Carrara-Carrara: 6 " Firenze-Pontassieve: 2 " Pontassieve-Arezzo: 12 " Chiusi-Siena-Castelfiorentino: 18 "

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Appendix I (c)

Steam Locomotives — **Florence**

Appendix; I (C)

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

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Chiusi	0	0	0	1
Pistoia	1	0	1	1
Livorno C.le	0	0	0	3
Livorno S.M.	7	0	1	0
Pisa	0	0	0	3
Grosseto	4	0	0	0
Out of Depot	0	7	0	32

Electric

Firenze	0	0	0	8
Siena	0	0	0	0
Chiusi	0	0	0	2
Pistoia	0	0	0	0
Livorno C.le	0	0	0	2
Livorno S.M.	0	0	0	0
Pisa	0	00	0	00
Grosseto	0	0	0	0
Out of Depot	0	5	0	8

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Rolling Stock available

SITUATION OF ~~MATERIAL EMPTY GOOD~~ (Coach, Baggage, Cars & Tanks) and the following.

Cars	Baggage	Box	High Gun	Low Gun	Flat	Tank	Foreign	Mail Van	Foreign Tanks
(+) 35	8	318	385	105	6	35	315(++)	1	5

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

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

0 9 9 0 1

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Florence 31 May 1945

Railway Track Commander

~~HOSPITAL TRAIN~~ (Coach, Baggage, Cars & Tanks) and the following. APPENDIX I (D)

Box	High Gun	Low Gun	Flat	Tank	Foreign	Mail Van	Foreign Tanks	Annotation
318	385	105	6	35	315(++)	1	5	

no B.M. which are part of hospital train.

it is not possible to state series unless on location.

Appendix "I"(E)

Item	Information		
Main Marshalling Yards & Sidings. (Location, Condition & Capacity, Etc.)	Capacity:	Before the War:	After the War
	Firenze P.Prato	150	50
	Firenze C.Marte	800	250
	Firenze-Rifredi	600	400
	Arezzo	200	100
	Terontola	200	50
	Chiusi	400	80
	Prato	500	350
	Pistoia	200	50
	Lucca	200	20
	Pisa C.	360	200
	Pisa S.R.	750	—
	Viareggio	250	—
	Sarzana	250	—
	La Spezia V.	450	—
	La Spezia C.	150	—
	Fornovo	200	—
	Livorno S.M.& Bivi	550	400
	Livorno C.	400	—
	Empoli	200	70
	Siena	150	—

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Terontola	200	50
Chiusi	400	80
Prato	500	350
Pistoia	200	50
Lucca	200	20
Pisa C.	300	200
Pisa S.R.	750	—
Viareggio	250	—
Sarzana	250	—
La Spezia V.	450	—
La Spezia C.	150	—
Fornovo	200	—
Livorno S.M.& Bivi	550	400
Livorno C.	400	—
Empoli	200	70
Siena	150	—

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Appendix I.(F)

Locomotive Depots Florence
Compartments

Location: Florence Road is connected with the station of Florence S.M.N. and with Connection of Florence Rifredi-Florence C.Marte.

Depot Capacity Locomotives No.40

Accumulable Coal. 7300 Tons

Watering-Station. In Efficiency C.Meters 400-the Implantation of the Aquator is Efficient.

Means for Repairs. 6 Parallel Lathe 1.Vertical Lathe 1.Revolver Lathe 1.Milling Machine, 2.Piling Machines 2.Column Drilling machines 1.Radial drilling machine 1.Sharpener. 1.Grindstone. 1.air compression tappet Hammer.1.crane of 30 Ton capacity and 1.crane of 20 Ton cap;1.couple of trestles of 30 Ton Cap:

Number of Workers: 304-(201 Adjusters,2Boiler makers,3 copper Smiths,4Forging Machinist, 18 Turners,2Manal painters,1 Tinner,28 Electricians,1Upholsterer, 6 Machine Guiders,9 Autogani Solderers,4 Carpenters,3 Varnishers, 27 Motorists and 20 Electrical adjusters.

Locomotive Depot Siena

Location: Is Directly connected with the Station of Siena.

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

Accumulable Coal: 8000 Tons.

Watering Station: Destroyed -There Exists only a Temporary Supplier of the capacity of 16.C.Meters.

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

Number of Workers: 44 -(17 Adjusters,11 Boiler Makers,2 Forging machinists,3 Turners, 1 Electrician,1 Machine Guider,1 Autogano Solderer,½ Motorists, 2 Locomotive Erectors,2 Vehicle Erectors).

Locomotive Depot Chiusi

Location: Directly Connected with the Station of Chiusi.

Depot: Capacity Locomotives No.15.

Accumulable Coal: 5000 Tons.

Watering Station: Destroyed,There exists a Supplier Furnished by the Allied Authorities of Unknown capacity.

Means for Repairs: 2 Slide Lathe,2 Drilling machines,1 Forging machine,
Number of Workers: 23 -(16 Adjusters,6 Boiler Makers,1 Forging Machinist,1 Turner, 1 Machine Guider,1 Autogano Solderer,1 Carpenter, and 1 Motorist.

Locomotive Depot Pistoia

Location:Directly Connected with the Station of Pistoia.

Depot: Capacity Locomotives No.10

Accumulable Coal: 9000 Tons.

Watering Station: Destroyed. There exists a Supplier Furnished by the Allied Authorities of 100 C.Meters Cap:

Means for Repairs: 2 Slide Lathe,1 Drilling machine,1 Grindstone,2 Forging machines, 1 Couple of Trestles of 30 Ton Capacni 1 of 17 Ton Cap:

Number of Workers: 38 -(16 Adjusters,3 Boiler Makers,3 Turners,1 Electrician,11 Motorists, 3 Vehicle Erectors and 1 Decanter.

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80 Ton Cap:
Number of Workers: 301 -(201 Adjusters, 2 Boiler makers, 3 copper Smiths, 4 Forging Machinist, 18 Turners, 3 Panel painters, 1 Tinner, 30 Electricians, 1 Upholsterer, 6 Machine Guiders, 9 Autogeni Solderers, 4 Carpenters, 3 Varnishers, 27 Moterists and 30 Electrical adjusters.

Locomotive Depot Sinja

Location: Is Directly connected with the Station of Sinja.
Depot: Capacity Locomotives No. 20 of which 4 under Shed.
Accumulable Coal: 3000 Tons.
Watering Station: Destroyed -There Exists only a Temporary Supplier of the capacity of 16.C.Meters.
Means for Repairs. 1 Small Drilling machine, 1 Forging machine, 1 couple of Trestles of 80 Ton Cap: and one of 40 Ton Cap:
Number of Workers: 44 -(17 Adjusters, 11 Boiler Makers, 2 Forging machinists, 3 Turners, 1 Electrician, 1 Machine Guider, 1 Autogene Solderer, 4 Moterists, 2 Locomotive Erectors, 2 Vehicle Erectors).

Locomotive Depot Chiusi

Location: Directly Connected with the Station of Chiusi.
Depot: Capacity Locomotives No. 15.
Accumulable Coal: 5000 Tons.
Watering Station: Destroyed, There exists a Supplier Furnished by the Allied Authorities of Unknown capacity.
Means for Repairs: 2 Slide lathe, 2 Drilling machines, 1 Forging machine,
Number of Workers: 28 -(16 Adjusters, 6 Boiler Makers, 1 Forging Machinist, 1 Turner, 1 Machine Guider, 1 Autogene Solderer, 1 Carpenter, and 1 Moterist.

Locomotive Depot Pistoia

Location: Directly Connected with the Station of Pistoia.
Depot: Capacity Locomotives No. 10
Accumulable Coal: 3000 Tons.
Watering Station: Destroyed. There exists a Supplier Furnished by the Allied Authorities of 100 C.Meters Cap:
Means for Repairs: 2 Slide Lathe, 1 Drilling machine, 1 Grindstone, 3 Forging machines, 1 Couple of Trestles of 80 Ton Capacity, 1 of 17 Ton Cap:
Number of Workers: 56 -(16 Adjusters, 3 Boiler Makers, 3 Turners, 1 Electrician, 11 Moterists, 3 Vehicle Erectors and 1 Decorator.

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Appendix "T"(F) (Continued)

Locomotive Depot Livorno C.le

Location: Near Livorno Central Station.
Depot: Capacity Locomotives None. (Due to the Interrupted Connection Which Joins it
Accumulable Coal: 11377 Tons. (With Livorno Central Station the Depot is not
Watering Station: Destroyed. (Accessible:
Means for Repairs: None.
Number of Workers: (Great part of said Workers are at present working at Livorno S.Marco)-
Workers No.146.-(70 Adjusters,13 Boiler Makers,1 Copper Smith,
4 Forging machinists,17 Turners,1Panel Painter,26 Electricians,5 Machine
Guiders,2 Autogeni Solderers,1Carpenter,3 Varnishers,2Motorists,
1 Wheel Turner.)

Locomotive Depot Livorno S.Marco (Temporary)

Location: Connected with the Station of Livorno S.M.
Depot: Capacity Locomotives; At present Utilized only for U.S.A.Locomotives.
Accumulable Coal: 9450 Tons -(The area Occupied by the Allied Authorities has been
Setup with Tanks for Nafta)

Watering Station: There Exists a Supplier Furnished by the Allied Authorities of Unknown
Capacity.
Means for Repairs: At present making only Repairs necessary for U.S.A. Locomotives with
Equipment furnished by Allied Authorities.
Number of Workers: See Livorno Central.

Locomotive Depot Pisa

Location: Near the Pisa Central Station.

Depot: Capacity Locomotives None (Due to Complete Destruction by Bombardment.)
Accumulable Coal: None.

Watering Station: Destroyed.
Means for Repairs: None.
Number of Workers: 75 -(38 Adjusters,10 Boiler Makers,1 Copper smith,3 Forging machinist,
5 Turners,1 Tinsmith,1 Electrician,2 Autogeni Solderers,1 Carpenter,
2 Varnishers,10 Motorists,and 1 Locomotive Erector).

Locomotive Depot Grosseto

Location: Near the F.V. of the Grosseto Station.
Depot: Capacity Locomotives No.10
Accumulable Coal: 1200 Tons.
Watering Station: Destroyed -There Exists a Supplier Setup by the Allied Authorities
Of Unknown Capacity.
Means for Repairs: None.

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

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Location: Connected with the Station of Livorno S.M.
Depot: Capacity Locomotives; At present Utilized only for U.S.A.Locomotives.
Accumulable Coal: 9450 Tons -(The area Occupied by the Allied Authorities has been Setup with Tanks for Nafta)

Watering Station: There Exists a Supplier Furnished by the Allied Authorities of Unknown Capacity.
Means for Repairs: At present making only Repairs necessary for U.S.A. Locomotives with Equipment furnished by Allied Authorities.
Number of Workers: See Livorno Central.

Locomotive Depot Pisa

Location: Near the Pisa Central Station.

Depot: Capacity Locomotives None (Due to Complete Destruction by Bombardment.)
Accumulable Coal: None.

Watering Station: Destroyed.
Means for Repairs: None.
Number of Workers: 75 -(38 Adjusters,10 Boiler Makers,1 Copper smith,3 Forging machinist, 5 Turners,1 Tinsmith,1 Electrician,2 Autogeni Solderers,1 Carpenter, 2 Varnishers,10 Motorists,and 1 Locomotive Erector).

Locomotive Depot Grossete

Location: Near the F.V. of the Grossete Station.
Depot: Capacity Locomotives No.10
Accumulable Coal: 1200 Tons.
Watering Station: Destroyed -There Exists a Supplier Setup by the Allied Authorities Of Unknown Capacity.
Means for Repairs: None.

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

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Steam Locomotive Depot Florence

Location: Firenze Rondo Connected with Station of Firenze S.M.N. and with Connection of Firenze Rifredi - Firenze C.Marte.
Depot: Capacity Locomotives No.20 Awaiting Repair or in Repair.
Sort of Repairs: Average Repairs; Change of AXES, Inspection and Repairs of Movement Organs And of Motor Apparatus, Removal of Boiling Tubes, Changing of Stay -Bolts, Application of parts to Boiler, Soldering of Crevices, Repairing of Brake Apparatus, Repairing of Connecting Gear between Engine and Tender, Elevators, Special Repairs (Provided not necessary to Remove Boiler from Locomotive), Re Ordination, Daily Maintenance and Internal Inspections, At present not in condition to Perform the Returning of same.
Output: Average from 3 to 4 Locomotives Repaired per month.
Present Conditions: Semi-Destroyed by Bombardment, Work is in corse for Repairs and Reconstruction, Already in Operation the Minimum indispensable of Machinery and Working means.
Great part of Rail tracks Reactivated.

Steam Locomotive Depot Siena

Location: Directly Connected with Station of Siena.
Depot: Capacity Locomotives No.4
Sort of Repairs: Daily Maintenance, Re Ordination, Some repairs for the changing of Boiling Tubes, Changing of Axes, Repairs to Mechanism, Faucets, and Brakes.
Output: Average 12 Locomotives Inspected per Month.
Condition of Establishement: Walls in good condition, Missing all Utensil machines and Great part of working means.

Steam Locomotive Depot Chiusi

Location: Directly connected with Station of Chiusi.
Depot: Capacity 2 Locomotives.
Sort of Repairs: Daily Maintenance.
Output: - - - - -
COND. of Establishement: Gravely damaged by Bombardment, of which repairs are in Corse, - Utensil machines in operation Strictly those necessary.

Steam Locomotive Depot Pistoia

Location: Directly connected with station of Pistoia.
Depot: Capacity 4 Locomotives.
Sort of Repairs: Daily Maintenance, Elevators, Special repairs of slight importence to Mechanism and Boiler (Changing of boiling Tubes, Stay-Bolts, Application Of parts) Repairs to Faucets and Brakes.
Output: 2 Locomotives of special repairs per month.
COND. of Establishement: Quite totally destroyed by Bombardment, The Lathe machine MERT. has Been reactivated with a minimum of Utensil machines and some other Premises.

Locomotive work-shop Depot Livorno C.M.

Location: Near Livorno Central station.
COND. of Establishement: Very badly damaged by Bombardment, Readjustment and Reconnection to The Network already efficient is in corse.

Steam Locomotive Depot Livorno S.M. (Temporary)

Location: Connected with the station of Livorno S.Marco. Working at present at disposition of Allied Authorities with material furnished by same, for the Daily Maintenance of the U.S.A. Locomotives.

Steam Locomotive Depot Pisa

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Reconstruction, Already in Operation the Minimum indispensable of Machinery and Working means.
Great part of Rail tracks Reactivated.

Steam Locomotive Depot Siena

Location: Directly Connected with Station of Siena.
Depot: Capacity Locomotives No.4.
Sort of Repairs: Daily Maintenance, Re Ordination, Some repairs for the changing of Boiling Tubes, Changing of Axes, Repairs to Mechanics, Faucets, and Brakes.
Output: Average 12 Locomotives Inspected per Month.
Condition of Establishement: Walls in good condition, Missing all Utensil machines and Great part of working means.

Steam Locomotive Depot Chiusi

Location: Directly connected with Station of Chiusi.
Depot: Capacity 2 Locomotives.
Sort of Repairs: Daily Maintenance.
Output: - - - - -
COND. of Establishement: Gravely damaged by Bombardment, of which repairs are in Corse, - Utensil machines in operation Strictly those necessary.

Steam Locomotive Depot Pistoia

Location: Directly connected with Station of Pistoia.
Depot: Capacity 4 Locomotives.
Sort of Repairs: Daily Maintenance, Elevators, Special repairs of slight importance to Mechanism and Boiler (Changing of boiling Tubes, Stay-Bolts, Application Of parts) Repairs to Faucets and Brakes.
Output: 2 Locomotives of special repairs per month.
COND. of Establishement: Quite totally destroyed by Bombardment, The Leide machine UMZ. has Been reactivated with a minimum of Utensil machines and some other Premises.

Locomotive work-shop Depot Livorno C.M.

Location: Near Livorno Central station.
COND. of Establishement: Very badly damaged by Bombardment, Readjustment and Reconnection to The Network already efficient is in corse.

Steam Locomotive Depot Livorno S.M. (Temporary)

Location: Connected with the station of Livorno S. Marco, Working at present at disposition Of Allied Authorities with material furnished by same, for the Daily Maintenance Of the U.S.A. Locomotives.

Steam Locomotive Depot Pisa

Location: Near Pisa central station, Totally destroyed by Bombardment and its Reconstruction Is in Project.

Steam Locomotive Depot Grosseto

Location: Near the F.V. of the Grosseto station, Totally destroyed by Bombardment.

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Vehicle ~~Shoring~~ Work-Shop Firenze S.M.N.

Location: Near car Park of Firenze S.M.N. Station.
Depot: Capacity Locomotives No. 100 Cars in Shelter and 65 in Repairs.
Sort of Repairs: Average repairs, Box reconstruction, small repairs.
Output: From 20 to 30 cars of Average repairs per month.
COND. of Establishement: Very badly damaged by Bombardment the reconstruction of the Buildings is in corse, and quite completed the systemazing of the Machinery and of working means, Rail-Tracks all Efficient.

Vehicle ~~Shoring~~ Work-Shop Pisa

Location: Opposite the P.V. of Pisa central station.
Depot: Capacity Locomotives No. 60 cars in repairs.
Sort of repairs: Small Repairs.
Output: From 100 to 120 cars of small repairs per month.
COND. of Establishement: Completely destroyed by bombardment, The Engine Shed has been Reconstructed and the Placement of the machines is underway. Rail tracks all efficient.

Vehicle ~~Shoring~~ Work-Shop Livorno

Location: Near the P.V. of Livorno S. Marco.
Depot: Capacity No. 60 cars in repairs.
Sort of Repairs: Small repairs.
Output: From 450 to 500 cars of small repairs per month, Through the help of American Workmen.
COND. of Establishement: Completely destroyed by Bombardment the Reconstruction of the Big Shed for repairs is in Project, of the Machines only a Ribbon-Saw and Lathe has been installed. Rail-tracks all efficient.

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Output: From 100 to 120 cars of small repairs per month.
COND. of Establishement: Completely destroyed by bombardment, the Engine Shed has been Reconstructed and the Placement of the machines is underway. Rail tracks all efficient.

Vehicle ~~Shops~~ Work-Shop Livorno

Location: Near the F.V. of Livorno S.Marco.
Input: Capacity No. 60 cars in repairs.
Sort of Repairs: Small repairs.
Output: From 450 to 500 cars of small repairs per month, Through the help of American Workmen.
COND. of Establishement: Completely destroyed by bombardment the Reconstruction of the Big Shed for repairs is in Project, of the Machines only a Ribbon-Saw and LATHE has been installed. Rail-tracks all efficient.

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rivate Plants manufacturing and
repairing rolling stock.
Florence Compartments.

Annex "I" (i)

TEST OFFICE Florence

The private work-shops for Vehicle repairs and construction at the Dependence of the TEST OFFICE of the Florence DEPT. are the Following.

Work-shop "PENNET" - VIAREGGIO — CAR Repairs of all types.(Is at present Reorganizing and WILL soon Resume the repairing of cars. However effects Demolitions.)

Work-shop "PIAGGIO & C.-PISA — Repairs of Mail-Vans and Carriages of all types - Construction of cars of all types.(Is at present Reorganizing,but has already started the repairing and Demolition of cars).

Work-shop "S.GIORGIO -PISTOIA — Repairs and construction of all types of Vehicles. (Although in a state of reorganizing,has started the Repairing,the Transformation and Demolition of all types of Vehicles; and besides has undertaken the construction of the Cars F.).

Work-shop "SACFEM" AREZZO — Repairs and construction of Vehicles of all types. (Although in a state of reorganizing,has started repairs Transformation and Demolition of cars).

(There are no Private work-shops for Repairs and Construction of Locomotives).

Florence, 1.June.1945

CHIEF of TEST OFFICE

Declassified E.O. 12356 Section 3.3/NND No. 782021

Reorganizing,but has already started the Repairing and Demolition of cars).

Work-shop "S.GIORGIO -PISTOIA — Repairs and construction of all types of Vehicles. (Although in a state of reorganizing,has started the Repairing,the Transformation and Demolition of all types of Vehicles; and besides has undertaken the construction of the Cars F.).

Work-shop "SACEM" AREZZO — Repairs and construction of Vehicles of all types. (Although in a state of reorganizing,has started repairs Transformation and Demolition of cars).

(There are no Private work-shops for Repairs and Construction of Locomotives).

Florence, 1.June.1945

CHIEF of TEST OFFICE

Declassified E.O. 12356 Section 3.3/NND No. 782021

F L O R E N C E

Compartimento Office

Capo Compartimento	Ing. Severo RISSONE
Sez. Movimento	Comm. Vincenzo IZZO
" Commerciale	Dott. Ilario PAPAZZO
" Trazione e Materiale	Ing. Corrado SINIBALDI
" Lavori	Ing. Carlo POLI
" I.E.S.	Ing. Nelson CIAMPOLINI

TRACTION SERVICE :

Prof. Dott. Guido CORBELLINI
Ing. Ubaldo GIANNAZZI

WORKSHOPS :

Capo Officina	SCIOMACHEN
Electrical Ass't.	Ing. PERA (Electrical)
Loco	Ing. GRANDINETTI
Plant	SERAFINI
C & W	MASINO

Mr STRACCIATI Sez. Lavori in charge of reconstruction works.

LOCOMOTIVE DEPOT :

Loco Erecting Shop	Guerrini	Millwrights	DANTI
" Boiler "	MARCHI		
Smiths & Welding Shops	PAPANI		
Foundary Shop	VOLPINI		
C & W Metal Shop ...	MELESOR		
Carpenters & Joiners	BIAGINI		

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" I.E.S. Ing. Nelson GIAMPAOLI

TRACTION SERVICE :

Prof. Dott. Guido CORBELLINI
Ing. Ubaldo GIANNAZZI

WORKSHOPS :

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

Mr STRACCIATI Sez.Lavori in charge of reconstruction works.

LOCOMOTIVE DEPOT :

Loco Erecting Shop	Guerrini	Millwrights	DANTI
" Boiler "	MARONI		
Smiths & Welding Shops	FAPANI		
Foundery Shop	VOLPINI		
C & W Metal Shop ...	MELCHOR		
Carpenters & Joiners	BIAGINI		
Paint	CALISSI		
Upholstery	TIZZONI		

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Appendix "I" (V)

FIRENZE 2 - 6 - 1945

= FUEL DEPOTS of this COMPARTMENT.

Location:	AREA SQ.M.	COAL CAPACITY IN TONS.	NOTATIONS.
FIRENZE S.M.N.	2400	7300	/
" P.PRATO	/	/	Area occupied by ALLIED Troops.
EMPOLI	1050	3000	Missing Entrance Tracks.
Pontedera	/	/	Have not as yet Decided on Available Area.
PISA Central	/	/	AREA was rendered Useless by Bombardment.
" S.ROSSORE	/	/	Same as above
Livorno C.le	4214	11.577	Before the two rail -yards are available for use
" C.Station	20000	54000	it is necessary to build the rail tracks.
" S.Marco	3300	9450	AREA at present occupied by Allied authorities.
" P.Nuovo	/	/	SAME as ABOVE
"P.VECCHIO	220.500	400	/
Cecina	200	570	/
Campiglia	190	300	/
P.V.Piombino	/	/	Rail yard Destroyed by bombardment.
GROSSETO	400	1200	AREA Provided is Occupied by Allied Authorities.
PRATO	4 +5 +3	/	Remains to choose more adaptable Locality.
PISTOIA	1050	3000	Prolonging 40 Meters of tracks can take over 800T.
LUCCA	700	2000	Missing Entrance Tracks.
VIAREGGIO			
S.Volterra	130	500	/
POGGIBONSI	14	40	/
SIENA	3347	9000	
BORGO S.LOR.	2575	7000	/
MARADI	340	800	/
FIRENZE C.MARTE	/	/	AREA occupied by Allied Authorities.
PONTASSIEVE	432	1231	/
S.Giovanni V.	40	120	/
AREZZO	/	/	AREA to be Delimitated on Station Rail-Yards.
C.ZERONTOLA	700	2000	/
CHIUSI	1750	5000	
TERONTOLA ST.	180	500	AREA Built by Germans, but at present ruinews if In future can always be used.

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S.ROSSORE	/	/	Same as above
Livorno C.le	4214	11.377	Before the two rail -yards are available for use
" C.Station	20000	54000	It is necessary to build the rail tracks.
" S.Marco	3500	9450	AREA at present occupied by Allied authorities.
" P.Nuovo	/	/	SAME as ABOVE
"P.VECCHIO	220.500	400	/
Cecina	200	570	/
Campiglia	190	300	/
P.V.Piombino	/	/	Rail yard Destroyed by bombardment.
GROSSETO	400	1200	AREA Provided is Occupied by Allied Authorities.
PRATO	4 +5 +5	/	Remains to choose more Adaptable Locality.
PISTOIA	1090	3000	Prolonging 40 Meters of tracks can take over 800T.
LUCCA	700	2000	Missing Entrance Tracks.
VIAREGGIO			
S.Volterra	150	500	/
POGGIBONSI	14	40	/
SIENA	3547	8000	/
BORGO S.LOR.	2375	7000	/
MARRADI	340	800	/
FIRENZE C.MARTE	/	/	AREA occupied by Allied Authorities.
PONTASSIEVE	432	1231	/
S.Giovanni V.	40	120	/
AREZZO	/	/	AREA to be Delimitated on Station Rail-Yards.
C.TERRENTOLA	700	2000	/
CHIUSI	1750	5000	/
TERRENTOLA ST.	180	500	AREA Built by Germans, but at present unknown if In future can always be used.

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10021

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

APPENDIX "II"

"APPENDIX " II" VERONA I.S.R. LOCO DEPOT.

(a) Condition

This Depot and the Railway Station and yard were bombed 18 times and has been very badly damaged all loco depot buildings being destroyed.

(b) Locomotives - In the depot.

730-069 damaged beyond repair
740-117 bent axle and requires general repair
875-005 damaged beyond repair
471-301 (was seen lying on its side since Sunday adjacent to route 12 north of Revenue.

(c) Machinery and Equipment.

All machine tools removed by the Germans & been jacks since cross beams in poor order remains.

1 wheel drop in good order but hydraulic pump and accumulator missing 18 meters turntable center damaged coal plant totally destroyed and electric motors removed by Germans. Pump House and pumps on Dersle Burns damaged by bombing improvised pumps plant removed by Germans

(b) Staff.

Depo Deposito [illegible] 32 shed staff remain and 4 drivers.

"APPENDIX" III" VERONA Communications APPENDIX "III"

(a) Section of line open to traffic 6 June 45
(b) Section of line closed to traffic and reason.
(c) Locomotive position
(d) Carriage and wagon position
(e) Marshalling yards location capacity and condition
(f) Locomotive depots and facilities
(g) ————————
(h) Carriage and wagon repair shop and out put.
(i) Private Firms manufacturing and repairing rolling stock
(j) List of Railway Officials
(k) Coal position.

(c) Machinery and equipment

All machines tools removed by the Germans 4 bens jacks mines crane beams in poor order remains.

1 wheel drop in good order but hydraulic pump and accumulator missing 18 meters turntable centre damaged coal plant totally destroyed and electric motors removed by Germans. Pump house and pumps on Canals Burans damaged by bombing improvised pumps plant removed by Germans

(b) Staff.

Depo Deposito TIRNOM GERMAN 32 shed staff remain and 4 drivers.

"APPENDIX" III" V.Nios Commartments APPENDIX "III"

(a) Section of line open to traffic 6 June 45

(b) Section of line closed to traffic and reason.

(c) Locomotive position

(d) Carriage and wagon position

(e) Marshalling yards location capacity and condition

(f) Locomotive depots and facilities

(g) ———————

(h) Carriage and wagon repair shop and out put.

(i) Private Firms manufacturing and repairing rolling stock

(j) List of Railway Officials

(k) Coal position .

APPENDIX "III"A.

PAPER

The Regional Commissioner STEGMANN DUNLOP was visited at his request, and copies of t

the Compartments Technical data obtained and also a Railway Map showing the position of lines open to traffic were Submitted.

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(A)

MINISTERO DELLE COMUNICAZIONI

COMPARTIMENTO DELLE FERROVIE

SEZIONE LAVORI DI VENEZIA

1) TRATTI DI LINEA APERTI AL TRAFFICO ED ESERCITATI A VAPORE al 6 Giugno 1945

a) - IN ESERCIZIO -

TRATTI DI LINEA	ARMAMENTI
Venezia - Mestre - Udine	Un solo binario

b) - NON DEFINITIVI ANCORA RIPRISTINATI -

TRATTI DI LINEA	ARMAMENTI
Mestre - Castelfranco - Bassano Vicenza.	Della linea Mestre - Treviso
Mestre - Vicenza Porte di Brenta - Padova	della linea Venezia - Vicenza
Mestre - Fossalta di Piave	della linea Mestre - Portogruaro
Portogruaro - Cittadella - Castelfranco - Treviso	della linea Vicenza - Treviso
Camposampiero - Castelfranco - Montebelluna	della linea Camposampiero-Montebelluna
Treviso - Montebelluna	della linea Treviso - Calalzo P.C.
Bassano - Cittadella Camposampiero - Padova	della linea Bassano - Padova
Zevio - Montagnana	della linea Zevio - Vicenza
Padova - Monselice	della linea Padova - Bologna

TRATTI DI LINEA	ANNOTAZIONI
Venezia – Mestre – Udine	Un solo binario

b) – CIRCUITI TELEFONICI AUTOMATICI –

TRATTI DI LINEA	ANNOTAZIONI
Mestre – Castelfranco – Treviso Ciampo.	Della linea Mestre – Treviso
Mestre – Vigonza	della linea Venezia – Vicenza
Ponte di Brenta – Lorino	della linea Mestre – Portogruaro
Mestre – Fusina di Pieve	della linea Vicenza – Treviso
Fontanive – Cittadella – Castelfranco – Treviso	della linea Camposampiero–Montebelluna
Camposampiero – Castelfranco – Montebelluna	della linea Treviso – Calalzo P.C.
Treviso – Montebelluna	della linea Mestre – Padova
Mestre – Cittadella	della linea Mestre – Vicenza
Camposampiero – Padova	della linea Treviso – Bologna
Mestre – Montebello	mancano le necessarie linee telegrafiche e telefoniche.
Padova – Monselice	
Treviso – Portogruaro	
Motta – S.Vito al Tagl.	
Portogruaro – Casarsa.	
Conegliano – Vittorio Vº	della linea Conegliano – Ponte nelle Alpi.
Rovigo – Adria	della linea Rovigo – Chioggia

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Appendix III (b)

AMMINISTRAZIONE DELLE COMUNICAZIONI

TRASPORTI DELLO STATO

Sezione Lavori di Venezia

2) - TRATTI DI LINEA INTERROTTI AL 5 GIUGNO 1945

TRATTI DI LINEA	INTERRUZIONI
Cimon - Primolano	Interrotto ponte sul Cismon
Vigonza - Ponte di Brenta	Interrotto ponte sul Brenta
Bassano di Piave - Fontanasero	Interrotto ponte sui fiumi Piave - Livenza e Meschio
Vittorio - Tezzo	Interrotti ponti sul Tesina e sul Brenta
Montebelluna - Susegana	Interrotto ponte sul Piave
Montebelluna - Calalzo F.S.	Interrotti ponti sul Brentella, sul Fontana, sul Viera, sul Cordevole, sul Molin, sul Mèd e fra le due gallerie Cordano
Cittadella - Camposampiero	Interrotto ponti sul Brenta - ponte km. 90+19 - sottopass.km.90+264 - ponte f.km.93+538 - ponte f. Km. 106+544 - ponte f. Km.115+161=
Vittorio - Ponte sulle Alpi	Interrotto Viadotto sul Meschio
Montebelo - Finzano	Interrotti i viadotti sul Collina e sul Tagliamento
Castelfranco - Treviso	Interruzioni varie non ancora precisate
Rovigo - Rovigo	Interrotti ponti sull'Adige ed altre numerose interruzioni
Adria - Chioggia	Ridotto lo scartamento da Adria a Chioggia a.c.0.61 - Interrotti ponti in f. sull'Adige e sul Brenta.

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TRATTI DI LINEA	ANNOTAZIONI
Cimone - Pieve Cadore	Interrotte ponte sul Cimone
Vigonza - Ponte di Brenta	Interrotto ponte sul Brenta
Brescia - Portogruaro	Interrotto ponte sui fiumi Piave - Livenza e Tagliamento
Vicenza - Montebelluna	Interrotti ponti sul Tesina e sul Brenta
Montebelluna - Conegliano	Interrotto ponte sul Piave
Montebelluna - Belluno P.C.	Interrotti ponti sul Brentella, sul Fenzano, sul Viera, sul Cordevole, sul Belin, sul Mis e fra le due gallerie Cordano
Cittadella - Campomampiero	Interrotte ponti sul Brenta - ponte km. 90+15 - sottopass.km.90+264 - ponte f.km.91+638 - ponte f. Km. 108+544 - ponte f. Km.115+151=
Vittorio - Ponte sulle Alpi	Interrotto Viadotto sul Meschio
Montebelluna - Pinzano	Interrotti i viadotti sul Collina e sul Tagliamento
Casarsa - Gemona	Interruzioni varie non ancora precisate
Venezia - Mestre	Interrotti ponti sull'Adige ed altre numerose interruzioni
Adria - Chioggia	Ridotto lo scartamento da Adria a Chioggia a.o.61 - Interrotti ponti in f. sull'Adige e sul Brenta.

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Appendix III
(c)

SITUAZIONE RIMPIAZZATIVA DELLE LOCOMOTIVE ESISTENTI NEL COMPARTIMENTO DI VENEZIA AL 31 MAGGIO 1945

Località	Locomotive efficienti	In riparaz. in deposito	In attesa riparazione in deposito	In attesa riparazione per Officina
Venezia	42 tr. 5 manov.	4	13	4
Mestre	16 tr. 6	9	22	21
Treviso	18 tr.	8	7	10
Belluno	=	1	2	1
Padova	23 tr. 6 manov.	=	9	1
Fuori Deposito	=	=	23	18
TOTALE	68 tr. 17 man.	22	76	55

ELETTRICHE

MESTRE	=	=	10

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Treviso	18 tr.	8	7	10
Belluno	=	1	2	1
Padova	23 tr. 6 munov.	=	9	1
Fuori Deposito	=	=	23	18
TOTALE	68 tr. 17 aen.	22	76	55

ELETTRICHE

MESTRE	=	=	10

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APPENDIX "III"
(D)

Riferiamo punto IV° del richiedente

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

Carrozze a carrelli
di 1ª classe ----
" 2ª " 3
" 3ª " 33

Carrozze a due o tre assi

di 1ª classe ----
" 2ª " ----
" 3ª " 4

Bagagliai a carrelli 1 a due o tre assi 19

Carri chiusi 771
" aperti 1118
Carri bassi sponde 208
" piatti 89
" tanks(cisterne) 23

PROMEMORIA

Appendix III (e)

Gruppo I/14-N.I/A/I/48.P

Si trasmettono, a seguito, i dati richiesti dal punto 5°:
Piazzali di carico importanti-Piani caricatori - Capacità/.

Venezia S.L. — Banchina di carico e scarico (O.V.)
capacità carri n°15

Venezia-Marittima — Tutte le banchine della Marittima sono interrotte.
In buone condizioni di esercizio le banchine di Venezia S.Basilio - capacità carri n°100

Venezia - Mestre. — Piano Car F.V. - Capacità Carri n°10
Piano Car Militare - Capacità carri n°25 (da sistemare)
Piano Car O.V. centrale - Capacità carri n°10 (buono)
2 binari di carico e scarico alle F.V. capacità carri 40 in buone condizioni.
I binario alla O.V. - centrale (Marin) capacità Carri 15 in buone condizioni.

Treviso S. — Piano Car militare capacità carri 20
Piano Car Comune e Magaz. Merci capacità Carri 17
2 binari di carico e scarico capacità carri n°30

Treviso-Santa Bona Motta.- — Piano Car comune capacità carri n°6
Piano car Militare capacità carri n°22
Magazzino merci e Piano car scoperto capacità carri n°21
Piano car coperto capacità carri n°22 (II per lato)
9 binari carico e scarico capacità complessiva carri n°120

Treviso P.Santi 40 — + Piano caricatore Militare e Magazzino merci
capacità carri n°30
Vari binari carico e scarico diretto.

Conegliano — Piano Car comune O.V. centrale capacità carri n°6
I binario car.e scar.O.V. centrale capacità carri n°16
Parco-Piano car Militare capacità carri n°16
" Piano car comune e Mag.Merci capacità carri n°16
" 3 binari di carico e scarico capacità carri n°80

Sacile — Piano car Militare capacità carri n°18
Piano caricatore comune capacità carri n°6
3 binari di carico e scarico capacità carri n°50

Pordenone — Piano car scoperto capacità carri n°16
Magazzino merci capacità carri n°12
5 binari di carico e scarico capacità carri n°72

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	Piano Car Militare - Capacità carri n°2) (da sistemare)
	Piano Car G.V. centrale - Capacità carri n°10 (buono)
Venezia - Mestre.	2 binari di carico e scarico alla P.V. capacità carri 40 in buone condizioni.
	I binario alla G.V. - centrale (Marin) capacità Carri 15 in buone condizioni.
	Piano Car militare capacità carri 30
Treviso C.	Piano Car Comune e Magaz. Merci capacità Carri 17
	2 binari di carico e scarico capacità carri n°30
	Piano Car comune capacità carri n°6
	Piano car Militare capacità carri n°22
Treviso-Scalo Motta.=	Magazzino merci e Piano car scoperto capacità carri n°21
	Piano car coperto capacità carri n°22 (II per lato)
	9 binari carico e scarico capacità complessiva carri n°120
Treviso P.Santi 40	+ Piano caricatore Militare e Magazzino merci capacità carri n°30
	Vari binari carico e scarico diretto.
	Piano Car comune G.V. centrale capacità carri n°6
	I binario car.e scar.G.V. centrale capacità carri n°16
Conegliano	Parco-Piano car Militare capacità carri n°16
	" Piano car comune e Mag.Merci capacità carri n°16
	" 3 binari di carico e scarico capacità carri n°80
	Piano car Militare capacità carri n°18
Sacile	Piano caricatore comune capacità carri n°6
	3 binari di carico e scarico capacità carri n°50
	Piano car scoperto capacità carri n°16
Pordenone	Magazzino merci capacità carri n°12
	5 binari di carico e scarico capacità carri n°72
	Piano caricatore Militare capacità carri n°10
Casarsa	Piano caricatore comune e Mag Merci capacità carri n°10
	I binario di carico e scarico capacità carri 15
	Piano caricatore comune e Mag.Merci capacità carri n°14
Codroipo	I binario di carico e scarico capacità carri n°25

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Campoampiero	Piano caricatore militare capacità carri n°17 Piano caricatore comune capacità carri n°II
Cittadella	Piano caricatore Militare capacità carri II Piano caricatore comune a Mag.Merci cap. Carri n°8 Binari di carico e scarico capacità carri n°32
Castelfranco V.	Piano caricatore Militare capacità carri n°12 Piano caricatore comune a Mag.Merci capacità carri 12 I binario di carico e scarico capacità carri n°22
Bassano d.g.	Piano caricatore Militare capacità carri n°25 Piano caricatore comune a mag. merci capacità carri 10 I binario di carico e scarico capacità carri n°35
Padova C.	Piano caricatore comune C.V. capacità carri n°6 Mag.Merci arrivi P.V. capacità carri n°20 Mag.Merci partenze P.V. capacità carri n°18 Vari binari di carico e scarico capacità carri 100
Padova C.Marte	Piano car Militare capacità carri n°20
Grisignano di Zocco.	Piano Car Militare capacità carri n°35 Piano car comune a Mag.Merci capacità carri 6 I binario di carico e scarico capacità carri 18

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

Venezia lì, 6.6.945 Gruppo I.14

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Bassano C.S.	Piano caricatore carro a Mag. Merci capacità carri 10 I binario di carico e scarico capacità carri n°35
Padova C.	Piano caricatore comune C.V. capacità carri n°6 Mag.Merci arrivi P.V. capacità carri n°40 Mag.Merci partenze P.V. capacità carri n°18 Vari binari di carico e scarico capacità carri 100
Padova C.Merce	Piano car Militare capacità carri n°40
Cittadella di Rocco.	Piano Car Militare capacità carri n°35 Piano car comune a Mag.Merci capacità carri 4 I binario di carico e scarico capacità carri 18

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

Venezia li, 6.6.945 Gruppo I.14

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10201

Locomotive depots and facilities - Venice Compartment.

Appendix (E)

Deposito Locomotive di Mestre

Ubicazione : Mestre Chirignago raccordato con Mestre Centrale e con Mestre 1° Posto Movimento e 2° Posto Movimento.

Capacità : Situazione locomotive n°80 di cui 24 nella piattaforma girevole.

Carbone accumulabile : Tonnellate 17.000.Con riattivazione dei binari della parigina e con lo sgombro di tutte le aree, si potrà giungere fino a tonnellate 100.000.=

Rifornitore acqua : Efficiente una torre acqua da 200 mc. alimentata da un pozzo artesiano. In breve tempo saranno efficienti due due vasconi da complessivi mc. 400 alimentati dall'acquedotto comunale.

Mezzi di riparazione : 7 torni, 1 mola smeriglio, 2 limatrici, 1 fresa, 1 sega a ferro, Gru a ponte da 80 tonn. In breve tempo potrà funzionare il tornio ruote.

Numero degli operai : 290 (169 aggiustatori, 46 calderai, 2 attrezzisti, 7 fucinatori, 23 tornitori, 4 rumai, 6 elettricisti, 1 guidamacchine, 13 saldatori autogene, 6 falegnami.

Deposito Locomotive Venezia

Ubicazione : Venezia Marittima raccordata con Venezia S.L. e Venezia Scalo Secondaria

Capacità : Stazionamento locomotive n°20

Carbone accumulabile : tonnellate 2000

Rifornitore acqua : Efficiente un rifornitore da 100 mc. ed uno da 50 mc. alimentari dall'acquedotto urbano.

Mezzi di riparazione : 6 torni paralleli, 3 trapani verticali, I tornio verticale, 2 limatrici, 1 fresa, 2 mole a smeriglio
Una muta cavalletti da 8T tonnellate. Funziona compressore.

Numero operai : 108 (68 aggiustatori - 17 calderai - 4 fucinatori - 8 tornitori - 4 rumai - 1 guidamacchine - 3 saldatori autogeno 1 verniciatore.).

Deposito Locomotive Padova

5537

Ubicazione : raccordato con Padova Centrale e con Padova Campo Marte.

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due vasconi da complessivi mc. 400 alimentati dall'aquedotto comunale.

Mezzi di riparazione : 7 torni, 1 mola smeriglio, 2 limatrici, 1 fresa, 1 sega a ferro, Gru a ponte da 80 tonn. In breve tempo potrà funzionare il tornio ruote.

Numero degli operai : 200 (169 aggiustatori, 46 caldorai, 2 attrezzisti, 7 fucinatori, 23 tornitori, 4 ramai, 6 elettricisti, 1 guidamacchine, 13 saldatori autogeno, 6 falegnami.

Deposito Locomotive Venezia

Ubicazione : Venezia Marittima raccordata con Venezia S.L. e Venezia Scalo Santa Chiara

Capacità : Stazionamento locomotive n°20

Carbone accumulabile : tonnellate 2000

Rifornitore acqua : Efficiente un rifornitore da 100 mc. ed uno da 50 mc. alimentari dall'aquedotto urbano.

Mezzi di riparazione : 6 torni paralleli, 3 trapani verticali, I tornio verticale, 2 limatrici, 1 fresa, 2 mole a smeriglio
Una muta cavalletti da 80 tonnellate. Funziona compressore.

Numero operai : 108 (68 aggiustatori - 17 caldorai - 4 fucinatori - 8 tornitori - 4 ramai - 1 guidamacchine - 3 saldatori autogeno 1 verniciatore.)

Deposito Locomotive Padova

5537

Ubicazione : raccordato con Padova Centrale e con Padova Campo Marte.

Capacità :stazionamento locomotive n°20

Carbone accumulabile : tonnellate 4000

Rifornitore acqua: torre ad acqua da 200 mc. efficiente. Non efficiente il pozzo artesiano. L'acqua giunge regolarmente dall'aquedotto urbano.

Mezzi di riparazione : 3 torni paralleli, 1 limatrice, 1 trapano e 1 mola

Numero degli operai: 78-(51 aggiustatori -11 caldrai - 2 fucinatori - 9 tornitori - 2 elettricisti - 2 falegnami - 1 motorista.

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Rimessa locomotive di Belluno

Ubicazione : Direttamente collegata con la Stazione.

Capacità : Ricovero locomotive :10

Carbone accumulabile:Tonnellate 1000

Rifornitore acqua : Torre acqua da 100 mc. fornito regolarmento d'acqua.

Mezzi di riparazione : 2 torni - 1 limatrice - 1 trapano - 1 mola

Mezzi degli operai : 17 (12 aggiustatori - 2 caldarai - 1 tornitore - 1 saldatore autogeno - 1 falegname).

Officina Rialto Mestre

Appendix III (h)

Ubicazione : di fronte al I° Posto Movimento in prossimità del D.L.

Capacità : 30 vetture

Genere di riparazione : Manutenzione - piccole riparazioni

Uscite:200 vetture di manutenzione corrente mese

Condizioni dell'Impianto : nessun danno.

Officina Rialto Padova

Totalmente distrutto da bombardamentoaereo

Officina Rialto Cittadella

Ubicazione : lato P dopo rispetto al F.V. di Cittadella

Capacità : 20 carri

Genere di riparazioni : Manutenzione corrente e piccole riparazioni

Uscite : 150 carri di n.c. e p.r. al mese

Condizioni dell'Impianto : Lievi danni già riparati.

Officina Rialto Treviso

Ubicazione : Treviso Centrale

Capacità : 40 veicoli in riparazione

5526

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Officina Rialto Mestre

Ubicazione : di fronte al I° Posto Movimento in prossimità del D.L.

Capacità : 30 vetture

Genere di riparazione : Manutenzione - piccole riparazioni

Uscita: 300 vetture di manutenzione corrente meno

Condizioni dell'Impianto : nessun danno.

Officina Rialto Padova

Totalmente distrutta da bombardamento aereo

Officina Rialto Cittadella

Ubicazione : lato P deva rispetto al P.V. di Cittadella

Capacità : 20 carri

Genere di riparazioni : Manutenzione corrente e piccole riparazioni

Uscita : 150 carri di m.c. o p.r. al mese

Condizioni dell'Impianto : Lievi danni già riparati.

Officina Rialto Treviso

Ubicazione : Treviso Centrale

Capacità : 40 veicoli in riparazione

Genere di riparazione : manutenzione corrente e piccole riparazioni

Uscita :350 veicoli di m.c. o p.r. al mese

Condizioni dell'Impianto : Completamente distrutta da bombardamento aereo.

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Firms manufacturing and repairing rolling stock
Venice Compartments.

Appendix III
(i)

Officina Privata " Fervet " Castelfranco

Riparazioni carri (esclusi serbatoi) e bagagliai a carrello.
Attualmente distrutta è in via di ricostruzione.

Officina Privata " Stanga " Padova

Riparazione locomotive tipo piccolo (locomotive-tender)
Attualmente continua il lavoro per grandi riparazioni
Riparazione carri (escluso serbatoi)

Situazione al 6 Giugno 1945

F.to Ing. Fradelis.

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P. to Tur. Feudelle.

Situazione al 6 Giugno 1945

1926

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Appendix III (j).

LIST OF RAILWAY OFFICIALS

VENICE COMPARTMENTS

Capo Compartimento		Ing.	BAZAN
"	Sezione Movimento	"	BIADA
"	" Commerciale	"	DESI
"	" Trazione	"	MONTAGNA
"	" Lavori		PERETTI
"	" L.L.S.		SERNARI
"	" Lavori (Rolsano)		FONTANA

Appendix III (k)

Coal position

On hand

MESTRE	820	Tons
VENICE	560	"
TREVISO	370	"
PADOVA	90	"

Prewar Compartments consumption 1200 tons per day.

"APPENDIX IV" VICTORIA LOCO DEPOT

(a) Condition

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

sidings

(b) Equipment.

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

(c) Locomotives

The following engines were found in the shed and adjacent setup. sidings

422.021 x	625017 x	640.052	685.117	729.005 x	
	029 xxx	128	217	051	
	050	615.001	534	730.072 xx	
	116 x	008 xx	572xx	083	
	125		597	089 xx	
	127		615	121	
	146		620	133	
			639	143	
			644	150	
			648	168	
740.033	830.013	893.042			
149		096			
216	833.017	011 xx			
346					
396					

Notes- Repairs required x Light xx Heavy xxx Beyond repair.

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shed, the availability of the shed road is not affected thereby.
Machine shops, Wheel lathe, and wheel drop are untouched and are working.

(c) Locomotives

The following engines were found in the shed and adjacent stop. sidings

482.021 x	625017 x	640.052	685.117	729.085 x	
	029 xxx	128	217	051	
	050	615.001	534	730.072 xx	
	116 x	008 xx	572xx	683	
	125		587	689 xx	
	127		615	721	
	186		620	733	
			639	143	
			644	156	
			648	168	
740.033	830.013	893.004			
149		006			
218	835.017	011 xx			
346					
396					

Notes- Engines repaired x Light xx Heavy xxx Beyond repair.

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"APPENDIX " V" VIENNA LOCOMOTIVE WORKS

These works have been bombed by the Allies and Systematically, demolished by the Germans and are a complete wreck, every shop and with very few exceptions, all the machinery heavily damaged.

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

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

"APPENDIX" VI" TRENTO - FDR LOCOMOTIVE DEPOT Appendix VI

(a) Condition

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

(b) Equipment

Machine shop. 4 lathes 2 Drilling machine, a shaper, are in good order.
Coal plant good order.
Turntable (15.m/good order)

(c) Locomotives

The following locos were found:

German 2-8-0 2 cyl.	I.S.R.		
52.1545	428.437 x	740.023	835.059
1671 xxx	635.133	024	130
3128	647 xxx	027 xxx	172
3279		095	231
3281 xxx	729.099 xx	122	
5270		167	
6078		191	
6238		222	
		223	
		225	
	192 xxx	344	
		405 xxx	
		415	
		437 x	

Electric
626.101.xx

Notes- Repairs Repaired x Light xx Heavy xxx Scrap.

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As in the case of VITEBSK, this Depot has been bombed by the Allies but no demolition by the Germans was effected.
The engine repair shed has been damaged, but the machine shop and other Offices and the Stores are intact.

(b) Equipment

Machine shop. 4 lathes 2 Drilling machine, a shaper, are in good order.
Coal plant good order.
Turntable (15.M/good order)

(c) Locomotives

The following locos were found:

German 2-8-0 2 cyl.	I.S.R.			
52.1545	498.237 x	740.023		835.059
1671 xxx	985.133	024		130
3128	647 xxx	027	xxx	172
3279		093		231
3281 xxx	729.099 xx	122		
5270		167		
6978		191		
6238		222		
		223		
		225		
	192 xxx	344		
		405	xxx	
		415		
		437	x	

Electric
626.101.xx

Note:- Repairs Repaired x Light xx Heavy xxx Scrap.

5532

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APPENDIX "VII"

BOMA

(a) Contacts (i) A.M.G.

Visit was made to A.M.G. Provincial H.Q. and the P.C. Lt.-Col. Mc.Brabney (A) and Maj. Foster-Cooper (B) Economic section spoken to. Information received was that as Considerable difficulties were being experienced in off loading wagon loaded with consumable goods due to all resources being frozen by U.S. 5th Army. Vast quantities of machinery, material, and equipment of every description, looted by the germans were in the district, but fortunately the german records of origin of a large amount of this, and also the german quartering official responsible for its amassing were in Allied hands, and are being utilised with success to sort out the matter.
It was understood the this records were being forwarded to A.C. H.Q. Economic Section, so that the restoration of machinery etc. to private and public concerns in connection with their rehabilitation should be considerably facilitated by this information.

(ii) M.F.W.

Captain Harrison (A) was seen and information obtained respecting the loco and rolling stock position it was understood the between Pressaro and Ora there existed the following:-

Wagons - In good order

Empty closed 858
" open 1375
Loaded mixed 1131 (including 600 with consumable goods)

Damaged.

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

Locomotives - BOLOGNA - METZ - PONTEBBA

Steam	Available for use	44
	under repair	3
	waiting repair	18
	" material	5
	Total	70
Electric	Available	72
	Heavy repairs	32
	Light repairs	32

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

with success to-day but the latter.
It was understood that this records were being forwarded to A.C. H.Q. Engineer Section, so that the restoration of machinery etc. to private and public concerns in connection with their rehabilitation should be considerably facilitated by this information.

(ii) M.E.S.

Captain Harrison (A) was seen and information obtained respecting the loco and rolling stock position it was understood that between Promaro and Ore there existed the following:-

Wagons - In good order

Rarty closed 836
" open 1373
Loaded mixed 1134 (including 600 with consumable goods)

Damaged.

Approximately 4000, of which 40% are damaged beyond repair.
6 to 9 wagons are being repaired per day.

Locomotives - BECHUANA - KENYA - ROSTRUM

Steam	Available for use	44
	under repair	3
	waiting repair	18
	" material	5
	Total	70
Electric	Available	72
	Heavy repairs	32
	Light repairs	32

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

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(Continued)

(c) Locomotive Shed. and yard.

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

(d) Locomotives

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

Electric

133.033	554.102
554.005	112
014	113
057	126
061	134
062	142
073	149
079	162
081	
095	

Steam

477.005
835.055

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

Electric

133.033	554.102
554.005	112
014	113
057	126
061	134
062	142
073	149
079	162
081	
093	

Steam

477.005
835.055

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"APPENDIX" VIII° MILANO

Appendix VIII

(a) (a) Contacts

(i) A.C.

Major Talbot. General position of traffic and lines open descussed

(ii) I.S.R.

Capo Sezione Materiale e Trazione Ing. POTTANO

Locomotive power position descussed and visit to loco depots at MILAN GRECO and SAISTAGNTO arranged.

Capo Ufficio di Collaudi

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

(iii) Private Firms

Acciaierie e Ferriere Lombarde FALCK - 4 Corso Matteotti.

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

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

The capacity of the firm is 10.000 tons of steel by electric furnaces and 18.000 tons by open Hearth process per month and maximum out-put of R.S. plate is 6000 tons per month, but for this 12.000 tons of coal per month are required and present allocation is 400 tons!

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

(b) (b) Visits to Locomotive Depots.

(i) I.S.R. loco shell and repair shop. MILAN CENTRAL.

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

(ii) I.S.R. Loco shed MILANO SAISTAGNETO.

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

Some of the machine tools have been removed by the Germans and a wheel lathe was seen dismantled ready for removal by the latter.

As there is another wheel lather in good order not dismantled it is considered that it might be advisable not to re-install the dismantled lathes but to remove it to some other depot such as

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

(iii) Private Firms

Acciaierie e Ferriere Lombarde FALCK - 4 Corso Matteotti.

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

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

The capacity of the firm is 10.000 tons of steel by electric furnaces and 18.000 tons by open Hearth process per month and maximum out-put of R.S. plate is 6000 tons per month, but for this 12.000 tons of coal per month are required and present allocation is 400 tons!

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

(b) (b) Visits to Locomotive Depots.

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

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

(ii) I.S.R. Loco shed MILANO SMISTAMENTO.

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

Some of the machine tools have been removed by the Germans and a wheel lathe was seen dismantled ready for removal by the latter.

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

"APPENDIX" IX° (see attached)
Locomotive position MILAN Compartments.

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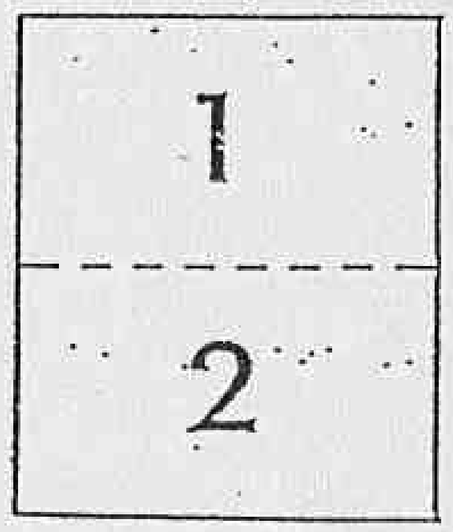
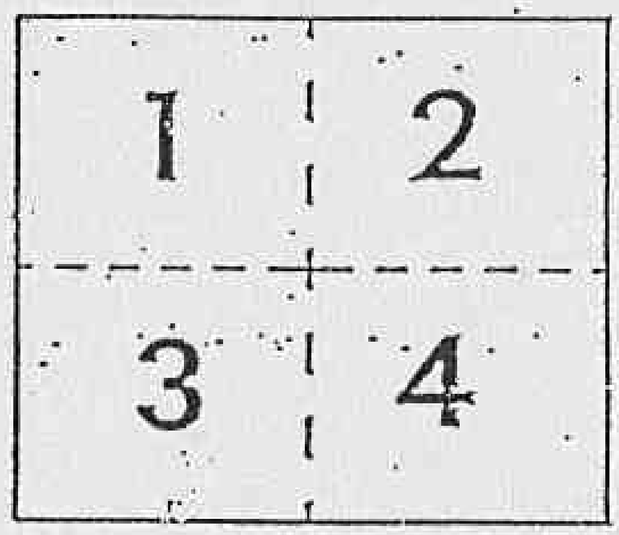
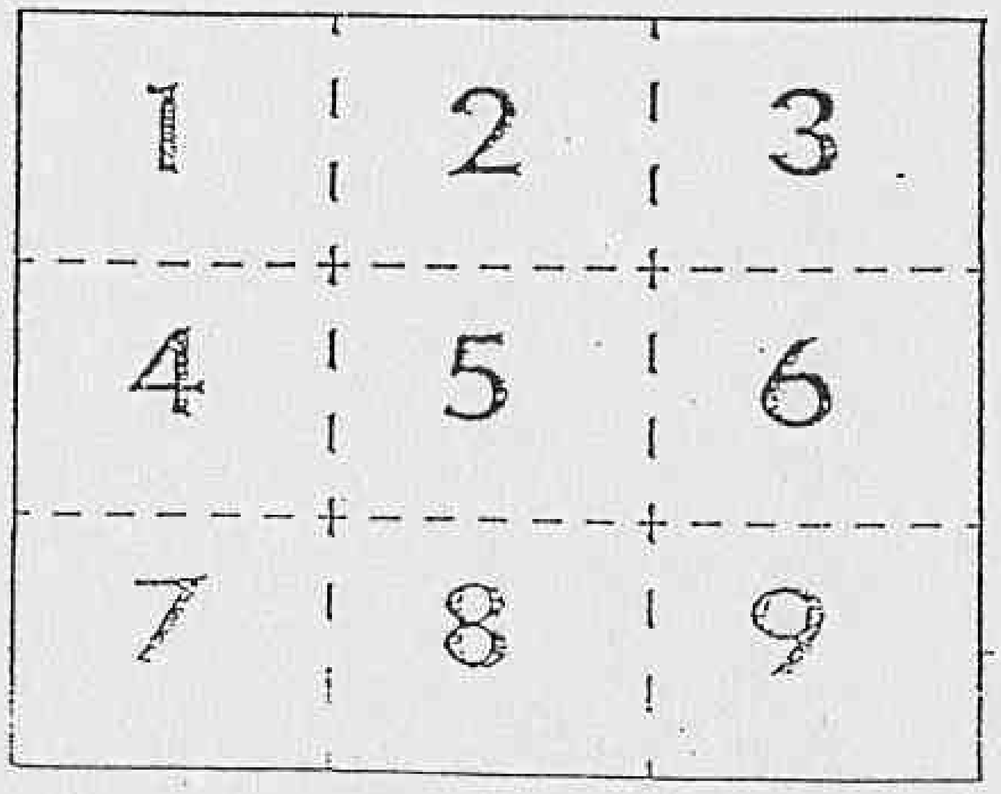
MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.







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[illegible] "F I L A R I"

SITUAZIONE Locomotive e vagoni in forza ai Depositi Locom. del Compartimento di MILANO al 9/6/1945

Locomotive gruppo	MILANO SMISTO: Efficienti	MILANO SMISTO: In riparazione	MILANO ISOLA: Efficienti	MILANO ISOLA: In riparazione	GARIBALDI: Efficienti	GARIBALDI: In riparazione	TORINO: Efficienti	TORINO: In riparazione	GENOVA: Efficienti	GENOVA: In riparazione	BRESCIA: Efficienti	BRESCIA: In riparazione	ALESSANDRIA: Efficienti	ALESSANDRIA: In riparazione	TOTALE: Efficienti
LOCOMOTIVE PER TRENI															
460	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1
470	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
471	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
477	3	-	-	-	-	-	-	-	-	-	-	-	-	-	3
625	12	-	2	-	1	-	1	-	-	-	-	-	-	-	16
640	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
645	2	-	-	-	-	-	-	-	-	-	-	-	-	-	2
661	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
682	3	-	3	-	-	-	4	-	-	-	-	-	-	-	10
685	43	-	17	-	3	-	7	-	1	-	1	-	1	-	73
691	20	-	3	-	1	-	2	-	1	-	1	-	1	-	29
729	3	-	18	-	6	-	3	-	1	-	1	-	1	-	33
730	1	-	9	-	2	-	1	-	1	-	1	-	1	-	16
735	-	-	3	-	1	-	-	-	-	-	-	-	-	-	4
740	-	-	1	-	1	-	-	-	-	-	-	-	-	-	2
745	4	-	1	-	-	-	-	-	-	-	-	-	-	-	5
746	-	-	-	-	-	-	12	1	9	2	-	1	-	-	25
903	4	-	-	-	-	-	-	-	-	-	-	-	-	-	4
910	-	-	1	-	-	-	1	-	-	-	-	-	-	-	2
Totale	95	14	65	9	22	4	26	1	12	2	22	23	10	2	253
890	-	-	4	-	-	-	-	-	-	-	-	-	-	-	4
893	-	-	7	-	-	-	-	-	-	-	1	-	-	-	8
922	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1
930	5	-	-	-	-	-	-	-	-	-	3	4	1	-	13
931	2	2	17	8	-	-	-	-	-	-	-	-	-	-	29
972	1	1	-	-	-	-	-	-	1	-	-	-	-	-	3
980	2	-	1	-	2(1)	-	1	-	1	-	1	-	-	-	8
985	1	-	-	-	-	-	-	-	-	-	1	-	-	-	2
995	1	1	2	5	-	-	-	-	-	-	-	1	-	-	10
996	-	-	5	1	-	-	-	-	-	-	-	-	-	-	6
Totale	35	11	47	8	10	1	7	2	5	10	4	5	2	-	116
TOTALE	130	25	112	17	32	5	33	3	17	12	26	28	12	2	369

(1) Di cui 3 radiocisterne (1/835 - 1/890 - 1/910) - (2) Di cui n°56 in attesa rimpiazzamento ed invio in officina

LOCOMOTIVE TENUTE TEMPORANEAMENTE MANCANTI DELLA NORMALITÀ: n°7 (1/471 1/471 1/640 1/680 2/685 1/850 1/738 2/73
3/835 1/890 2/910

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[illegible] WAR DIARY [illegible] Appendix II B

"MILANO"

Riepilogo in forma di Deposito Leggera del Compartimento di MILANO al 9/6/1945

	CREMONA		LODI		PAVIA		BERGAMO		BRESCIA		TOTALE LOCALITA'		
	Effettivi	Di cui parere	Effettivi	Di cui parere	Effettivi	Di cui parere	Effettivi	Di cui parere	Effettivi	Di cui parere	Effettivi	Di cui parere	Totale
	5	2	4	1	7	1	35	1	8	4	52	17	3
	37	5	1	1	4	2	21	1	7	32	1	8	3
	45	26	3	31	30	5	1	4	3	23	8	3	1
	2	1	7	1	4	2	1	6	21	2	5	1	4
	3	1	1	1	1	1	1	1	1	1	1	1	1
	1

1 0 4 0

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880	1	1	–	–	–	1	–	–	1	1	–	–	–	–	1
885	1	2	–	–	–	–	–	–	–	1	–	–	–	–	1
895	1	–	–	–	–	–	–	–	–	–	1	1	–	–	1
896	–	–	2	5	–	–	–	–	–	–	–	–	–	–	5
	–	–	5	1	–	–	–	–	–	–	–	–	–	–	1
Totale	35	11	47	8	10	1	7	2	5	10	4	5	2	–	110
Unità	130	25	112	17	32	5	33	3	17	33	26	28	12	2	362

(1) di cui 1 noleggiata (1/835 - 1/880 - 1/910) – (2) di cui n°50 in attesa rigenerazione ed invio in officina n°27 (1/471 1/477 3/640 1/682 2/685 3/850 1/728 2/730 3/815 2/880 2/910

SITUAZIONE DELLE LOCOMOTIVE elettriche, eletrotreni ed elettromotrici in forza ai Depositi del Compartimento di MI

LOCOMOTIVE GRUPPO	STATO GENERALE Effettivo Da rigare		STATO MOTT. Effic. in corso		STATO Effic. Da rig.	R.	STATO F.T. In F.P.		TOTALE Effettivi	ASSEGNATE Da rigenerare	TOTALE
Ale	–	1	–	–	–	–	–	–	–	–	1
STE	3	–	–	–	–	–	–	–	4	3	3
ALe 630	1	–	–	–	–	–	–	–	1	–	1
" 790	6	2(3)	–	–	–	–	–	–	6	2	8
" 880	8	3	–	–	–	–	–	–	8	19	27
" 883	6	2	–	–	–	–	–	–	4	10	14
ALe 883	3	5	–	–	–	–	–	–	3	5	8
E.412 8		19	–	–	–	–	–	–	12	16	28
E. 626	13	5	–	–	5	–	–	–	18	9	27
E. 636	–	–	–	–	19	4	–	–	15	7	22
E. 330	–	–	–	–	–	7	–	–	6	7	13
E. 550	–	–	–	–	–	6	7	–	13	6	19
AE. 540	–	–	–	–	–	13	6	–	6	2	8
AE. 69	–	–	–	–	–	–	6	2(4)	6	7	13
E. 321	–	–	–	–	–	–	10	3(5)	10	6	16
E. 421	–	–	–	–	–	–	6	6(3)	6	6	12
E. 620	–	–	–	–	–	–	6	1(7)	–	1	1
							4	–	4	–	4
TOTALE	37	37	29	11	32	33	35	12	126	93(6)	219

(b) di cui altre 1/E.60 in riparazione presso le Off.Milano Al Limo – (4) di cui 1 demolita da incendio (3) (5) di cui 1 da demolire – (6) di cui 45 da riparare od in attesa invio in Officine – (7) da demolire.

LOCOMOTORI-ELETTROMOTRICI – ELETTROTRENI relativi Compartimento alla data odierna n°36 (4/Ale 790 3/Ale 880 2/E.626 7/3

SITUAZIONE automotrici termiche in forza al Deposito di Forlì rimaste per l'Occupazione del Compartimento di Milano al 9/6/45

AUTOMOTRICI RIPARTITE – n. 1 ALn 48 assegnata alla Fuor. E.M.O
" 6 " 64 " " " "
" 41 ALn 556

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

											1		1	2
													7	10
											3		1	6
10	1	7	2	5	6	4	5	2	-	110		37		14
32	5	33	3	17	12	26	29	12	2	102		92(2)		45

(1/210) - (2) di cui n°50 in avaria dichiarato od atto a partire
n°27 (1/411 1/417 1/649 1/650 2/652 3/653 1/736 2/738 2/740 2/742 1/746
3/833 2/850 2/870

riche, eletrotreni ed elettromotrici in forza ai Depositi del Compartimento di MILANO al 10 Giugno 1945

| | | | | | | | | | | | | | |

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

[illegible]	371	—	—	—	—	—	—	—	(3)	—		1	1
[illegible]	424	—	—	—	—	—	—	—	1(7)	—		1	
[illegible]	620	—	—	—	—	—	—	4	—	8		—	4
TOTALE		57	27	30	11	12	13	35	12	122		23(6)	5 [illegible]

(2) di cui altre 3/2.60 in riparazione presso le Off.Italiane di Milano - (4) di cui 1 distrutto da incursione
(5) di cui 1 da demolire - (6) di cui 15 da riparare ed in altre forze le Officine - (7) da demolire."

LOCOMOTORI-ELETTROTRENI - AUTOTRENI radiati temporaneamente dalla dotazione n°36 (6/Ale 750 3/Ale 680 n/
7/S.626 7/S

DETTAGLIO automezzi tornitori in forza al Deposito di Preda dipendente dal Compartimento di Milano al 9/6/45

AUTOCARRI ATTREZZATI — n° 1 Alb 48 motoscafo alla Farm. E.M.O
" 6 " 68 " " " "
" 11 Alm 5.6

AUTOMEZZI DA RIPARARE O IN CORSO DI RIPARAZIONE — n° 1 AEb 64
" 10 AIm 556 (di cui 1 da demolire)

AUTOCARRI ATTREZZATI — n° 1 AIb 48
" 10 AIm 556 (di cui 1 da demolire)
" 1 Ale 64

AUTOCARRI-VEICOLO MENSA MOBILE-LABORATORI — n° 1 AIb 48 motoscafo alla Farm.M.M.O.
" 2 AIm 556

ACCANTONATI — " 24 AIm 556
" 14 " 56
" 24 " 772
" 1 ATR

DETTAGLIO automezzi motori per soccorso del Compartimento di MILANO al 9/6/1945

Carrelli automotori tipo XV° Bednal - officina n°10
in riparazione n°3

Milano, lì 10 Giugno 1945

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

"	"	"	"	1(7)	"	1	1
"	"	"	4	"	4	"	4
11	12	13	36	12	132	23(6)	212

(1) presso la U.S.Military di Milano - (4) di cui 1 distratta da incendiarsi (3) di cui 2 da demolire - (5) di cui 15 da riparare di cui 14 subito in officina - (7) da demolire.

Situazione mobilità equipaggiamenti delle batterie n°36 (A/Alm 796 B/Alm 080 M/S.330 T/550 H/S.626 T/S.626 T/S

Stato di Forza della batteria nel Raggruppamento di Milano al 3/6/45

Ufficiali n. 4 + 1 Alm 3 sottufficiali n. 11 + 1 Alm 3 militari di truppa n. 64 + 6 Alm 64 totale n. 79 + 1 Alm 5.6

Mezzi a ruote in forza alla batteria

- n° 1 Alb 64
  " 10 Alm 556 (di cui 1 da demolire)
- n° 1 Alb 48
  " 18 Alm 556 (di cui 1 da demolire)
  " 1 Gu 54
- n° 1 Alb 48 noleggiata alla Form.E.M.D.
  " 2 Alm 556
- " 24 Alm 556
  " 13 " 56
  " 24 " 772
  " 1 Aut

Per ordine del Raggruppamento di Milano al 3/6/1945

Il Capo Ufficio TM Ordnt. - ufficiale n°18
In ripetizione n°3

Appendix 2

[illegible] position of outstanding contracts in the [illegible] Area.

Type of stock etc.	Date of contract	Firm	Quantity	Old completion date	Quantity outside Ring 31 May 45	Output June 45
Electric Locomotive type [illegible]	Feb 43	BRUSH	25	Feb 44	25	Nil
	"	G.E.C.	10	"	10	"
	"	[illegible]	15	"	15	"
	"	BRUSH - [illegible]	12	"	12	"
Electric Shunting type No. 11	June 39	[illegible]	8	Oct.40	3	Nil
Electric Motors Type No. 75	Jul.39	G.E.C.	15	Sep.40	5	Nil
Services						
Type AD.8	Jan.41	[illegible]	2	April.42	2	Nil
" 92	"	"	10	"	10	"
Steam						
Diesel type [illegible]	Dec.42	[illegible]	550	Feb.44	150	8
" " Fe	"	"	575	"	575	Nil
" " "	"	[illegible]	500	"	381	"
" " Ca	"	D.F.	300	"	300	"
Open High side LC	"	"	1000	"	674	13

Copy to:- The Director [illegible] Corporation AT (for Director of [illegible])
[illegible] (for [illegible])
[illegible] Rail Division Operating Branch
A.D.[illegible] C/o Londonia Region (for Major Tolley)

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Type 3.434	"	S.S.S.	10	"	10	"
	"	[illegible]	18	"	18	"
	"	[illegible] -- [illegible]	12	"	12	"
Flexible tubing type No. 11	[illegible]	[illegible]	6	Oct.40	2	Nil
Flexible Hoses type No. 79	Jul.39	[illegible]	15	Sep.40	5	Nil
Barriers						
Type AP.5	Jan.41	[illegible]	2	Jul.42	2	Nil
" C2	"	"	10	"	10	"
Valves						
Closed type B1c	Dec.41	[illegible]	550	Feb.44	550	8
" " Fe	"	"	575	"	575	Nil
" " "	"	[illegible]	500	"	361	"
" " Ge	"	Oil.	300	"	300	"
Open High side 10	"	"	4000	"	834	13

Copy to:- The Director D.Tech-Commission AC (for [illegible])
[illegible] (for [illegible])
The [illegible] Tail Dividing Operating Branch
A.O.The Dir.of Tk. C/o Lonbrook Region (for Major Talbot)

5527

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

COPY

FRO : R & M COMF RLY OP COY SAEC 3 01840B

TO : DMRS ROME

. . . . . .

(SECURITY)
(REF. N°) No. 1 CLASSIFICATION RESTRICTED

POSITION PROMISING . LOCOMOTIVES AVAILABLE GENOA ARE ELECTRIC FREIGHT 33. PASSENGER 6. SHUNTING 2. STEAM FREIGHT 4. PASSENGER NIL. SHUNTING 29. ROLLING STOCK FREIGHT WAGONS COVERED AND OPEN 400. PASSENGER COACHES 110. HAVE ARRANGED WITH RAILWAY AUTHORITIES TO TAKE CENSUS OF WAGONS TOMORROW. FOLLOWING SECTIONS OPEN TO TRAFFIC. ELECTRIFIED GENOA TO ARQUATA VIA MIGNANEGO. GENOA TO ARQUATA VIA BUSALLA. ARQUATA TO ALESSANDRIA EXCEPT FOR BRIDGE OVER RIVER BORMIDE NEAR ALESSANDRIA. GENOA TO COGALETA AND GENOA TO NERVI. STEAM. ARQUATA TO VOGHERA. GENOA TO OVADA TO ACQUI. ELECTRIC POWER SUPPLIED FOR REDUCED WORKING ONLY. HIGH TENSION TRANSMISSION LINES FROM POWER STATION AT ROBBIATE NEAR MILAN ARE BROKEN BETWEEN VOGHERA AND TORTONA. REPAIR WORK IN HAND. HIGH TENSION TRANSMISSION LINES FROM POWER STATION AT SPIGNO NEAR ACQUI ARE BROKEN NEAR ACQUI AND NEAR GENOA. OWING TO LOW TENSION MAXIMUM LOAD OF TRAINS FROM GENOA TO ARQUATA 300 TONS GROSS. COAL ON HAND AT VOGHERA 600 TONS AND AT RIVAROLA 50 TONS. ESSENTIAL SUPPLY OF COAL BE ARRANGED. HAVE AUTHORISED RUNNING OF WORKMENS TRAIN GENOA TO OVADA TO ACQUI AND PASSENGER TRAIN GENOA TO VOGHERA. PERSONNEL KEEN TO WORK AND HEADS OF DEPARTMENTS WILLING AND COOPERATIVE. BRIGNOLE RUNNING SHED COMPLETELY UNDAMAGED RIVAROLO WORKSHOPS AND RUNNING SHED SLIGHTLY DAMAGED BUT WORK PROCEEDING NORMALLY. LINE TO AND FROM DOCKS IN ORDER.

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ROLLING STOCK FREIGHT WAGONS COVERED AND OPEN 400. PASSENGER COACHES 110. HAVE ARRANGED WITH RAILWAY AUTHORITIES TO TAKE CENSUS OF WAGONS TOMORROW. FOLLOWING SECTIONS OPEN TO TRAFFIC. ELECTRIFIED GENOA TO ARQUATA VIA MIGNANEGO. GENOA TO ARQUATA VIA BUSALLA. ARQUATA TO ALESSANDRIA EXCEPT FOR BRIDGE OVER RIVER BORMIDE NEAR ALESSANDRIA. GENOA TO COGALETA AND GENOA TO NERVI. STEAM. ARQUATA TO VOGHERA. GENOA TO OVADA TO ACQUI. ELECTRIC POWER SUPPLIED FOR REDUCED WORKING ONLY. HIGH TENSION TRANSMISSION LINES FROM POWER STATION AT ROBBIATE NEAR MILAN ARE BROKEN BETWEEN VOGHERA AND TORTONA. REPAIR WORK IN HAND. HIGH TENSION TRANSMISSION LINES FROM POWER STATION AT SPIGNO NEAR ACQUI ARE BROKEN NEAR ACQUI AND NEAR GENOA. OWING TO LOW TENSION MAXIMUM LOAD OF TRAINS FROM GENOA TO ARQUATA 300 TONS GROSS. COAL ON HAND AT VOGHERA 600 TONS AND AT RIVAROLA 50 TONS. ESSENTIAL SUPPLY OF COAL BE ARRANGED. HAVE AUTHORISED RUNNING OF WORKMENS TRAIN GENOA TO OVADA TO ACQUI AND PASSENGER TRAIN GENOA TO VOGHERA. PERSONNEL KEEN TO WORK AND HEADS OF DEPARTMENTS WILLING AND COOPERATIVE. BRIGNOLE RUNNING SHED COMPLETELY UNDAMAGED RIVAROLO WORKSHOPS AND RUNNING SHED SLIGHTLY DAMAGED BUT WORK PROCEEDING NORMALLY. LINE TO AND FROM DOCKS IN ORDER. ESSENTIAL CONSTRUCTION REPRESENTATIVE COMES FORWARD. OPERATION OF TRAINS DOES NOT REQUIRE ANY MILITARY PERSONNEL AND ONLY LI[illegible] 5526 SUPERVISION.

PRECEDENCE: IMMEDIATE

2.5.45
Copy sent to Thomas.
Baker.
Major Jeffreys
Stewart

Declassified E.O. 12356 Section 3.3/NND No. 780021

(R. & H) Composite Rly. Opng. Coy. S.A.E.C.

NUMBER OF TRAINS RUN.
TOTALE TRENI EFFETTUATE.

SECTION
SEZIONE GENOVA

DATE DATA	PASSENGER VIAGGIATORI		GOODS MERCI		LIGHT LOCOS. LOCO ISOLATE.	REMARKS. OSSERVAZIONI
	Military Militari	Civilian Civili	Milit. Milit.	Civ. Civili		
10/6/45	4	81		10	3	
11/6/45	4	73		6	3	
12/6/45	2	79		8	4	
13/6/45	7	78		17	3	
14/6/45		66	2	6	4	
15/6/45	5	71	8	17	6	
16/6/45	2	92	2	11	2	
TOTAL	24	540	12	75	25	

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II/6/45	4	73		6	3	
I2/6/45	2	79		8	4	
I3/6/45	7	78		I7	3	
I4/6/45		66	2	6	4	
I5/6/45	5	7I	8	I7	6	
I6/6/45	2	92	2	II	2	
TOTAL	24	540	I2	75	5	

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Back to Tm(*)

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

(R. & H.) Composite Ry. Opns. Coy. S.A.E.C.

NUMBER OF TRAINS RUN.
TOTALE TRENI EFFETTUATI.

SECTION
SEZIONE Genova

DATE DATA.	PAS SENGER VIAGGIATORI		GOODS MERCI		LIGHT LOCOS. LOCO ISOLATI.	REMARKS. OSSERVAZIONI
	Military Militari	Civilian Civili	Military Militari	Civilian Civili		
3/6/45	4	66		6	I	
4/6/45	8	79		8	5	
5/6/45	6	75		10	5	
6/6/45	8	76		9	5	
7/6/45	7	74		6	1	
8/6/45	8	75		21	5	
9/6/45	1	81		10	3	
Total	42	525		70	25	

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3/6/45	4	65		6	1	
4/6/45	8	79		8	5	
5/6/45	6	75		10	5	
6/6/45	8	76		9	5	
7/6/45	7	74		6	1	
8/6/45	4	75		21	5	
9/6/45	1	81		10	3	
Total	47	625		70	25	

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Military Railway-Services -Genoa.

Number of trains Run : W/E 23/6/45.

Compartimento of Genoa: Annexure " E "

Section	Passenger			Goods			Light Locos	Materials or Workmen
	Military	Civilian Ord:	Spl:	Milit.	Civilian Ord:	Spl.		
G.Brignole-Aless.	14	62		1	33	12	4	
G.Brignole-Novi		14					2	
G.Brignole-Voghera		50			8		1	
G.Brignole-Acqui		42			8			
G.Brignole-Ovada		14			3			
G.Brignole- Ronco		14					8	4
G.Brignole-Savona		72		1	16		5	
G.Brignole-Bogliasco		84			2			
G.Brignole-Noli	2							
Voghera --Bressana		44						
Voghera-S. Nicolò		6						
Aless.-Bivio Tortona		14						
Aless.-Arquata-Voghera			1					
Novi-Bivio Tortona		102						
Novi-Pozzolo								42
Ovada-Castellazzo		16			2			
Savona-Vado					2		1	
Savona-S.Giuseppe		85						8
Savona-Noli		5			2		1	
Savona-Bergeggi		2						
Savona-Celle								1

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G.Brignole-Aless.	14	62		1	33	12	4	
G.Brignole-Novi		14					2	
G.Brignole-Voghera		50			8		1	
G.Brignole-Acqui		42			8			
G.Brignole-Ovada		14			3			
G.Brignole- Ronco		14					8	4
G.Brignole-Savona		72		1	16		5	
G.Brignole-Bogliasco		84			2			
G.Brignole-Noli	2							
Voghera --Bressana		44						
Voghera-S. Nicolò		6						
Aless.-Bivio Tortona		14						
Aless.-Arquata-Voghera			1					
Novi-Bivio Tortona		102						
Novi-Pozzolo								42
Ovada-Castellazzo		16			2			
Savona-Vado					2		1	
Savona-S.Giuseppe		85						8
Savona-Noli		5			2		1	
Savona-Bergeggi		2						
Savona-Celle								1
La Spezia-Moneglia		14						
Local Trains					35		7	
Totals	16	640	1	2	111	12	29	55

Declassified E.O. 12356 Section 3.3/NND No. 780021

TRANSLATED VERSION.

MORNING POSITION AT 8.00 HOURS - 17TH JUNE 19[illegible]

MOVEMENT OF PASSENGER TRAINS. - Knot Riviera - Regular.

Light delays from ACQUI - OVADA. Heavy delays on West Riviera lines due to numerous speed restrictions on the section CAVIGLIA - VARAZZE which takes about 60 minutes to traverse.

Delays of between 15/20 minutes from the North, with the following exceptions:-

7793/9599	arrived	143"	late	- 78" ex ALESSANDRIA, 29" ex NOVI, 9" at ARQUATA pass engers, 16" at Genova P.P. unloading.
3311	"	26"	"	- 11" at ISOLA crossing 2814.
11	"	71"~~XX~~	"	- 35" ex ALESSANDRIA, 7" at SERRAVALLE for crossing 7762, 8" at SAMPIERDARENA unloading.
11 Bis	"	132"	"	- 120 ex ALESSANDRIA, 13" at ARQUATA for locomotive requirements.
9577	"	89"	"	- 27" ex VOGHERA, 21" at TORTONA for shunting, 20" at ISOLA crossing 7776 16" at Genova P.P. waiting section.
1051	"	83"	"	- 45" ex ALESSANDRIA, 8" at NOVI King 2814, 19" at SERRAVALLE King 7715, 18" at ARQUATA crossing ZV 164.
5	"	127"	"	- 70" ex ALESSANDRIA - 8" ARQUATA King 1052.
175/5 Bis	"	36"	"	- 5" VOGHERA - 16" ARQUATA King 1396.
5 Bis/5 Ter	"	69"	"	- 45" ALESSANDRIA - 12" ARQUATA waiting connection No.3.
175 Bis/5 Fourth		"170"	"	- 55" VOGHERA - 45" ARQUATA.
5 Bis	"	12"	"	- 12" lost at RIGHENO due to a minor accident to a passenger. Not serious.

DISTRIBUTION OF WOOD IMPORT. - Requirements of clearing ~~arrea~~ increased loading met by running additional trains. Provided for the distribution of rolling stock (empties) incoming from the North to the depots of SAMPIERDARENA, BRIGNOLE, S. MARGHERITA, and S. REMIGIO. S. REMIGIO requirements met. 4 COVERED wagons for Allied Command sent forward to DOCK YARD (Savona) by steam engine.

The 5 vehicles (4 CZ and 1 ABa) for the Allied Command have been placed on hand in GENOVA P.P. on platform TORTONA VOGHERA, 5th track).

45 OPEN empties arrived at SAMPIERDARENA from the North.

4 trips were made during the day to SAMPIERDARENA from S. REMIGIO and on the whole 47 wagons were conveyed, particulars as follows:-

22	coal	- MILANO.
1	"	- CASELLE
7	Sulphur	- TORINO
1	"	- ALESSANDRIA
1	"	- [illegible]

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11 Mlz " 182" " - 120 ex ALESSANDRIA, 13" ex ARQUATA for locomotive requirements.

9577 " 89" " - 27" ex VOGHERA, 21" at TORTONA for shunting, 20" at ISOLA crossing 7776 16" at Genova P.P. waiting section.

1051 " 83" " - 45" ex ALESSANDRIA, 8" at NOVI King 2814, 10" at BUSALLA King 7715, 18" at ARQUATA crossing ZV 164.

5 " 127" " - 70" ex ALESSANDRIA - 8" ARQUATA King 1052.

175/5 Mlz " 36" " - 5" VOGHERA - 16" ARQUATA King 1396.
5 Mlz/5 Ter " 69" " - 45" ALESSANDRIA - 12" ARQUATA waiting connection No.5.

175 Mlz/5 Fourth "170" " - 55" VOGHERA - 45" ARQUATA.
3 Mlz " 12" " - 12" lost at RIGNANO due to a minor accident to a passenger. Not serious.

DISTRIBUTION OF ROLLING STOCK. - Requirements of clearing ~~under~~ Increased loading met by running additional trains. Provided for the distribution of rolling stock (empties) incoming from the North to the depots of SAMPIERDARENA, BRIGNOLE, S. MARGHERITA, and S. RUFINO. S. RUFINO requirements met. 4 COVERED wagons for Allied Command sent forward to DOCK YARD (Savona) by steam engine.

The 5 vehicles (4 CZ and 1 AZ) for the Allied Command have been placed on hand in GENOVA P.P. on platform TORTOIA VERONIA, 5th track).

45 OPEN empties arrived at SAMPIERDARENA from the North.

4 trips were made during the day to SAMPIERDARENA from S. RUFINO and on the whole 47 wagons were conveyed, particulars as follows:-

22 coal - MILANO.
1 " - GARLASCO
7 Sulphur - TORINO
1 " - ALESSANDRIA
1 " - VERCELLI
6 Scrap iron - for "MECCANICA LIGURE" Works - GENOVA (PONTEDECIMO.
9 Scrap iron - for "ILVA" Works BOLZANETO.

Trains marshalled.

7712 with 20 COAL for MILANO - 600 tons. 5502
7738 with 2 coal for MILANO, 7 Sulphur for TORINO and attached from PRATO for MILANO 12, Empty drums, and 1 B. for loading coal required for the journey from ALESSANDRIA to MILANO.

DISTRIBUTION OF PASSENGER TRAINS. - North - Heavy. West - To Novi - MILANO - Light.

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Morning position - 17th June 1945.

POSITION OF WAGONS STOCK FOR LOADING AT 17.00 HOURS, 16/6/45.

	R.T.O.	Ex Tripolitania	Ex Cyrenaica	Ex Egypt	Ex Syria	Ex Iraq/Persia
Loaded	-	147	319	36	3	2
Empty	90	248	815	134	7	4
	90	395	1134	130	10 (*)	6

(*) Plus 4 FOWs in transit.

POSITION OF COACHING STOCK AT 17.00 HOURS - 16/6/45.

STATION	CARRIAGES First A	First Comp AB	Second B	Third C	TOTAL	General Duty S	Post HU	TOTAL
Geneva Brigade	2	12	4	20	41	20	3	23
Geneva Principe	1	4		3	8	4	4	8
Rome				4	4	1		1
Foggia			1	3	4	3		3
Santa Lucia				3	3	1		1
Rivalta				1	1	1		1
Bergiarberena						13	1	14
Arezzo			2	8	10	1		1
Novi G.				1	1	1		1
Savona		1	2	9	12	4		4
Total	3	17	9	97	86	49	8	57
In transit 17.00 hours			8	20	28	8		8
Grand Total	3	17	17	71	114	57	8	65

TRAINS RUN ON 16th JUNE 1945.

SECTION.	PASSENGERS Mili.	CIVILIAN Cmdy	Spcl.	GOODS Mili.	CIVILIAN Cmdy	Spcl.	MATERIAL LIGHT	& HEAVY
G.Lmtg.-Alessandria	2	12	(*) -		5	3		
" -Novi		8						
" -Voghera		8	(*)		1			
" -Asqui		6			2			
" -Ovada		2						
" -Arezzo		5			2			
" -Bergi		12						
Voghera-Brescia		8						
" -Milan		4						
Milan - Milan Parkam		2						
Novi - Genoa		12	(Sorkmen)					
Novi - Savona		4	(Workmen)					

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STATION	First Corps A	First Corps AS	Second Echd B	Second Echd C		General Reserve D	General Reserve DS	
Genova Brignole	2	12	4	23	41	29	3	23
Genova Principe	1	4		3	8	4	4	8
Ronco				4	4	1		1
Voghera			1	5	6	3		3
Castellazzo				3	3	1		1
Alvalta				1	1	1		1
Rampiordarena						12	1	14
Arquata			2	8	10	1		1
Novi S.				1	1	1		1
Serravalle		1	2	9	12	4		4
Total	3	17	9	37	86	49	8	57
In transit 17.00 hours			8	20	28	8		8
Grand Total	3	17	17	57	114	57	8	65

TRAINS RUN ON 16th JUNE 1945.

SECTION.	PASSENGERS Milit.	PASSENGERS CIVILIAN Ordy	PASSENGERS CIVILIAN Spcl.	GOODS Milit.	GOODS CIVILIAN Ordy	GOODS CIVILIAN Spcl.	MATERIAL LIGHT & RAILWAY
G.Brig.-Alessandria	2	12 (')	-		5	3	
" -Novi		2					
" -Voghera		8	(")		1		
" -Arquata		6			2		
" -Ovada		2					
" -Serravalle		6			2		
" -Novi		12					
Voghera-Arquata		6					
" -S.Nicolo		4					
Alles - Alvio Tortona		2					
Novi - Tortona		12	(Workmen)				
Novi - Pozzolo		4	(Workmen)				
Castellazzo-Ovada		4					
Serravalle - S.Giuseppe		7					
" Poli-Bergeggi		4	(Workmen)				
Gen.Brig. - Ronco		2	(Workmen)				

(') Train 11 Die - 5 Die/ 5 Ter from Alessandria for return of coaching stock utilised for passenger service from G. Brignole. (") TT.164 Die 6th Brig-Voghera-S.Nicolo-Voghera-G.Brig. passenger service - 175 Die/5 Fourth S.Nicolo-Voghera-G.Brig.

GENOVA - 17th June 1945. Military Railway Service

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s/

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[illegible].

[illegible] POSITION AT 0700 HOURS- 11 JUNE 1942.

MOVING OF PASSENGER TRAINS. Bagliasco- Regular.

Light delays from ACHUL, except 1177, arrived at Reigadi 30" late due to loading, unloading and speed restrictions.

Delays of about 20/35 mins to West Riviera trains due to excessive time having to be taken owing to speed restrictions between MATARA and VARADEE.

Heavy delays from ALLESSANDRIA and VORENA caused by speed restrictions, single line working, crossings, loading and unloading.

The following delays are noted:-

1051 ex [illegible]	60" late-	45" ex ALLESSANDRIA and 27" ex ARCHARA for crossing train 154.
1053 " "	20" "	10" ex VARADEE.
17 " "	16" "	30" ex ALESSANDRIA.
9977 " "	90" "	32" ex VORENA.
5 " "	25" "	44" ex ALESSANDRIA.
534 " "	138" "	10" ex VORENA, 22" ex SARKARD for shunting, 20" at [illegible] awaiting connection train 1346, 40" at [illegible] crossing 1052, 9" at [illegible].

DISTRIBUTION OF PASSENGER TRAINS.
Eastern- Light. Western- Normal. Heaviest from and to the North.

REDISTRIBUTION OF ROLLING STOCK AS VARIOUS YARDS.
Requirements for the distribution of empty rolling stock, and rolling stock requirements for loading met, by running additional trains. Empty rolling stock required for loading this morning has been placed at [illegible]. Further empty wagons forwarded to [illegible] for distribution to [illegible]. From the last named station only one duty was run to [illegible], composed of 12 vehicles as under:-

11 Sulphur	-[illegible].
1 "	-[illegible].
1 "	-[illegible].
1 Iron	-[illegible].

Composition of train 7738 to [illegible] as follows:-

11 Sulphur and 6 Iron	- [illegible].
2 "	- [illegible].
1 "	- [illegible].
1 "	- [illegible].
1 "	- [illegible].

Total Tonnage - 582.

LOCATION OF ROLLING STOCK FOR LOADING AT 1700 HOURS ON 27 JUNE 1942.

	Refrigerators	Covered	Mineral	Open	Flats	Cattle	Rail/Trucks
Loaded		127	546	20	3	2	
Empty	24	305	626	22	5	4	

1951 ex [illegible] 80" late- 45" ex ALEXANDRIA and 27" ex ANDADA for crossing train 154.
1951 " " 20" " 10" ex [illegible].
11 " " 16" " 30 ex ALEXANDRIA.
9577 " " 90 " 32" ex [illegible].
5 " " 75" " 44" ex ALEXANDRIA.
581 " " 100" " 10" ex [illegible], 22" ex [illegible] for shunting, 20" ex [illegible] waiting connection train 1346, 40" ex ANDADA crossing 1052, 9" ex [illegible].

PATTERN OF WORKING OVER.

Eastern- Light. Western- normal. Received from and to the North.

DIFFICULTY OF WORKING AND VARIOUS NOTE.

Requirements for the distribution of empty rolling stock, and rolling stock requirements for loading met, by running additional trains. Empty rolling stock required for loading this morning has been placed at S.[illegible]. Further empty wagons forwarded to [illegible] for distribution to S.[illegible]. From the last named station only one train ran to [illegible], composed of 16 vehicles as under:-

11 Sulphur -[illegible].
1 " -[illegible].
1 " -[illegible].
1 Iron -[illegible].

Composition of train 7738 to ALEXANDRIA as follows:-

11 Sulphur and 5 Iron - [illegible].
2 " - [illegible].
1 " - [illegible].
1 " - [illegible].
1 " - [illegible].

Total Tonnage - 562.

POSITION OF ALL ICE TRAINS AT LOADING AT 12 NOON OF 17 JUNE 1941.

	Destination	Serials	Tons	Due	Late	Cancelled
Loaded		147	526	28	6	2
Empty	94	305	626	92	3	4
	94	452	1172	120	9	6

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BEST COPY POSSIBLE

Rolling position- 18 June 1945 continued....

POSITION OF COACHING STOCK AT 1700 HOURS
17 JUNE 1945.

STATION	CARRIAGES First A	CARRIAGES Compo AF	CARRIAGES Second B	CARRIAGES Third C	TOTAL	General D	Vans VE	TOTAL
Genova Brignole	2	7	5	23	37	25	5	30
Genova Principe	1	6	4	11	22	15	1	16
Busalla	-	4	1	3	8	3	1	4
Voghera	-	1	2	6	9	7	1	8
Castellazzo	-	-	1	1	2	2	-	2
Alessandria	-	-	1	1	2	1	1	2
Genola	-	-	-	1	1	1	-	1
Savona	-	-	2	11	13	10	1	11
Ventimiglia	-	-	2	8	10	7	1	8
Novi	-	-	1	1	2	1	-	1
TOTAL	3	17	13	65	98	71	9	80
In transit at 1700 hours.	-	-	8	20	28	8	-	8
General Total:	3	17	21	85	126	79	9	88

TRAIN RUN OF 17 JUNE 1945.

STATION	PASSENGER Milit.	PASSENGER CIVILIANS Ordy.	PASSENGER CIVILIANS Spcl.	GOODS Milit.	GOODS CIVILIANS Ordy.	GOODS CIVILIANS Spcl.	LIGHT ENGINES	MISCELLANEOUS (Specify)
G.Orig.-Alessandria	2	7	(1)		7			
" -Novi		2						
" -Voghera		3			1		1 (a)	
" -Busalla		6						
" -Arquata		2						
" -Ovada		2			2			
" -Genova		10			2 (a)			
" -Sestri Ponente		12						
Voghera-Arquata		6						
Alessa. -Alessa Tortona		2						
Novi - "		12						
Novi -Ventimiglia		6						
Savona -Acqui		2						
" -Bergamo		1						
" -S.Giuseppe		13						
Ventimiglia -Savona		2						

(1) Internal rolling stock of 1 Pass/3 Ton utilised for prisoners.
(a) Fowler Tanker and Locotrain 431.

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Navi	-	-	-	1	1	-	-	-
Totals	3	17	13	63	96	54	9	63
In transit at 1700 hours.	-	-	8	20	28	8	-	8
General Totals	3	17	21	85	126	62	9	71

TRAFFIC FOR 17 JUNE 1945.

Service	Passengers Milit.	Passengers CIVILIAN Ordy.	Passengers CIVILIAN Spec.	Goods Milit.	Goods CIVILIAN Ordy.	Goods CIVILIAN Spec.	Livestock	Petroleum & Products
G.Merc.-Alessandria	2	7 (1)			7			
" -Navi		2						
" -Voghera		6			1		1 (a)	
" -Asti		-						
" -Arquata		5						
" -Tortona		2			2			
" -Novara		15			2 (b)			
" -Bogliasco		10						
Voghera-Brescia		8						
Aless. -Nuvio Tortona		2						
Navi - "		12						
Navi -Ivrea/o		6						
Novara -Milano		2						
" -Domodossola		-						
" -P.Ticinese		13						
Bogliasco-La Spezia		2						

(1) Returned rolling stock of 5 Mc/S Ter- utilised for passengers.
(a) Testing Railcar and Locomotive 431.
(b) 1 for empty drums and 1 for empty Cisterns to YARD.

GENOVA - 18TH JUNE 1945.

5519

MILITARY RAILWAY MISSION.

T/T.

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

1 0 6 3 1

Declassified E.O. 12356 Section 3.3/NND No. 780021

[illegible]

[illegible] at 1700 hours. 12 June 1943.

[illegible] - Nothing unusual to notice.

[illegible] Section worked for the Allied Control Mobile Regiment.

West Riviera: Delays of about 30/40' due to speed restrictions, passenger service, loading and unloading. Local delays from and to the North due to operations at [illegible], at [illegible], at [illegible], speed restrictions, passenger service, loading and unloading and above all, single line working for the section [illegible]-[illegible]-[illegible] heavy delays for the following trains:

[illegible] - 20' delay at [illegible] due to several causes, 26' at [illegible] welding connection trains1/51 and 154. Arr at [illegible] 5' late.
11 - 37' at [illegible] welding connection.
3577 - [illegible] - arr [illegible] 130' late, welding connection at [illegible].
[illegible]- arr 33' late, lost at [illegible] welding connection.
[illegible]- arr 44' late due to welding connection at [illegible].
[illegible]/Orient arr 20' late, lost at [illegible] welding connection- 31' at [illegible] welding connection 1222.
175/3[illegible]- arr at [illegible] 33' late, of which 12' at [illegible] welding section; 10' at [illegible] welding connection.
1177- 01' en [illegible], welding connection 3477.

[illegible]

Heavy traffic for all trains, except those down and to [illegible].

[illegible]

The line is empty except that [illegible] and [illegible] are occupied. 3 trains arrived during the 24 hours of the 19th inst. One of these trains composed of 40 open wagons is stayed at [illegible] for local needs and distribution, another train from [illegible] was composed of 49 open wagons, of which 25 were forwarded to [illegible] and 24 to [illegible], for the same requirements.
Requirements for [illegible] on the 19th inst have been met. Loads of engines are available at [illegible] and at [illegible], besides those at [illegible] (19 engines).
Three loads have been forwarded from [illegible]; in total 36 wagons as follows: 23 iron tonnage [illegible] to [illegible]
13 sulphur " 312 " [illegible] to [illegible]
The iron wagons will go forward to [illegible] on the morning of the 19th by train 512, the sulphur wagons will go forward by 7700, which was run for return of locomotive/.
20 empty engines were provided to [illegible] to load empty trucks for [illegible], this train was completed by 15 wagons for distribution on the line as far as [illegible].

[illegible] at 17.00 hours. 18 June 1943.

STATION	CARRIAGE Third Class A	Third Class B	Second Class	Third	TOTAL	General Pass	TOTAL
Genoa Brig.	4	15	7	26	32	27	3	30
" [illegible]	1	5	5	8	16	4	1	5

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10641

[illegible] 1100 hrs, load on [illegible] welding connection.
[illegible] 44" into [illegible] welding connection at [illegible].
[illegible] 22" into, load at [illegible] welding connection 30" at [illegible] welding connection 1052.
175- [illegible] 22" into, of which 18" at [illegible] welding section; 30" at [illegible] welding connection.
1171- [illegible] welding connection 1477.

Heavy traffic for all trains, except those due to start.

The line is empty running about from [illegible] and [illegible] connections, 8 trains arrived during the 24 hours of the 19th inst. Two of these trains composed of 40 open wagons is stayed at [illegible] for local needs and distribution, another train from [illegible] was composed of 49 open wagons, of which 25 were forwarded to [illegible] and 24 to [illegible], for the same requirements.
Requirements for [illegible] on the 19th inst have been met, loads of engine are available at [illegible] and at [illegible], besides those at [illegible] (150 wagons).
These loads have been forwarded from [illegible], in total 35 wagons as follows: 21 Iron tonnage 430 to [illegible]
12 sulphur " 31 " { 10 to [illegible]
{ 3 to [illegible]
The iron wagons will go forward to [illegible] on the morning of the 19th by train 512, the sulphur wagons will be forward by 7750, which was run for return of locomotive.
20 Empty wagons were provided to YARD to load empty drums for [illegible] this train was completed by 15 wagons for distribution on the line as far as [illegible].

POSITION OF LOADING STOCK AT 1700 HOURS, 19 JUNE 1943.

STATION	BANDAGES First Cargo A	BANDAGES First Cargo AP	BANDAGES Second B	BANDAGES Third C	COAL	COAL General Use D	COAL Yard DY	TOTAL
Genova Brig.	4	15	1	35	55	27	3	30
" P.P.	1	5	2	6	16	4	6	10
Banco	-	-	-	4	4	1	-	1
Voghera	-	-	1	6	7	3	-	3
Castellanza	-	-	2	1	3	1	-	1
Rivolta	-	-	-	1	1	1	-	1
Sempeyerinese	-	-	-	-	-	13	2	15
Cavour	-	3	1	9	13	5	-	5
Pinerolese	-	-	2	6	10	1	-	1
Tori. O	-	-	-	1	1	-	-	-
Totals	5	23	15	64	107	56	20	60
In transit at 1700 hours	-	-	8	20	28	9	-	9
	5	23	23	84	135	65	10	75

[illegible]

Report on Service at 0730 hours, 19th June 1945 (Continued).

DISPOSITION OF NAVAL CRAFT NOT LOCATED AT 1700 HOURS, 18 JUNE 1945.

	Refrigerators	Covered Lgh	Lighters	Tugs	M/S	M/Sweepers
Located	56	356	331	17	7	2
Empty	92	285	983	108	7	4
Totals	92	431	1314	335	24	6

MAIN ROW OF 18 JUNE 1945.

SECTION	PASSENGERS Mili.	PASSENGERS CIVILIAN Only.	PASSENGERS CIVILIAN Spcl.	GOODS Mili.	GOODS CIVILIAN Only.	GOODS CIVILIAN Spcl.	MATERIAL
Genova B.	-Alessandria	2	11		9		
"	-Novi		2				
"	-Voghera		6		1		
"	-Milano		9			1	
"	-Lodi		6				
"	-Orzinuovi		3				
"	-Brescia		11		2	2	
"	-Cremona		12				
Voghera	-Piacenza		8				
Alessandria	-S. Stefano		2				
Novi	-S. Bartolomeo		10				
"	-Fornelo		6				
Savona	-Asti		2				
"	-Bergamo		3				
"	-S. Giuseppe		1				
Ventimiglia	-La Spezia		2				
Sampierdarena	-Pontedecimo				3		

CODY - 19TH JUNE 1945.

CHIEF OF NAVAL SECTION.

2/3.

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REGION	Enemy U. Mil.	Civilian Lab.	Civilian Ord.	Civilian Spel.	Civilian Civ.	Civilian Mat.	Material
Genova B.-Alessandria	P	11		9			
" -Savi		2					
" -Voghera		6		1			
" -Ronco		2			1		
" -Acqui		6					
" -Ovada		2					
" -Savona		11		2	2		
" -Voghera		12					
Voghera -Tortona		8					
Alessandria-S.Torbara		2					
Novi -S.Torbara		10					
" -Pozzolo		3					
Savona -Asti		2					
" -Bergeggi		9					
" -S.Giuseppe		13					
Voraglia -La Spezia		2					
Sampierdo-Portedecimo				3			

GENOVA - 10th JUNE 1945. HEADQUARTERS NAVAL DISTRICT.

2/a.

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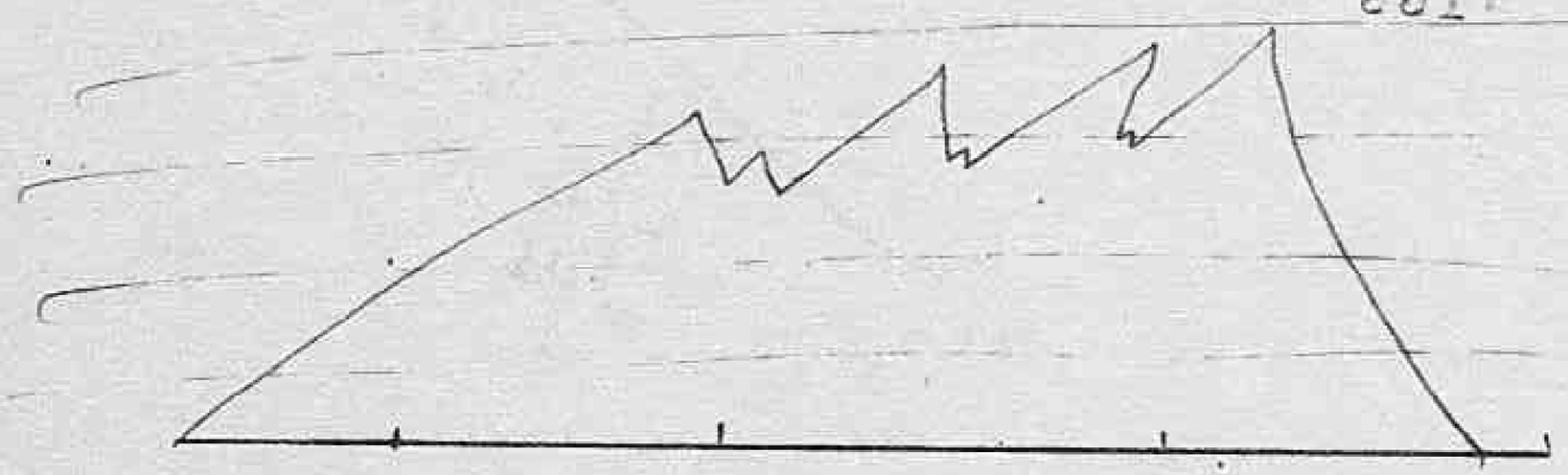

Declassified E.O. 12356 Section 3.3/NND No. 780021

TRANSLATED VERSION. A/C

MORNING POSITION AS 0700 HOURS - 20TH JUNE 1945.

RUNNING OF PASSENGER TRAINS. Regular running of trains from and to MORMANNO. Light delays for ACQUI-GENOA. Delays of about 30/2 40" on West Riviera and of about 15/20" from the North, due to speed restrictions passenger service, loading and unloading and single line working. Exceptions are made for the following trains;
1051 arr 96" late of which 30" ex ALESSANDRIA-48" at ARQUATA for crossing 164.
3311 arr 28" late of which 21" at NOVO for Crossing 6180.
1053 " 29" " " " 26" ex VOGHERA.
9577 " 145" " " " 54" ex VOGHERA, 21" atTORTONA for loading 30" at ARQUATA ~~for loading 2021~~ 17" at CAMPIERDARENA, 14" at PRINCIPE for unloading.
5 arr 69" late of which 34" ex ALESSANDRIA.
175/3Bis arr 103" late of which 10" ex VOGHERA;21 at TORTONA for shunting 15" at STAGLIANO crossing 1196; 30" at ARQUATA crossing 2210.

PATRONISATION OF PASSENGER TRAINS.
Light for MORTARA. Normal for WEST RIVIERA. Heaviest from and to the NORTH.

DISTRIBUTION OF ROLLING STOCK.
Requirements for distribution of empties set as per orders and materials transferred to depots between CAMPIERDARENA-S.BRIGNOLE-S.LIMBANIA-S.MARTINO-S.BERTRI-S.QUIRICO for empties from the North. Requirements for S.MARTINO set. P.R.
The four covered wagons have been forwarded from PARMA to MILANO by train 9552 of the 19th inst loaded with foodstuffs.
During yesterday 100 wagons of Sulphur and Coal were forwarded from S.MARTINO and distributed as follows:-

Alessandria	Coal	Wagons	28		
Milano	"	"	39	Sulphur wagons	4
Novi S. Dove	"	"	3		
Campierdarena for Rivarolo	"	"	7	"	14
Parsena	"	"	-	"	
Brignole	"	"	5		
Totals	Coal	Wagons	82	Sulphur wagons	18

The following trains were marshalled:-
7806- 22 wagons Coal ALESSANDRIA Tonnage 597
7813- 6 " " ALESSANDRIA- 20 Fruit TORINO- 6 Petrol MILANO- 1 Fruit NOVI- 1 Fruit NOVARA- 1 Fruit ALESSANDRIA. Tonnage 510.
7738- 22 wagons Coal MILANO " 548
7744- 17 " " and 4 Sulphur MILANO- 2 Coal S.NOVO. Tonnage 598.
As from the 19th inst the Railcar service for the Allied Command (Genova-Milano) via Alessandria Mortara, has been extended from Genova Principe to Genova Brignole.
As from today (20th) the train from and to MILANO via ALESSANDRIA will

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Declassified E.O. 12356 Section 3.3/NND No. 782021

175/SBIs arr 1037 late of which 10" ex VOGHERA;11 at TORTONA for shunting 16" at STAZZANO crossing 1396; 30" at ARQUATA crossing 2826.

PANROHISATION OF PASSENGER TRAINS.
Light for GENIANO. Normal for WEST RIVIERA. Heaviest from and to the NORTH.

DISTRIBUTION OF ROLLING STOCK.
Requirements for distribution of empties set as per orders and materials transferred to depots between CAMPIGLIA-C.BECCHORO-S.LIBERATA-S.BARBARO-C.GENERI-C.QUINTO for empties from the North. Requirements for S.BENIGNO met. P.R.
The four covered wagons have been forwarded from GARESSA to MILANO by train 9552 of the 19th inst loaded with foodstuffs.
During yesterday 100 wagons of Sulphur and Coal were forwarded from S.BENIGNO and distributed as follows:-

Alessandria	Coal	Wagons	28		
Milano	"	"	39	Sulphur wagons	4
Novi S. Dove	"	"	3		
Campiglia-Cerreto for Rivarolo	"	"	7		
Cerreto	"	"	-	"	" 14
Brignole	"	"	5		
Totals	Coal	Wagons	82	Sulphur Wagons	18

The following trains were marshalled:-

7806- 22 wagons Coal ALESSANDRIA Tonnage 597
7812- 6 " " ALESSANDRIA- 10 Fruit TORINO- 4 Petrol MILANO- 1 Fruit NOVI- 1 Fruit NOVARA- 1 Fruit ALESSANDRIA. Tonnage 510.
7738- 22 wagons Coal MILANO " 548
7744- 17 " " and 4 Sulphur MILANO- 2 Coal S.NOVO. Tonnage 596.
As from the 19th inst the Railcar service for the Allied Command (Genova-Milano) via Alessandria Nortown, has been extended from Genova Principe to Genova Brignole.
As from today (20th) the train from and to MILANO via ALESSANDRIA will run on Wednesdays in addition to Mondays and Saturdays.
Also from today(20th) the goods service to SAVONA will run on Wednesdays making a tri-weekly service, namely on Mondays, Wednesdays and Fridays by trains 2554/9455 and return 9461/9593.

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Morning position at 0700 hours, 20th June 1945(continued).

TRAINS RUN ON 19th JUNE 1945.

SECTION	PASSENGERS Milit.	CIVILIAN Ordy.	Spcl.	GOODS Milit.	CIVILIAN Ordy.	Spcl.	LIGHT LOCOS	MATERIAL & SUNDRIES
G.Brignole-Alessandria	2	6+1(*)			7			luteam
" -Novi		2						1
" -Voghera		5			2			
" -Ronco		2						2
" -Acqui		6			2			
" -Ovada		2						
" -Savona		10						
" -Broglianco		12						
Voghera -Tortona		2						
Alessandria " "		2						
Novi " "		12						
Savona -S.Giuseppe		15						
Sampierdarena -La Spezia		2						
Novi -Tortona		6						
S.Benigno -Belsenato				2				2(tram)
Genova PP -Voli								2 (motor trolleys Allied Command)
Sampierda.-Savona				1				
Savona -Celle								2(material for works in Castello tunnel)

(*) From Genova Brignole return 5Mix 5Third.

POSITION OF COACHING STOCK AT 1700 HOURS, 19TH JUNE 1945.

STATION	CARRIAGES First A	Compo AT	Second B	Third C	TOTAL	General D	Post DU	TOTAL
G.Brignole	3	18	8	28	57	26	5	32
Genova PP.	1	4	1	7	13	3	6	9
Ronco	-	-	-	4	4	1	-	1
Voghera	-	-	1	5	6	3	-	3
Castellazzo	-	-	2	1	3	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Sampierdarena	-	-	-	-	-	16	1	17
Savona	-	-	3	10	13	6	-	6
Brescana	-	-	2	8	10	1	-	1
Novi C.	-	-	-	1	1	-	-	-
	4	22	17	65	108	58	12	70
In transit at 1700hrs	-	-	3	20	23	8	-	8

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Voghera	-Genova	6			
Alessandria	-Rivalta Scrivia	2			
Novi	" "	12			
Savona	-S.Giuseppe	15			
Ventimiglia	-La Spezia	2			
Novi	-Fossolo	6			
S.Benigno	-Solmanco		2	2	(from)
Genova PP	-Voli			2	(motor trolleys Allied Command)
Sampierdn.	-Savona		1	1	
Savona	-Celle				1(arterial for works in Cantello tunnel)

(') From Genova Brignole return 50ia 51third.

POSITION OF COACHING STOCK AT 1700 HOURS. 19TH JUNE 1945.

STATION	CARRIAGES First Class A	First Compo AB	Second B	Third C	TOTAL	General D	Post PO	TOTAL
S.Brignole	3	13	8	26	57	26	5	31
Genova PP.	1	4	1	7	13	3	6	9
Ronco	-	-	-	4	4	1	-	1
Voghera	-	-	1	5	6	3	-	3
Castellazzo	-	-	2	1	3	1	-	1
Rivalta	-	-	-	1	1	2	-	2
Sampierdarena	-	-	-	-	-	16	1	17
Savona	-	-	3	10	13	6	-	6
Arenzano	-	-	2	8	10	1	-	1
Novi C.	-	-	-	1	1	-	-	-
	4	22	17	65	108	58	12	70
In transit at 1700hrs	-	-	8	20	28	8	-	8
General Totals	4	22	25	85	136	66	12	78

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS. 19 JUNE 1945.

	Refrigerators.	Covered.	High Sides.	Flats.	POZ.	POZ(shorts)
Loaded	3	118	448	38	5	-
Empty	89	289	1015	109	6	4
Totals	92	407	1463	147	11	4

GENOVA - 20TH JUNE 1945. MILITARY RAILWAY SERVICES.

T/R.

Declassified E.O. 12356 Section 3.3/NND No. 780021

TRANSLATED VERSION.

A/C

POSITION AT 07.00 HOURS - 21st JUNE 1945.

RUNNING OF PASSENGER TRAINS. -Train for Allied Command and train to BOGLIASCO regular. AOSTA trains - regular except train 1177 which arrived at BRIGNOLE 25 minutes late having departed ex AOSTA 27 minutes late, waiting connection.

From SAVONA delays of about 25/30 minutes are occurring due to the usual causes of speed restrictions, passengers and loading.

From ALESSANDRIA to VOGHERA usual delays due to speed restrictions, single line working, limitation of speed at 50 KM, and loading and unloading. The following delays are advised:-

Train 1051 arrived BRIGNOLE 108" late - 75" ex ALESSANDRIA, 13" at ARQUATA waiting connection 164 bis.
" 1053 " " 47" late - 28" ex VOGHERA.
" 11 " " 87" " - 46" ex ALESSANDRIA.
" 11 Bis " " 125" " - 107" " "
" 9577 " " 88" " - 37" ex VOGHERA, 15" at TORTONA hot box on baggage van, 11" at ISOLA waiting section.
" 5 " " 103" late - 48" ex ALESSANDRIA, 30" at ARQUATA crossing 1052.
" 5 Bis " " 64" late - 15" ex VOGHERA, 14" at ARQUATA waiting connection train 5.
" 5 Ter " " 153" late - 59" ex VOGHERA, 28" at ARQUATA connection 5 Bis, 5" BUSALLA double-heading train.

PATRONISATION OF PASSENGER TRAINS. - Improved utilisation of trains to BOGLIASCO. Heavy traffic for morning trains ~~xxx~~ from SAVONA and also for the return trains in the afternoon. Normal for other trains. Heaviest traffic for the North.

DISTRIBUTION OF ROLLING STOCK. Requirements for the distribution of empties met, and provided rolling stock for loading. ~~xxxxxxx~~ Machinery continues to arrive for the workshops at S. CAMPI and SESTRI PONENTE.

In order to make room at TERALBA ~~Sidings~~ Yards, 40 HIGH SIDERS have been transferred to F.LINGUAGLOSSA and 80 to CARICAMENTO. Other 75 EMPTIES collected from CAMPI and from BOLZANETO and placed at PONTEDECIMO ; 7 BENZINE CISTERNE sent from VADO to TORINO & forwarded from SAVONA by train 6Gp and from SAMPIERDARENA to ALESSANDRIA by train 6206/7306 run for perishables.

80 EMPTY OPENS arrived from ALESSANDRIA.

From S. BENIGNO only one trip was made to SAMPIERDARENA composed as follows:-

4 wagons - Earth for BOLZANETO, 3 wagons - Scrap iron for RIVAROLO, 3 scrap iron - SESTRI, 2 empties, 1 coal GENOVA BRIGNOLE.

From ALESSANDRIA to VOGHERA the empty hospital train from MILANO came forward on train 7799/9706.

Commencing from today, the following trains i.e. [illegible] and

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"	11	"	"	97"	" - 46" ex ALESSANDRIA.
"	11 Bis	"	"	125"	" - 107" " "
"	9577	"	"	88"	" - 37" ex VOGHERA, 15" at TORTONA hot box on baggage van, 11" at ISOLA waiting section.
"	5	"	"	103"	late - 48" ex ALESSANDRIA, 30" at ARQUATA crossing 1052.
"	5 Bis	"	"	64"	late - 15" ex VOGHERA, 14" at ARQUATA waiting connection train 5.
"	5 Ter	"	"	153"	late - 59" ex VOGHERA, 28" at ARQUATA connection 5 Bis, 5" BUSALLA double-heading train.

PATRONISATION OF PASSENGER TRAINS. - Improved utilisation of trains to GENOVA. Heavy traffic for morning trains ~~xxx~~ from SAVONA and also for the return trains in the afternoon. Normal for other trains. Heaviest traffic for the North.

DISTRIBUTION OF ROLLING STOCK. Requirements for the distribution of empties met, and provided rolling stock for loading. ~~xxxxxxx~~ Machinery continues to arrive for the workshops at G. CAMPI and SESTRI PONENTE.

In order to make room at TERALBA ~~Yards~~ Yards, 40 HIGH SIDES have been transferred to S.BIBIANA and 20 to CARIGNANO. Other 75 EMPTIES collected from CAMPI and from BOLZANETO and placed at PONTEDECIMO ; 7 BENZINE CISTERNS sent from VADO to GENOVA & forwarded from SAVONA by train 6Gp and from CAMPIGLIA to ALESSANDRIA by train 6206/7806 run for perishables.

80 EMPTY OPENS arrived from ALESSANDRIA.

From S. BENIGNO only one trip was made to CAMPIGLIA composed as follows:-

4 wagons - Earth for BOLZANETO, 3 wagons - Scrap iron for RIVAROLO, 3 scrap iron - SESTRI, 2 empties, 1 coal GENOVA BRIGNOLE.

From ALESSANDRIA to VOGHERA the empty hospital train from MILANO came forward on train 7799/9706.

Commencing from today, the following trains i.e. 9891 and 9891 between OVADA and CASTELLAZZO for transport of goods will on TUESDAYS, THURSDAYS and SATURDAYS

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS - 20/6/45.

	REFRIGERATORS	COVERED	HIGH SIDES	FLATS	POX/Shorts	
Loaded	-	170	401	17	11	-
Empty	99	302	1186	103	6	2
Total	99	472	1587	120	17	2

.....2

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

Morning Position for 21st June 1945 continued....

POSITION OF COACHING STOCK AT 17.00 HOURS 20 JUNE 1945.

STATION	CARRIAGES. First Compo A	AB	Second B	Third C	TOTAL	BAGGAGE VANS. General D	Post DU	TOTAL
Gen.Brignole	2	13	5	21	41	21	3	24
" Principe	1	4	1	7	13	3	6	9
Ronco				4	4	1		1
Voghera				4	4	2		2
Castellazzo			2	1	3	1		1
Rivalta				1	1	1		1
Savona	1		2	10	13	4		4
Sampierdarena				-	-	16	1	17
Brassana			2	8	10	1		1
Total	4	17	12	56	89	50	10	60
In transit at 17.00 hours			6	22	28	8		8
Grand Total	4	17	18	78	117	58	10	68

TRAINS RUN ON 20 JUNE 1945.

SECTION.	PASSENGERS Milit.	CIVILIAN Ordy.	Spcl	GOODS Milit.	CIVILIAN Ordy.	Spcl	LIGHT LOCOS	MATERIAL & WORKMEN.
Gen.Brignole -Aless.	2	10 (')		1	6		2 (")	
" - Novi		2					1	
" - Voghera		8		1				
" - Ronco		4					2	
" - Acqui		6						
" - Ovada		2		1				
" - Savona		10		3			1	2 (e)
" - Bogliasco		12						
Local Cross-Stripe.				7			6	
Voghera-Brassana		2						
" -S.Nicolo		2						
Aless. -B.Tortona		2						
Novi-Bivio Tortona		16						
" -Pozzolo		6						
Moneglia-Spezia		2						
Savona - S.Giuseppe		13						
" - Noli		1					1	
" - Vado				1				
Molsasato-Campi				6				
" -Fontedecimo				9				
Ovada - Castellazzo		4						

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Total	4	17	12	56	89	50	10	60
In transit at 17.00 hours			6	22	28	8		8
Gross Total	4	17	18	78	117	58	10	68

TRAINS RUN ON 20 JUNE 1945.

DIRECTION.	PASSENGERS Mil+C.	CIVILIAN Ordy.	Spcl	GOODS Mil+C.	CIVILIAN Ordy.	Spcl	LIGHT LOCOS	MATERIAL & WORKMEN.
Gen. Brignole - Alessa.	2	10 (')			1	6	2 (")	
" - Novi		2					1	
" - Voghera		8			1			
" - Ronco		4					2	
" - Acqui		5						
" - Ovada		2			1			
" - Savona		10			3		1	2 (a)
" - Voghiasco		12						
Local Cross-Strips.					7		6	
Voghera-Tortona		2						
" -S.Nicolo		2						
Alessa. -B.Tortona		2						
Novi-Rivio Tortona		18						
" -Pozzolo		6						
Monegli-Spezia		2						
Savona - S.Giuseppe		13						
" - Noli		1					1	
" - Vado					1			
Bolzaneto-Campi					5			
" -Pontedecimo					2			
Ovada - Castellazzo		4						

(') 11 Bis ex ALESSANDRIA, 1050 Bis return of rolling stock used also for passengers.
(") 1 Motor trolley for Allied Command.
(a) Unloading stone at CIGLIE.

Genova. 21st June 1945.

MILITARY RAILWAY SERVICES,
GENOVA.

Declassified E.O. 12356 Section 3.3/NND No. 780021

TRANSLATED VERSION.

REPORT ON SERVICE AT 0700 HOURS. 23RD JUNE 1945.

ABNORMALITIES- Nothing brought to notice.

RUNNING OF PASSENGER AND MILITARY TRAINS.

Irregular running from and to Voghera. Delays of about 25/30' on the West Riviera due to loading, unloading passenger service and speed restrictions. On Acqui- Genova section usual delay to train 1177 due to crossing of 3477 from Alessandria; delayed 75' today at Acqui. For all trains from and to the North usual delays of about 30' due to speed restrictions, passenger service and single line working. Usual delays at Alessandria due to connection from Torino; train 12 suffered 21'delay train 5 - 24' delay, train 1051 - 83' delay. At Voghera train 8223/..../9577 suffered 34' delay waiting connection from Brescana. The heaviest delays were as follows:
1051 arr 90' late Genova Br.
11 " 53" " " "
9577 " 77" " " "
5 " 57" " " "
175/5bis-66" " " "
Regular running of North trains from and to Alessandria for Allied Comm.

PATRONISATION OF PASSENGER TRAINS.

Heaviest traffic for trains from and to the North. Normal traffic for Savona line, a little heavier for the morning down trains and the evening up trains. Satisfactory patronisation for Voghera trains.

DISTRIBUTION OF EMPTY STOCK AND VARIOUS ITEMS.

50 Covered and 80 Open wagons sent to S. Benigno. 12 Wagons from Savona and 12 from Rampiderarena sent to Genova for RAN repairs. Arrangements made for the reception, on 22nd June, of three trains from the Milano compartimento; one at Novi for distribution requirements and two stayed at Bergamasco (Via Mivio Rivarolo).
The loading at S. Benigno was distributed as follows:
10 Balsamato Clay and earth.
7 Sestri Earth, machinery and scrap-iron.
1 Cogoleto Tools for electrical signalling equipment.
1 Mele Coal.
1 Genova Br. Coal.

POSITION OF COACHING STOCK AT 1700 HOURS. 21ST JUNE 1945.

STATION	CARRIAGES First & Composite A/AB	Second B	Third C	TOTAL CARRIAGES	BAGGAGE VANS General D	Post MV	TOTAL
Genova Metro.	3 12	0	35	50	27	6	33
" P.P.	1 4	1	7	13	3	4	7
Ronco	- -	-	4	4	1	-	1
Voghera	- -	1	6	7	2	-	2
Castellazzo	- -	2	1	3	1	-	1
Rivalta	- -	-	2	1	1	-	1
Rampiderarena	- -	-	-	-	16	1	17
Savona	- -	1	4	5	2	-	2
Novi.C	- -	-	1	1	-	-	-
Brescano	- -	2	8	10	1	-	1

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11 " 50" " " "
9577 " 77" " " "
5 " 37" " " "
175/5bis-66" " " "
Regular running of North trains from and to Alessandria for Allied Comm.

PATROLLING OF RAILWAY & ROADS.

Heaviest traffic for trains from and to the North. Normal traffic for Savona line, a little heavier for the morning down trains and the evening up trains. Satisfactory patrolling for Ospedaletti trains.

DISTRIBUTION OF ROLLING STOCK AT VARIOUS YARDS.

50 Covered and 60 Open wagons sent to S. Benigno. 12 Wagons from Savona and 12 from Sampierdarena sent to Genova for RAW repairs. Arrangements made for the reception, on 22nd June, of three trains from the Milano compartimento; one at Novi for distribution requirements and two staged at Ospedaletti (Via Rivio Rivarolo).
The loading at S. Benigno was distributed as follows:
10 Bolzaneto Clay and earth.
7 Sestri Earth, machinery and scrap-iron.
1 Cogoleto Reels for electrical signalling equipment.
1 Mele Coal.
1 Genova Pr. Coal.

POSITION OF OPERATING STOCK AT 1700 HOURS, 21ST JUNE 1945.

STATION	CARRIAGES First Compo	Second	Third	TOTAL	BAGGAGE VANS General	Post	TOTAL
	A	A2	B	C	D	DP	
Genova Terg.	3	12	8	35	96	27	6	33
" P.P.	1	4	1	7	13	3	4	7
Ronco	-	-	-	4	8	2	-	2
Voghera	-	-	1	6	7	3	-	3
Castellazzo	-	-	2	2	3	1	-	1
Rivalta	-	-	-	1	1	2	-	2
Sampierdarena	-	-	-	-	-	15	2	17
Savona	-	-	1	4	5	2	-	2
Novi.C	-	-	-	1	2	1	-	1
Ventimiglia	-	-	2	8	10	1	-	1
Totals	4	16	15	67	145	56	12	68
In transit at 1700hours	-	-	6	22	28	8	-	8
General Totals	4	16	21	89	173	64	12	76

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Report on Service at 0700 hrs. 22nd June 1945 (contd).

TRAINS RUN ON 21ST JUNE 1945.

SECTION.	PASS.TRAINS Mil.	PASS.TRAINS CIVILIAN Ordy.	PASS.TRAINS CIVILIAN Spcl	GOODS Mil.	GOODS CIVILIAN Ordy.	GOODS CIVILIAN Spcl	MATERIAL & WORKMEN.
Genova M.-Alesa.	2	8		3			
" -Novi		8					
" -Voghera		6		1			
" -Genoa		2			1	2	
" -Acqui		5		2			1
" -Ovada		2					
" -Savona		10		2			
" -Bogliasco		12					
" -S.Margherita.							
" -Sampierda.							
Bolzaneto							
S.Pierdarena							
Voghera -Arquata		8					
" -S.Nicolò							
Alessandr.-Ovada Tortona		2					
Novi " "		12					
" -Tortona		6					
Mongalia -Spenia		2					
Savona -S.Giuseppe		9					4
Bolzaneto -Campi							
Ovada -Castellazzo		4		2			
Alessandr.-Arquata-Voghera		1(*)					

3) Shunting
2) Crane
1) Tripe

(*) Empty Hospital Train.

POSITION OF ROLLING STOCK BY LOADING AT 1700 HOURS 22ND JUNE 1945.

	Refrigerators.	Covered.	High Sides.	Flats.	POL.	POL Shorts.
Loaded	-	122	274	28	5	-
Empty	98	329	1303	190	8	4
Total	98	451	1577	118	13	4

Genova. 22nd June 1945.

MILITARY RAILWAY SERVICES, GENOVA.

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	—Sampierdn. Belsamete			2	Charing Cross	
				1	Tulse	
S.Pancrazio						
Voghera	—Brescanu	8				
"	—S.Nicolò					
Alessandr.	—Rivo Tortona	2				
Novi	— " "	12				
"	—Pavelo	6				
Voneglio	—Spezia	2				
Novara	—S.Giuseppe	9				4
Belsamete	—Campi			2		
Ovada	—Castellanoe	4				
Alessandr.	—Arquata-Voghera	1(*)				

(*) Empty Hospital Train.

M POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS 21ST JUNE 1945.

	Refrigerators.	Covered.	High Sides.	Flats.	POL.	Sol Boats.
Loaded	—	122	274	18	5	—
Empty	98	309	1303	100	8	4
Total	98	431	1577	118	13	4

Genova. 22nd June 1945.

MILITARY RAILWAY SERVICE, GENOVA.

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TRANSLATED VERSION.

MOVING POSITION AT 0700 HOURS ON 23 RD JUNE 1945.

NUMBERS OF PASSENGER TRAINS.

Regular running for Ventimiglia and the Ovada-Acqui line.
Delays of about 25/30" on West Riviera and from the North due to the usual causes. Exceptions made for the following trains:
9577 arr 6½" late of which 35" ex Voghera, 9" at Genova PP(unloading 70 wagons).

11 " 35" " " " 25" " Alessandria.
105/bis " 65" " " " 45" " Alessandria, 13" at Arquata, crossing 164.
9/bis " 102" " " " 25" " Alessandria due to passenger service, loading, unloading and speed restriction
175/3bis 303" " " " 60" " Voghera, 12" at Tortona attaching 2 wagons, 21" at Bigarello waiting departure, 25" at Pietra Ligure waiting departure, 117" at Ponte waiting repairs to Electric wires.

RATIONALISATION OF PASSENGER TRAINS.

Normal to Ventimiglia and West Riviera. Received from and to the North.

REDISTRIBUTION OF ROLLING STOCK.

Requirements for captive net; rolling stock transferred to depots. The following wagons despatched from S. Benigno.

1st Trip	12 empty	to Gen. Polcevera- 2 coal to Cogoleto	tonnage 361
2nd "	14 flour	to Milano	" 390
3rd "	20 POL	to Torino	" 490
4th "	14 flour	(7 Savona- 7 Torino)	" 360
5th "	14 "	(7 Milano- 6 Novara)	" 340
6th "	6 scrap	iron to Sestri Ponente and 2 to Campiglia for repairs	" 96

The following trains were marshalled as follows:
7806 -(26 wagons, 600 tons) - 5 Torino, 1 Arona, 2 Novara(perishables), 6 Torino (Petrol)ex Savona, 10 POL from Somalia bridge.
Train 7806 was marshalled late owing to late arrival of connection from Savona and Military trains from S.Benigno and for shunting. The train departed at 0045 hours ex Campiglia, but the locomotive failed at the crossing. Another locomotive was substituted and the train departed at 0210 hours.
7708 - 21 wagons 563 tons flour to Milano.
7744 - 23 " 985 " (6 flour to Novara and 17 POL and flour Torino)

TRAINS RUN ON 23RD JUNE 1945.

SECTION.	PASSENGERS Mail.	GOODS Mail.	CIVILIANS Ordy.	Spcl	LIGHT Ordy.	Spcl	MATERIAL & TROOPS.
Genova Br.-Alessandria	10 (105/bis 12bis)	2					
" -Novi	2						
" -Voghera	8		1				
" -Tortona	2				1		
" -Acqui	6		2				
" -Ovada	2						
" -Savona	10	1	2				
" -Ventimiglia	12						
Ventimiglia-Genova	2						

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Formal to Voghera and Novi Ligure. Services from and to the North.

DISTRIBUTION OF ROLLING STOCK.

Requirements for empties met; rolling stock transferred to depots. The following wagons despatched from S.Remigio.

1st Trip	12	North to Pon.Solmaneto- 2 coal to Casrino	tonnage	163
2nd "	14	flour to Milano	"	300
3rd "	20	POL to Torino	"	480
4th "	14	flour (7 Savona- 7 Torino)	"	360
5th "	13	" (7 Milano- 6 Novara)	"	340
6th "	5	scrap iron to Central Consents and 2 to Sampierdarena for repairs	"	96

The following trains were marshalled as follows:
7806 -(26 wagons, 600 tons) - 5 Torino, 1 Arona, 2 Novara(perishables), 8 Torino (Petrol)or Savona, 10 POL from Sonalto bridge.
Train 7806 was marshalled late owing to late arrival of connection from Savona and Military trains from S.Remigio and for shunting. The train departed at 2045 hours or Sampierdarena, but the locomotive failed at the crossing. Another locomotive was substituted and the train departed at 0210 hours.
7738 - 21 wagons 363 tons flour to Milano.
7744 - 23 " 586 " (6 flour to Savona and 17 POL and flour Torino)

TRAINS RUN ON 22ND JUNE 1945.

SECTION.	PASSENGERS Mails.	CIVILIANS Only.	Spcl	GOODS Mail.	CIVILIANS Only.	Spcl	LIGHT Loads.	MATERIAL & vehicles.
Genova Br.-Alessandria			10 (1	possible 1	this)	2		
" -Novi			2					
" -Voghera			8			1		
" -Ronco			2				1	
" -Acqui			6			2		
" -Ovada			2					
" -Savona			10		1	2		
" -Voghiasco			12					
Voghera -Brescanzo			2					
" -S.Nicolo			2					
Ovada -Castellanzo			4					
Alessandr -S.Bertana			2					
Novi -S.Bertana			10					
" -Pozzolo			5					
Ronaglio -Le Spezia			2					
Savona -S.Giuseppe			13			1		1
" -Vado					1	3		1 (5 damaged locos)
Sampierda.-Ilopo.						2		
Savona Noli(and return)						2	(Shunting arena trips)	
Solaneto.-Sampierda.								

551.

.....2

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Marshalling Position at 0700 hours, 23rd June 1945 (continued):-

POSITION OF COACHING STOCK AT 1700 HOURS, 22ND JUNE 1945.

STATION	CARRIAGES First Class A	First Class AB	Second B	Third C	TOTAL General D	TOTAL Post DB	BAGGAGE VANS Post DB	TOTAL
Genova Marg.	2	10	4	23	47	24	6	30
Genova P.P.	1	4	1	7	13	3	4	7
Borgo	-	-	-	4	4	-1	-	3
Voghera	-	-	2	6	8	3	-	3
Castellanza	-	-	2	1	3	1	-	2
Sivalto	-	-	-	1	1	2	-	2
Ostale	-	-	-	-	-	1	-	1
Savona	-	-	1	4	5	2	-	2
Breganza	-	-	2	8	10	-2	-	1
Novi S.	-	-	-	1	1	-	-	1
Totals	3	14	12	56	93	32	11	63
In transit at 1700 hrs.	-	-	6	22	28	8	-	8
General Totals	3	22	18	78	121	60	11	71

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS, 22ND JUNE 1945.

	Refrigerators.	Covered.	High sides.	Flats.	POX.	POT shorts.
Loaded	2	191	133	22	12	2
Empty	98	230	1212	95	3	2
Totals	100	421	1345	117	15	4

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Castellazzo	-	-	2	1	3	3	-	3
Rivalta	-	-	-	1	1	-	-	1
Ovada	-	-	-	-	-	2	-	2
Savona	-	-	1	4	5	-	-	-
Arquata	-	-	2	8	10	1	-	1
Novi C.	-	-	-	1	1	-	-	-
Totals	3	32	12	56	93	52	11	63
In transit at 1700 hrs.	-	-	6	22	28	8	-	8
General totals	3	32	18	78	121	60	11	71

POSITION OF ROLLING STOCK NOW LOADING AT 2700 HOURS, 22ND JUNE 1945.

	Refrigerators.	Covered.	High sides.	Flats.	POL.	POL electric.
Loaded	2	101	333	22	12	2
Empty	98	230	1212	95	3	2
Totals	100	421	1545	117	15	4

Genova. 23rd June 1945. MILITARY RAILWAY SERVICES, GENOVA.

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APPENDIX TO REPORT ON TOUR OF NORTHERN ITALY

GENERAL POSITION.

1. There is a sense of difference existing between North and South which gives the impression they are not within the same country.

Finding. Every effort should be made to disperse this idea by giving sympathetic consideration to requests for help and guidance from Northern Regions.

2. RAILWAY POSITION.

The North is divided into two Directorates, Milan and Verona, through which the appropriate Capi are responsible to Rome.

Finding. Transportation Sub Commission should be ready to establish at an early date a liaison at these Headquarters, bearing in mind the advisary capacity of A.C., the considerable power wielded by the Northern Directorates and their desire to have autonomous control.
At Milan the officer at present covering Movements should cover this work, which would include liaison with M.R.S. and I.S.R. in order to ensure submission of regular progress reports.
At Verona the position could be covered by an officer who would serve as liaison with M.R.S. and I.S.R. as well as with Movements at Padova.
It is essential that these two officers act in close harmony and under direction of this Headquarters.
The existing Advance Echelon does not appear to get together sufficiently for the interchange of essential information. A regular meeting is suggested, in order that A.C. Movements, Operating and Engineering, can exchange their knowledge with one another.

Regional Transportation Officers have not so far delegated officers to deal with Rail Transport.

Regional Commissioners should be asked to nominate an officer, with rail knowledge or an ability to [illegible] rail problems, to act as liaison with

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2. RAILWAY POSITION.

The North is divided into two Directorates, Milan and Verona, through which the appropriate Capi are responsible to Roma.

Finding. Transportation Sub Commission should be ready to establish at an early date a liaison at these Headquarters, bearing in mind the advisory capacity of A.C., the considerable power wielded by the Northern Directorates and their desire to have autonomous control.
At Milan the officer at present covering Movements should cover this work, which would include liaison with M.R.S. and I.S.R. in order to ensure submission of regular progress reports.
At Verona the position could be covered by an officer who would serve as liaison with M.R.S. and I.S.R. as well as with Movements at Padova.
It is essential that these two officers act in close harmony and under direction of this Headquarters.
The existing Advance Echelon does not appear to get together sufficiently for the interchange of essential information. A regular meeting is suggested, in order that A.C. Movements, Operating and Engineering, can exchange their knowledge with one another.

Regional Transportation Officers have not so far delegated officers to deal with Rail Transport.

Regional Commissioners should be asked to nominate an officer, with rail knowledge or an ability to understand rail problems, to act as liaison with Movements, M.R.S. and I.S.R. and thus be able to advise all concerned on rail facilities in his region and to assist in securing Movement. Very close liaison between road and rail Transportation Officers is essential to avoid unnecessary road haulage.

(attention Movements (Rail))

55.8

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The earliest possible effort to de-centralise movement by rail of A.C. supplies and civilian traffic, instead of channelling through Milan and therefore causing delay, is recommended. Both Movements and M.R.S. are represented locally and thus no difficulty of liaison would be occasioned.

(attention:Director)

The transitional period in the North is likely to be of very short duration and efforts should be made to get to the North, as soon as possible, officers who have experience of A.C. methods in supervising I.S.R. within the Compartimenti, rather than using officers who would have to feel their way and would be more likely to undertake work which should be done by I.S.R.

(attention:Deputy Director Movements)

P.O.L. Distribution All Road Transportation Officers were unhappy about P.O.L. distribution.

It is suggested A.F.H.Q. be asked for fixed allotments for each Region to cover minimum of A.C. Food Staffs, either through Military or C.I.P. channels. This to be done before existing ex-German petrol is used up.

(attention:Road (Movements))

Policing The guarding of traffic requires attention as the arrangements made differ from those in the South.

(action:Rail Division)

Private Railways, which offer considerable facilities in the North for distribution of Food, etc., should not be overlooked.

Passenger Services M.R.S. instructions state no additional passenger services can be put in operation without authority of M.R.S. M.Q. Rome. Regional Commissioners should be asked to examine their particular requirements in this respect regularly so that Headquarters, A.C., can take action with M.R.S. or if necessary, through Traffic Sub Committee of Allied Railway Board.

(attention: Rail Division)

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(attention:Deputy Director Movements)

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(attention: Rail Division)

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341/25

3 copies Pl.a.m.

Notes Pl. 2 —
Maj. Pring & Co.

ALLIED FORCE

MILITARY RAILWAY SERVICE ITALY

Office of the Director(DMRSI)

Tn.A.4/218

18thJJune 1945

SUBJECT : Medloc.Rail Routes through France.

TO : D.Q.M.G.(Mov & Tn) A.F.H.Q.

Copy to : M.R.S. Milan.
R.C.E. (S.A.E.C.)
R.C.E. 1212
Major Street, A.C. (Bldg).

Put-thro in WI files

1. The following is the present situation regarding reconstruction of rail links to France as known at this H.Q.

2. Line 50/61. GENOA-SAVONA-VENTIMIGLIA-MENTON.

Genoa to Savona is open to traffic.
Savona to Bordighera is under repair by I.S.R. with E.D.C. 15th July 1945.
Bordighera to Italian border is under French control and no repairs are in progress.
Damages in this section were detailed in my 470 Tn.A.4 of 6th June and are confined to Italian Territory.
Believed but not yet confirmed that railway in France is open right to French Border.
R.C.E. 1212. now carrying out detailed recce right into French territory and will confirm.
160 Rly. Constr.Coy. now at Genoa are available for work. Have instructed R.C.E. 1212 to put them to work East of Bordighera to border if agreement can be reached locally with French authorities.
If this proceeds satisfactorily, it is believed through line Genoa to Menton can be opened by end of July. This will be confirmed.
Meantime may official sanction be given to employement of 160 Rly. Constr. Coy. on repairs to Bordighera- Menton section in French controlled Italian territory.

3. Line 50. TURIN-MONT CENIS TUNNEL-MODANE-GRENOBLE.

a) Line turin-Busseleno is open.
Between Busseleno and Mont Cenis tunnel six bridges are demolished and one small tunnel is blocked. On instruction From A.C., I.S.R. have let contracts for repairs to the

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R.C.E. 1212
Major Street, A.C. (Bldg).

- - - - - - - - - - - - - - - - - - - -

1. The following is the present situation regarding reconstruction of rail links to France as known at this H.Q.

2. Line 50/51. GENOA-SAVONA-VENTIMIGLIA-MENTON.

Genoa to Savona is open to traffic.
Savona to Bordighera is under repair by I.S.R. with E.D.C. 15th July 1945.
Bordighera to Italian border is under French control and no repairs are in progress.

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3. Line 50. TURIN-MONT CENIS TUNNEL-MODANE-GRENOBLE.

a) Line turin-Busseleno is open.
Between Busseleno and Mont Cenis tunnel six bridges are demolished and one small tunnel is blocked. On instruction From A.C., I.S.R. have let contracts for repairs to the bridges, butE.D.C. is uncertain.
N.R.S. units could repair them in from four to six weeks work. Military steel is available.
The Mont Cenis tunnel is known to be blocked at both ends and a trainof ammunition is believed to have been blown inside the tunnel, but information is insufficient upon which to base any estimate of thesize of the task of repair.
Arrangements are being made through Five Army for a German P.O.W. mine clearance team to sweep the East portal.
On the French side, two bridges are blown between St.Michel

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de Maurienne and Modane.
French have advised SHAEF that with assistance, these could be repaired in a short time but estimetes 4 to 5 months will be required for repairs to Mont Cenis tunnel Western portal.

b) the feasibility of the use of the line as a Medloc route in a reasonable time depends entirely on the speed with which the Mont Cenis tunnel can be repaired.

c) The South African Group including the tunnelling Companies are likely to be available for work in this theatre longer than at first supposed, and if decided to repair the line, could start on the work early in July.
Recce parties are therefore examining the line as far as St. Michel de Maurienne, in particular the Mont Cenis tunnel, and will contact M.R.S. NO 1 at Lyons, France before the end o of June, so as to obtain the complete engineering picture.
On completion of the reconnaissance it will be possible to give a complete answer to SHAEF/4029/4/ Mov of 31st May, but no certain E.D.C. of opening the line can be given until entry has been obtained and inspection made of all demolitions in the Mont Cenis tunnel. This may yet take considerable time.

d) Original of SHAEF/4029/4/ Mov of 31st May is returned herewith

J.RATTER, Colonel
for Brigadier,
Director, Military Railway Service.

5505

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J.RATTER, Colonel
for Brigadier,
Director, Military Railway Service.

5503

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

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
Office of the Director(DRTSI)

Tr.A.4/218
18th June 1945

SUBJECT : Medloc.Rail Routes through France.

TO : D.C.M.O.(Mov & Tn) A.F.H.Q.

Copy to : H.R.S. Milan,
R.C.E. (S.A.E.C.)
R.C.E. 1212
Major Street, A.C. (Bldg)

1. The following is the present situation regarding reconstruction of rail links to France as known at this H.Q.

2. Line 50/61. GENOA-SAVONA-VENTIMIGLIA-MENTON.

Genoa to Savona is open to traffic.
Savona to Bordighera is under repair by I.S.R. with R.E.C. 15th July 45.
Bordighera to Italian border is under French control and no repairs are in progress.

Damages in this section were detailed in my 470 Tn.A.4 of 6th June and are confined to Italian Territory.

Believed but not yet confirmed that railway in France is open right to French Border.

R.C.E. 1212. now carrying out detailed recce right into French territory and will confirm.

160 Rly. Constr.Coy. now at Genoa are available for work.

Have instructed R.C.E. 1212 to put them to work East of Bordighera to border if agreement can be reached locally with French authorities.

If this proceeds satisfactorily, it is believed through line Genoa to Menton can be opened by end of July. This will be confirmed.

Meantime any official sanction be given to employment of 160 Rly. Constr. Coy. on repairs to Bordighera-Menton section in French controlled Italian territory.

3. Line 50. TURIN-MONT CENIS TUNNEL-MODANE-CHAMBERY.

a) Line Turin-Bussoleno is open.
Between Bussoleno and Mont Cenis tunnel six bridges are demolished and one small tunnel is blocked. On instruction from A.C., I.S.R. have let contracts for repairs to the bridges, but R.E.C., in uncertain/
M.E.S. units could repair them in from four to six weeks when Military steel is available.
The mont Cenis tunnel is known to be blocked at both ends and a

55[illegible]

Declassified E.O. 12356 Section 3.3/NND No. 782021

1. The following is the present situation regarding reconstruction of rail links to France as known at this H.Q.

2. Line 59/61. GENOA-SAVONA-VENTIMIGLIA-MENTON.

Genoa to Savona is open to traffic.
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Bordighera to Italian border is under French control and no repairs are in progress.

Damages in this section were detailed in my 470 Tn.A.4 of 6th June and are confined to Italian Territory.

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b) The feasibility of the use of the line as a Redloc route in a reasonable time depends entirely on the speed with which the Mont Cenis tunnel can be repaired.

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J.BATTER, Colonel
for Brigadier
Director, Military Railway Service.

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Director, Military Railway Service.

5503

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ALLIED COMMISSION
TN. S. C. (RAILS) C. E. BRANCH N. W. ITALY

C/O E.L.O. 57 A R E A
C/O E.L.O. 151 SUB AREA
C. M. F.

ITALIAN STATE RAILWAYS
GENOVA - VIA ANDREA DORIA 5 - TELEPH. 62-596
TORINO - STAZIONE PORTA NUOVA - " ~~44-879~~ 48789

GENOVA, 11th June 1945

Subject: Situation Report

To Director = Transportation Sub Commission
Allied Commission- R o m e

From: Capt. Conway = Tn. S.C. (Rails) C.E. Branch. N.W. Italy.

Staff:

1. Acting on your advice I approached Col. Marshall= R.C. Piedmonte= on the question of an assistant, possibly Lt. Irving Strand= he was entirely in agreement with the necessity for same but explained he was already 20 officers below T.O. and losing more daily. He finally instructed me to communicate with you direct, setting out my exact position here and work involved.

Originally my directive(appx.'A') was confined to civil engineering reconnaissance and immediate urgent repairs but my duties have become multifarious inasmuch as I appear to be the sole A.C. railway representative in Liguria and Piedmonte regions. In addition to the original directive Brig. Waghorn instructed me to assume the responsability for procuring transport and P.O.L. for the I.S.R. Since then H.Q. Rome have intimated that I liaise with Reg. Transport Officers regarding A.C. Rail Movement !

As will be seen by the attached weekly report (appx.B.) the construction projects alone, are more than sufficient for one captain to supervise, and that report is for one compartimento only. Torino has even more in hand. Added to this is the latest information from Tn.Stores that all I.S.R. controlled stores are to be handed over to I.S.R. under

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

TORINO - STAZIONE PORTA NUOVA 42763

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Allied Commission- R o m e

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..... to 2

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

ALLIED COMMISSION
TN. S. C. (RAILS) C. E. BRANCH N. W. ITALY

C/O E.L.O. 57 A R E A
C/O E.L.O. 151 SUB AREA
C. M. F.

ITALIAN STATE RAILWAYS
GENOVA - VIA ANDREA DORIA 5 - TELEPH. 62-596
TORINO - STAZIONE PORTA NUOVA - " ~~616-870~~ 46788

GENOVA, (2):continued.

As will be seen from the following para's, something must be done immediately to alleviate the pressure of work, for whilst I am mire than ready to tackle the lot, I feel that final result will be affected by insufficient control. If, however, it is impossible for me to have the assistance of another Officer, I beg to make the following suggestion for your approval: I have been approe - ched by an Italian officer of A.M.G. Piedmonte on the employment of four italian civil engineers who have just completed their training in Switzerland and have or are about to return to N. Italy. My intention is to employ them within A.C. and to hand over certain projects to their control under my supervision.Two I will use for outside work and one in each of the Compartimento's controlling stores, materials, transport and P.O.L. At present I am employing two;female staff at Turin and Genoa and my intention is to increase these to three. Subject to the engineers arrival this organisation would be capable of coping with all A.C. Railway matter's in N.W.Italy and should be running smoothly within two weeks of inception. May I be informed whether this action is approved?

Policy:

At our last interview the subject of the validity of Ing. Bianchi's assumption of office as head of the State Railways N.Italy, was discussed. It appears that D.M.R.S. Rome issued the memorandum affective Ist June. From examination it would appear that A.C. Tn.(Rails) were not even on the distribution!My information was, that he had been installed by the C.I.N. and local A.M.G. policy was that no executive or administrative action on the part of the C.I.N. would be recognised. On my return from Rome I was sent for by Lt.Col. Zwanipoel(Rly.Optg) and Lt. Col. Walker(H.Q. Movements) and among other things, was taken to task for not complying with the D.M.R.S. directive in the recognition of Bianchi as the Controller.My explanation and their examination of the distribution list

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ITALIAN STATE RAILWAYS
GENOVA - VIA ANDREA DORIA 5 - TELEPH. 62-596
TORINO - STAZIONE PORTA NUOVA - " ~~654-879~~

GENOVA, (continued)

smoothly with the various factions M.R.S. I.R.S., C.L.N.,

Movements etc. etc. and arrangements are being made for a fortnightly meeting in Milan of various sections to exchange information and discuss policy.

3. Materials:

As will be noted by Appx. A.& C. materials are required in very large quantities, application to Tn. Stores for timber, steel and cement has been passed to Rome and turned down as not issuable from M.R.S. stocks. As the I.S.R. stocks have been considerably depleted by M.R.S. and all raw materials are blocked by Industry, Commerce and A.F.H.Q. the question of availability is acute. I have managed to get small quantities from various sources, but the bulk of reconstruction work is held up through the " blockade". Added to this difficulty is Bianchi's direction to Capo Compartimento's that all application for materials should be made to Milan; as M.R.S. has vetoed the using of their stores and control of I.S.R. stores is now vested in A.C. the duplication of demands seems unnecessary.

In addition, serious depredations of railway materials have been made by various unauthorised military units, chiefly American field Units , my information is that some of it is just being " Hi jacked" and sold privately to contractors. I am following up one particular case of 1000 qls of cement removed from railway premises. Upon the handing over of stocks by Tn. Stores it is my intention to mount a railway policeguard at every warehouse with definite orders. I have already inaugurated this in Turin but am awaiting Milan's instructions for Genoa, regarding RailwayPolice.

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4. P.O.L.

8500

The P.O.L. supply in N.W.Italy is very acute. I have managed to obtain

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C. M. F.

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GENOVA - VIA ANDREA DORIA 5 - TELEPH. 62-596
TORINO - STAZIONE PORTA NUOVA - " ~~44-870~~ 42750

GENOVA, 4 (continued)

2000 qls. Petrol and 14 tons of Diesel from Military Sources and a further 10 000 litres Petrol and 17 000 litres Diesel from Liguria Region= have transferred 4,500 litres and 12.000 litres respectively from Genoa to Turin and should the port be open to schedule, it should be possible to manage,using strict control of issue. I am reserving this entirely for essential works journeys and not for operating, my policy being, that whilst operating is controlled by M.R.S. they should pro - vide the P.O.L. through Army channels. At this stage the calls upon our limited stocks are enormous and I have stated a system of request bids and chit issues in Turin and hope to control it in the same way in Genoa.= the actual issue is controlled by the Railway Police under my orders.

5. Transport:

This is even more acute than P.O.L. or materials, but should the port of Genoa and Savona become operable soon, the long road hauls of food and P.O.L. will cease and more heavy transport become available. I have managed to requisition certain private cars, ex Fascisti and Partigiani and am forming a Motor pool in Turin for issue to and use by I.S.R. departimento, on official duties, especially the works section.

My reason for this action is threefold:

I. It was the only way to obtain transport to replace that taken by the Germans etc.

2. By controlling vehicles, maintenance and workshops,maximum use can be made of available cars.

3. Strict supervision of P.O.L. issues are maintained.

This action on my part has the approval of Torino Compartimento and it

5499

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5.49

This action on my part has the approval of Torino Compartimento and it is hoped to start the same in Genoa as soon as possible.

I am having all the cars overhauled, sprayed olive drab and marked

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C. M. F.

ITALIAN STATE RAILWAYS
GENOVA - VIA ANDREA DORIA 5 - TELEPH. 62-596
TORINO - STAZIONE PORTA NUOVA - " ~~22879~~ 48709

GENOVA, 5 (continued)

A.C. /Rlys and am arranging the requisition to be made by A.M.G. Piedmonte for A.C. Tn. I trust this action is approved. Garage and Workshops are already operating in Torino.

6. Reports:

A preliminary report on the Frejus Tunnel has been submitted to Civil Engineering Branch (Major Street). In the course of next week I am endeavouring to arrange a meeting between the Italian Engineers and the French counterparts on the immediate commencement of work from both ends. Application has already been made through military channels for the use of 400 P.O.W. on this project.

7. General:

I am afraid the forgoing is rather protracted but felt is was incumbent upon me to justify my statement and suggestions in para I.

D Crawley
Capt.

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2346

Subject:- Reconnaissance of Railhead at San Giuseppe de Cairo 2 Jun 45

H.Q.
H.Q. Movements,
Genoa.
Ref. GEN/3/362
4 Jun 45

A reconnaissance of the coaling installations and railway facilities at San Giuseppe on 2 June 1945 and attached is rough sketch shewing the lay out.

GENERAL

The coal is conveyed in buckets on overhead runway to receiving plant where the buckets are tipped through large hopper feeders into rail wagons.

There are four overhead runways, 2 being used for receiving coal and 2 for returning the empty buckets to Savona. The loaded buckets on being received at the coaling plant can be diverted to 6 different fixed runways for the purpose of:-

1. tipping coal to wagons on 4 different lines.
2. dumping coal on storage ground when wagons are not available
3. delivering to coke ovens.

The buckets containing coal for tipping into rail wagons pass along one, two, three or four runways, being halted and tipped into the feeding hoppers (of which there are no less than 52 each capable of holding 8 tons) down the hopper shoot into railway wagons. Approximately 28 wagons can be loaded simultaneously under the coaling plant.

On the line at the northern end of the coaling plant there are 4 automatic weighing machines and as the wagons are loaded and weighed they are drawn out by electric drag wire rope, empties being placed into position by the same means.

The following information was obtained regarding speed of handling:-

1. The concentrated loading of 1 wagon(18 tons) occupies 2 minutes
2. The average time to feed wagons (18 tons) on 4 lines is three minutes.
3. The rate of tipping and completion of loading averages 300 tons per hour, or 7200 tons per day (or approximately 400 - 18 ton wagons).
4. Coal from dump can be loaded to wagons at the same time as wagons are being loaded at the coaling plant. It was stated that 300 wagons a day have been loaded from dump.

At the west side of the plant is an area used for the storage or dumping of coal. Coal is dumped from buckets to 2 auxiliary traverser plants which can dump or load anywhere in the area. The accommodation is 30,000 tons.

A construction was given shewing the buckets traversing the overhead

There are four overhead runways, 2 being used for receiving coal and 2 for returning the empty buckets to Savona. The loaded buckets on being received at the cooling plant can be diverted to 6 different fixed runways for the purpose of:-

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3. The rate of tipping and completion of loading averages 300 tons per hour, or 7200 tons per day (or approximately 400 - 18 ton wagons).

4. Coal from dump can be loaded to wagons at the same time as wagons are being loaded at the cooling plant. It was stated that 500 wagons a day have been loaded from dump.

At the west side of the plant is an area used for the storage or dumping of coal. Coal is dumped from buckets to 2 auxiliary traverser plants which can dump or load anywhere in the area. The accommodation is 30,000 tons.

A demonstration was given showing the buckets traversing the overhead lines to and from Savona, the working of the buckets to the different unloading points, the weighing machines and the electric drag rope. The engines were also seen in use.

The coke ovens are in working order. It was stated the ovens could deal with 1,000 tons of coal a day. 2,000 tons would be required initially for the purpose of warming up the ovens.

5497

RAIL FACILITIES

The following is the rail accommodation in the cooling yard.

..... 1. From.....

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1. Four lines leading to the feeding plant capable of holding 50 wagons each

2. 4 lines for reception of wagons loaded at the coaling plant, and used for marshalling and departure lines each capable of holding 50 wagons.

3. 4 lines each with a capacity of 40 wagons for loading coal from the dumping ground.

4. Siding to coke ovens, benzine plant and engine sheds.

5. Accommodation at San Giuseppe railway station is 200 wagons.

After the wagons have been loaded and weighed they are drawn out and placed in one or more of the 4 outward reception lines where the trains are made up. Each train is worked by steam engines to the railway station at San Giuseppe del Cairo to be worked to destination by electric locomotive.

There are 5 steam engines, 3 of which are in good working condition (two of these were actually in steam on day of reconnaissance).

The plant, railway lines etc, are in perfect condition and if the coal can be loaded to buckets at Savona at the same rate, there would appear to be no doubt that the information given regarding rate of handling is correct.

S. Maurice Capt.

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

of holding 50 wagons.

3. 4 lines each with a capacity of 40 wagons for loading coal from the dumping ground.

4. Siding to coke ovens, benzine plant and engine sheds.

5. Accommodation at San Giuseppe railway station is 200 wagons.

After the wagons have been loaded and weighed they are drawn out and placed in one or more of the 4 outward reception lines where the trains are made up. Each train is worked by steam engines to the railway station at San Giuseppe del Cairo to be worked to destination by electric locomotive.

There are 5 steam engines, 3 of which are in good working condition (two of these were actually in steam on day of reconnaissance).

The plant, railway lines etc, are in perfect condition and if the coal can be loaded to buckets at Savona at the same rate, there would appear to be no doubt that the information given regarding rate of handling is correct.

S. Giuseppe Cairo

5496

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Sandy Cpl
4 Inf Div HQ
HQ Mess Council.

1109

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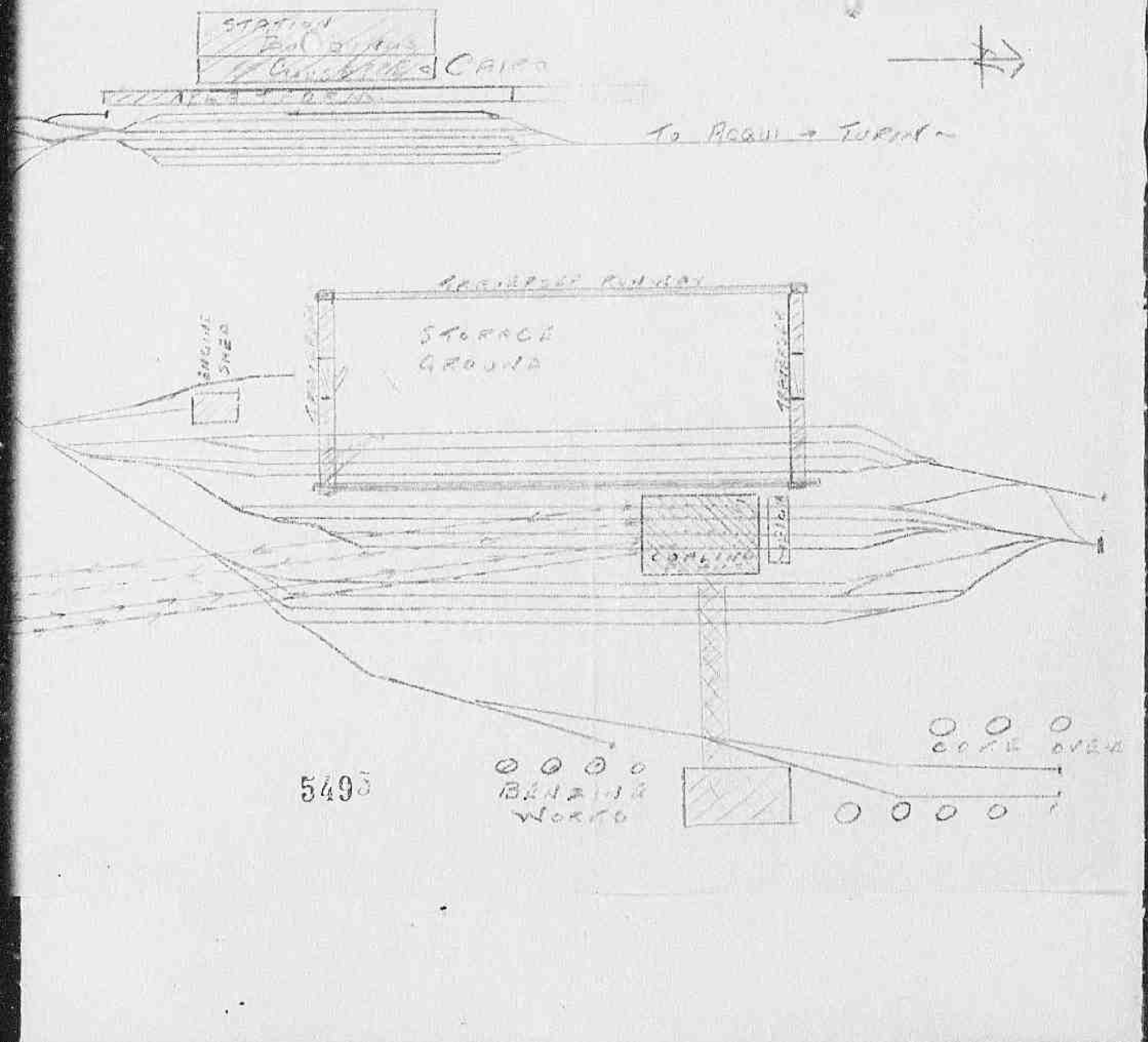

5493

341/22

INCOMING MESSAGE
Headquarters Allied Commission

Orig.Ref: 04
Date : May 20th

Message Con. N.X/1566
Date : May 201000
Precedence: ROUTINE

From : TH/AC RAILS MIL

TO : TH INC FOR S/C AC FOR MAJOR STREET

RESTRICTED

Applied thru M.R.S. for hundred trucks ex enemy dump this area. for ISR reconstr to cover north ITALY. Work Commenced bdg river PO north PIACENZA. Track diversions round bdgs over Tara PARMA at PARMA contracts being let. Coal situation serious all main bdgs. Line open MILANO TURIN. MILANO BRESCIA. BRESCIA BERGAMO LECCO. SONDRIO COLICO CHIAVENNE. MILANO ARONA DOMODOSOLA but with PORTAGE at SESTO CALENDE. Commission effected return 25th pass on message BUCKLEY c/o SLS HQ 5Z AREA.

DIST

ACTION - TH S/C 2
INFO - A/PRESIDENT
CHIEF COMMISSION
RCON AFC
FILE

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

TO : TH INC FOR S/C AG FOR MAJOR STREET

RESTRICTED

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DIST

ACTION - TH S/C 2
INFO - A/PRESIDEN T
CHIEF COMMISSION
ECON SEC
FILE

5491

Declassified E.O. 12356 Section 3.3/NND No. 782021

Subject: SITREP - Torino Compartimento Ref T/R/1
Tel. Torino 44879
Genoa 62596

To: Tn S.C. (Rails) Att. Major Street
from: Tn S.C. (Rails) Capt. Conway.

1. Generally the position here is much better than at Genoa except the supply of materials is not quite so good on first reports.

2. I have requested full reports of all damages, repairs, whether temporary or permanent etc. etc. The first one should be in hand by Monday.

3. There was a certain amount of overlapping of responsability between the local Regional Engineer, Regional Transportation Officer and my particular Province but this has or is in the process of being straightened out.

4. The question of transport again arises and whilst I have managed to obtain the loan of five trucks temporarily it is absolutely imperative that some heavy trucks are assigned to me at once to complete urgent repairs. Can this be expedited please?

5. I am analysing the importance of the various lines in order to present the projects in order of priority. On first sight, apart from the main trunk lines already catered for, the line Torino-Aosta would appear to be priority 1 because of the anthracite mines in that disctrict followed by the line Torino S.Giuseppe di Cairo which in conjunction with the repairs to the line S.Giuseppe Savona will open up that port to the north.

6. Rolling stock position to date, approximately 1500 wagons various and 150 passenger coaches. But this is far from the complet count. Fiat have another 50 or so to put at our disposal.

7. Fiat, incidentally, are most cooperable surprised me by giving me a complete report of all secondary lines of the Compartimenti of Genoa, Torino and Milano within 24 hrs of my arrival. They are also assisting me to obtain urgent transport.

8. Went to Milano yesterday but was unable to contact Maj.Buckley left a message and have arranged to see him next Sunday.

9. Ref.para 5 temporary repairs have been affected on Torino Aosta line and am arranging urgent movement of coal and iron to Torino "subito" (if the French will permit it !!).

10. On the 14th of the 5th/45 70 trains ran within the Comparti=

Declassified E.O. 12356 Section 3.3/NND No. 782021

between the local Regional Engineer, Regional Transportation Officer and my particular Province but this has or is in the process of being straightened out.

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10. On the 14th of the 9th/45 70 trains ran within the Compartimento, as far as I know, Movements, don't even know abt. this yet! I get a daily report of all trains plus the forecast for the following day.

11. Have arranged with Telecom Board and PSS for immediate repair of telephone line between Geneva and Torino, this should be through within 24 hrs and will link up Genova-Torino-Milano etc. Telephone lines to south are very uncertain yet. Am attending a conference with local M.R.S.- Telecom Movements regarding priorities of communications.

12. Have set up a similar office to the Genoa one at Torino in the I.S.R. building, Telephon number 44879.

Declassified E.O. 12356 Section 3.3/NND No. 782021

13. The present arrangement of spending half the week at Torino and half at Genoa is proving quite satisfactory, reports are being translated and copied in my absence from each H.Q. and are ready for checking on my return. Contacts have been made to such good advantage that the M.R.S. and Movements people obtained their latest infomation of lines, repairs, rolling stock etc. from me.

14. I have arranged with Industry at Piedemonte Region for the release of 7200 tons of Cement and Commerce for P.C.L. supplie

15. The organisation and efficiency of the I.S.R. up in N.W. Italy is first class and the railways are "setting the pace" to the other services. My acting as liaison between the various military services - A.M.G. and I.S.S. in the procuration of materials and facilities isamply justified in the results whic are forthcoming and it is hope that these activities will not be hampered by " red tape " from local sources etc.

16. The "Freyus " Tunnel on the Modane line is known to have unexploded mines inside it. A part from the 40[illegible] m. fall. Have contacted 57 Area reusing German prisonners to assist and am having a "stab" at 4 Corps who control the P.O.W. cages.

17. Have not yet contacted Maj.Buckley, I went to Milan last Sunda but he was away, he telephone on Monday saying he would beat Turin on Tuesday morning. I waited until 4.30 p.m.; and had to leave them because of urgent meeting at Genoa, on Wednesday morning and the despatch of latest reports to you, 57 Area being nearest R.L.O. at present. Ishall return to Milan again on Sunday to try to see him.

18. I have approached Movements and Royal Navy regarding the shipment of 1100 tons of steel girders from Savona and Genoa to bridge sites at Rapallo, Recagli and Chiavari by L.S.T. This will shorten the projected time for restoration of line Genova-Spezia.

19. In collaboration with Lt.Col. Zwaniepoel i/c M.R.S.N. Italy, Maj. Prentiss Telecomboard, pricrities and materials allocations have been made for rehabilitation of railway Telegraph and Telephone services in this Area.

20. Arrangements are being made with Commerce Liguria Region for allocation of P.C.L. for I.S.S. and civil contractors.

Capt.
Tn. S.O. (Rails) C.E. Branch
Allied Commission
(c/o H.Q 57 Area) C.M.F.

Genova telephone: 62536

Declassified E.O. 12356 Section 3.3/NND No. 780021

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Capt.
Tn. R.C. (Rails) C.M. Branch
Allied Commission
(c/o H.Q. 57 Area) C.M.F.

Genova telephone: 62596
Torino " 44879

5492

Declassified E.O. 12356 Section 3.3/NND No. 780021

TRANSLATED VERSION.

MORNING POSITION AT 0700 HOURS - 10 June 1945.

RUNNING OF PASSENGER TRAINS. - Light delays for NERVI trains. West Riviera trains sustained delays between 30 and 40 minutes due to loading and unloading, and passenger service. Train 1412 only, ran according to schedule. Usual heavy delays to North bound trains up to 40 minutes due to speed restrictions, single line working, passenger service and loading and unloading.

We notice also:-

175/5 Bis - 30" at VOGHERA for loadi[redacted] at ARQUATA waiting conn.
5 - 31" at ALESSANDRIA waiting connection.
5 Bis/5 ter-70" at ALESSANDRIA - 35" at ARQUATA crossing 1052.
1051 - 60" at ALESSANDRIA due to waiting connection.
11 - 41" " " " " " "
11 Bis -102 " " " " " "

PATRONISATION OF PASSENGER TRAINS. - Trains from and to the North very crowded. All seating accommodation utilised on West Riviera trains. Light passenger traffic for NERVI Trains.

DISTRIBUTION OF ROLLING STOCK. - Coaching stock of trains 5 Bis/5 ter returned to ALESSANDRIA together with stock of trains 8 and 11 Bis and 9 for passengers. 5 cisterns forwarded from BRIGNOLE to SAMPIERDARENA, and 10 Flats forwarded to S. REMIGIO for the Allied Command.

Today, 10th June - 30 covered wagons sent to OVADA for distribution, to be forwarded to CASTELLAZZO in order to load vegetables. These wagons will run daily henceforth.

TRAINS RUN ON 9 JUNE 1945.

Section	PASS	MILITARY	GOODS	LIGHT LOCOS.
			2	
Genova - Alessandria	6+3 special	2		
Genova - Novi Ligure	2			
2 - Voghera	6+2 special		2	
" - Acqui	6		2	1
" - Ovada	2	2		2
" - Varazze	10			
" - Nervi	12			
" - Ronco	2+2 Workmen			
Voghera- Bressana	6			
" - S. Nicolo	2			
Alessandria-Divio Tortona	2			
Novi - " "	12			
Castellazzo-Ovada	4		1	
Brignole- S.Benigno			1	
" - Sampierdarena			2	
" Cornigliano				

++S==

POSITION OF ROLLING STOCK AT LOADING AT 1700 HOURS - 9/6/45.

REFRIGERATORS	COVERED	HIGH SIDED	FLATS	POZ	POZ/Shorts.
108	217	20	1	1	

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We notice also:-

175/5 Bis - 30" at VOGHERA for loadi[redacted] at ARQUATA waiting conn.
5 - 31" at ALESSANDRIA waiting connection.
5 Bis/5 ter-70" at ALESSANDRIA - 35" at ARQUATA crossing 1052.
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TRAINS RUN ON 9 JUNE 1945.

Section	PASS	MILITARY	GOODS	LIGHT LOCOS.
Genova - Alessandria	6+3 special		2	
Genova - Novi Ligure	2	2		
2 - Voghera	6+2 special			
" - Acqui	6		2	
" - Ovada	2		2	1
" - Varezze	10	2		2
" - Nervi	12			
" - Ronco	2+2	Workmen		
Voghera- Brezzana	8			
" - S. Nicolo	2			
Alessandria-Rivio Tortona	2			
Novi - " "	12			
Castellazzo-Ovada	4			
Brignole- S.Benigno			1	
" - Sampierdarena			1	
" Cornigliano			2	

5491

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS - 9/6/45.

	REFRIGERATORS	COVERED	HIGH SIDED	FLATS	POZ	POZ/Shorts.
Loaded	-	108	217	20	3	-
Empty	89	298	624	149	9	6
Total	89	406	841	169	12	6

.....2

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Morning position 10th June 1945 continued.....

POSITION OF COACHING STOCK AT 1700 HOURS - 9 JUNE 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	TOTAL General D	Post DU	TOTAL
Genova B.	4	11	7	45	67	31	2	33
Genova P.P.	1	5	2	[redacted]	19	3	3	6
Ronco					4	1		1
Voghera	-	1	1	10	12	4		4
Castellazzo			2	2	4	1		1
Rivalta				1	1			1
Ovada				1	1			
Sampierdarena						12	2	14
Total	5	17	12	74	108	53	7	60
In transit			5	21	26	8	-	8
	5	17	17	95	134	61	7	68

Genova 10th June 1945.

MILITARY RAILWAY SERVICE.
GENOVA.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Genova P.P.	1	5	2	[redacted]	19	3	3	6
Ronco					4	1		1
Voghera	-	1	1	10	12	4		4
Castellazzo			2	2	4	1		1
Rivalta				1	1			1
Ovada				1	1			
Sampierdarena						12	2	14
Total	5	17	12	74	108	53	7	60
In transit			5	21	26	8	-	8
	5	17	17	95	134	61	7	68

Genova 10th June 1945.

MILITARY RAILWAY SERVICE.
GENOVA.

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

AC

TRANSLATED VERSION.

MOVING POSITION AT 07.00 HOURS - 12TH JUNE 1945.

RUNNING OF PASSENGER TRAINS. NERVI trains and West Riviera trains regular. Light delays for ACQUI and OVADA trains except train 1177 which arrived 92 minutes late, of which 86 were due to late departure ex ACQUI. Delays from ARQUATA and VOGHERA continue to be heavy - due in part to the usual causes. The following delays are quoted :-

Train 1051 arrived 96" late - 45" on departure ex ALESSANDRIA and 20 at ARQUATA connection 164.
" 11 " 73" " - 35" late start ex ALESSANDRIA.
" 11 Bis " 149 " - 89" late start ex ALESSANDRIA, 10" at NOVI and 20" at RONCO.
" 5 " 102 " - 39" late start ex ALESSANDRIA, 20" at ARQUATA connection 5.
" 5 Bis " 147" " - 90 late start ex ALESSANDRIA.

" 1053 " 12" " - 20" at VOGHERA.
" 577 " 70 " - 23" " ", 47" at ARQUATA conn.1052
" 175 " 127" " - Light traffic for NERVI train

RATIONALISATION OF PASSENGER TRAINS. West, capacity. North - heavy.

DISTRIBUTION OF ROLLING STOCK. Requirements met. Stock of train 11 and Bis 5 for returned to ALESSANDRIA by special trains and used for the conveyance of passengers. Sent 36 carriages and 3 D's to NOVI LIGURE for the composition of 3 military trains which run today from NOVI to NERVI.

Rolling stock ready at TERALBA yard for the conveyance of (HORSES) for the Allied Command. These animals must be loaded in the morning.

From today, trains 6133/483 and 6240,7316/7508 between NOVI and G. are cancelled. BRIGNOLE previously utilised by Allied Command have been

Also from date, train ZX 1389 between ALESSANDRIA and VOGHERA has been cancelled and train No.8293 will run in its place from the right bank of the PO.

160 empty HIGH SIDERS have been staged at SAMPIERDARENA and will be held on hand for S.Begnino for the loading of coal, and 40 GREEN empties at BRIGNOLE which arrived from VOGHERA will be sent to S. LIBERATA.

TRAINS RUN ON 11 JUNE 1945.

Section.	PASS	MILITARY	GOODS	LIGHT LOCOS.
Genova Brignole-Alessandria	3+3 (')		3	
" -Novi	2		1	
" -Voghera	6			
" -Acqui	6		1	
" -Ovada	2		2	2
" -Voraggo	10	2		
" -Nervi	12			2
" -Ronco	2+2 (workmen)			
" -Pregnana	8			
Voghera -Bivio Tortona	2			

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at ARQUATA connection 164.

" 11 " 73" " - 35" Late start ex ALESSANDRIA.
" 13 Bis " 149 " - 45" " " " " .
" 5 " 102 " - 39" Late start ex ALESSANDRIA, 10' at NOVI and 28" at RONCO.
" 5 Bis " 147" " - 20 late start ex ALESSANDRIA, 20" at ARQUATA connection 5.
" 1053 " 12"
" 9577 " 70 " - 20" at VOGHERA.
" 175 " 127" " - 23" " ", 47" at ARQUATA conn.105:

PATROLLING OF PASSENGER TRAINS. - Light traffic for NOVI train: Week, capacity, North - heavy.

DISTRIBUTION OF ROLLING STOCK. Requirements met. Stock of trains 11 and Bis 5 has returned to ALESSANDRIA by special trains and used for the conveyance of passengers. Sent 30 carriages and 3 D's to NOVI LIGURE for the composition of 3 military trains which run today from NOVI to NERVI.

Rolling stock ready at TERALBA yard for the conveyance of (HORSES) for the Allied Command. These animals must be loaded in the morning.

From today, trains 6133/483 and 6240/7310/7808 between NOVI and G. BRIGNOLE previously utilised by Allied Command have been cancelled.

Also from date, train AX 1190 between ERESCIA and VOGHERA has been cancelled and train No.8293 will run in its place from the right bunk of the PO.

160 empty HIGH SIDERS have been staged at SAMPIERDARENA and will be held on hand for S.Begrigno for the loading of coal, and 40 OPEN empties at BRIGNOLE which arrived from VOGHERA will be sent to S. MARGHERITA.

TRAINS RUN ON 11 JUNE 1945.

Section.		PASS	MILITARY	GOODS	LIGHT LOCOS.
Genova Brignole	-Alessandria	343 (*)		3	
"	-Novi	2			
"	-Voghera	6		1	
"	-Acqui	6			
"	-Ovada	2		1	
"	-Terazzo	10	2	2	2
"	-Nervi	12			
"	-Ronco	242 (Workmen)			2
Voghara	-Bressanna	6			
Alessandria	-Divio Tortona	2			
Novi	- " "	12			
Castellazzo	-Ovada	4			
Of Brignole	-Belsoneto			1	

(*) 2 Special trains ALESSANDRIA - GENOVA. 1 for return of rolling stock - also used for conveyance of passengers.

5466

...-2

Declassified E.O. 12356 Section 3.3/NND No. 780021

Opening Position on 12th June 1945 continued.....

POSITION OF COACHING STOCK AT 07.00 HOURS - 11th JUNE 1945.

Station	CARRIAGE First A	Compo AB	Second B	Third C	TOTAL	General D	Post DU	TOTAL.
G. Brignole	4	15	5	43	67	33	2	35
G. Principe	1	4		12	17	3	3	6
Ronco				4	4	1		1
Voghera		1	1	10	12	4		4
Castellazzo			2	2	4	1		1
Rivalta				1	1	1		1
Sampierdarena						13	1	14
Total	5	20	8	72	105	56	6	62
In transit at 17.00 hours			5	21	26	8		8
Total-Gross	5	20	13	93	131	64	6	70

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS
11 JUNE 1945.

	ASSAULT WAGONS	COVERED	HIGH SIDED	FLATS	PUZ	POS/Shorts.
Loaded		70	197	10	2	
Empty	39	282	613	150	9	6
Totals.	39	352	810	160	11	6

GENOVA. 12th June 1945. MILITARY RAILWAY SERVICE.

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

1123

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

to overhead lines.

[illegible] - Military trains from [illegible] to [illegible] today regular with about 1½ delay only. Light delays to [illegible] and [illegible] Civilian trains with the exception of trains 1603, 3034, 3447 which suffered delays of about 3½ minutes due to loading and passengers. [illegible] lines - Journal, engine 1177 sustained a lengthy delay ; 30 minutes last at [illegible] waiting operation 5477 [illegible]. From east to the North, breaking the deluge brought to notice above due to power interruption at Riverslo and deluge of about 30 to 40 minutes prevalent from usual sport restrictions, loading and unloading the undermentioned specific delays are quoted:-

1051 - 58" on [illegible] waiting connection as 5 Ale and 23" at [illegible] waiting section.
11 - 60" on [illegible] waiting connection from [illegible].
5 - 20" " " " , 12" at [illegible] waiting section.
5 Ale - 50" at [illegible] for embedding and 1½" at [illegible] waiting connection of train 5.
5 Ger - 43" at [illegible] waiting connection as 5 Ale - 15" at Riverslo detaching a coach.
9593 passenger train on [illegible] of 11/6/45 - 71 minutes at [illegible] waiting connection from [illegible] and [illegible] 27" at [illegible].

Train Loco.7330/5977 (passengers from [illegible]), which was delayed as stated above, reported from [illegible] 90" late waiting con section from [illegible].

[illegible] - In spite of the continual [illegible] attack on present routing of supplies the trains from and to the North the flow of passenger traffic continues to be heavy. Light traffic for West Riviera and for travellers en-route Italy.

[illegible] - 20 [illegible] engines have arrived from [illegible] to complete the compliment of 160 required by the Allied Command. 40 have arrived from [illegible] and have been sent to [illegible]. The first are staged in the depot at [illegible]. All are held on hand for [illegible].
33 [illegible] engines from [illegible] have been sent to [illegible] to be washed and then to be sent to [illegible] and kept on hand for use of by the Allied Command.
40 engines for the loading of [illegible] have been placed at [illegible]. 35 covered and/or [illegible] engines have been sent to [illegible] for distribution. The 3 Whalers used for the transport of military [illegible] have returned to [illegible]. Sailing check of [illegible] 5 Ale/5 Ger on yesterday 12/6 has been returned to [illegible].

.....2

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Declassified E.O. 12356 Section 3.3/NND No. 782021

Morning Position 13/6/43 continued... ...

Region		Rail	Road	Serviceable	Light Bombs.
S. Arcuato	-Alessandria	6+2 (Opel)	12	2	1
"	-Novi	2	2		
"	-Voghera	6	4		
"	-Acqui	6	4		
"	-Ovada	2	4		
"	-Varazze	16	4	2 (Bettino)	
"	-Savona	12			
"	-Genoa	2+2 (Cornigliano)			1
Voghera	-Brescia	2			
Alessandria	-Asti Carbone	2			
Novi Ligure	- " "	12			
Castellazzo	-Ovada	4			
Novi Ligure	-S. Novi			3	1
"	-Arquata		2		
Alessandria	-Arquata-Tortona		2		

POSITION OF COASTAL STOCK AT 07.00 HOURS - 12 JUN 1943.

STATIONS	GUNBOATS First A	Second AB	Second B	Third C	TOTAL	Escort	Spare	TOTAL
Genova Brig.	4	11	5	57	77	29	2	31
Genova Principe	1	4	2	6	13	4	3	7
Savona				4	4	1		1
Voghera		1	1	10	12	3		3
Castellazzo			3	2	5	1		1
Arquata				1	1	1		1
Ovada						22	2	24
Novi				1	1			
Total	5	16	10	81	112	61	7	68
In transit at 17.00 hours			4	22	26	8		8
GROSS TOTAL	5	16	14	103	138	69	7	76

POSITION OF COASTAL CRAFT AT 17.00 HOURS - 12 JUN 1943.

STATIONS	Requisitioned Service Craft	Tugs	Barges	Pilot Boats	MFV	Fish/Boats
Genoa	-	72	382	23	5	6

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Nouv. Légère	-G. Nerval				3			
"	-Argenta			1			2	
Alexandria	-Argenta-Cortona			1				

RETURN OF COASTER STOCK AT 07.00 HOURS - 12 JUNE 1945.

STATION	CATEGORY First A	Coupe AB	Second B	Third C	TOTAL	General Duty D	Local Duty DC	TOTAL
Genova Brig.	4	12	5	57	77	29	2	31
Genova Principe	1	4	2	6	13	4	3	7
Bonco				4	4	1		1
Voghera		1	1	10	12	3		3
Castellazzo			2	2	4	1		1
Rivalta				1	1	1		1
Voghera/Novara						12	2	14
Ovada				1	1			
Totals	5	16	10	81	112	51	7	58
In transit at 17.00 hours			4	22	26	8		8
GROSS TOTAL	5	16	14	103	138	59	7	66

RETURN OF ROLLING STOCK FOR DISPATCH 17.00 HOURS - 13 JUNE 1945.

	R.E.M.E.	CORPS HIGH SPEED	CORPS HIGH SPEED	EAST AUS	AUS/Liberia
Loaded	90	73	252	33	6
Empty		257	745	123	6
Total	90	330	997	156	12

GENOVA. 13th JUNE 1945. MILITARY RAILWAY SERVICE.

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TRANSLATED VERSION.

MORNING POSITION AT 07.00 HOURS - 14 JUNE 1942.

RUNNING OF PASSENGER TRAINS.- Regular from one to noon. Light delays for West Riviera and CUNEO - NICE. delays of between 15 to 20 minutes for the North bound trains due to the usual causes, with the following exceptions:-

Train 1091 arrived 180" late - 50" ex [illegible] - 8" at ENTRACQUE attaching and detaching, 16" at [illegible]NAIA crossing 27 164.

" 11 " 60 " - 39" ex [illegible].

" 3877 " 95" " - 32 ex VOLTRI - 24" at TAGGIA for loading and unloading.

" 8877 " 60" " - 30" delay waiting connection 3454, 30" unloading 55 packages and loading 60 bicycles at VADO LIG.

" 1415 " 49" " - 31" waiting current from Ro 31 at VARAZZE due to steam locomotive testing the lines.

" 5 " 107" " - 74" ex [illegible], 33" ANDORA crossing 1092.

" 5 bis" 129" " - 90" ex [illegible], 26" ANDORA connecting 4a. 5.

" 175/5 bis/5 ter 72" " - 24" ex VOGHERA, 20" ample connecting 5 bis.

" 175 bis/5 ter/5 Fourth - 184" late -- 74" ex VOGHERA awaiting material ex 5. Biagio, 61" ANDORA connecting 5 Ter.

[illegible] - Distribution commenced not. Arranged for the supply of stock for the transport of troops in the morning from MILANO to GENOA for ZIANI. Placed COTTBUS and CHEMS at S. ANDREA for the loading STETTIN and also at S. ANDREA for the loading of [illegible]. Send a train 9548/7913/6180/7750 for [illegible] - 11 wagons of portables for Allied Command bringing the total tonnage to 570 tons, the machine for the leading locomotive, type 432 and two braking loaco, type 551 [illegible] between [illegible] and SUSALLA.

13 trips to test the line were made yesterday with a steam locomotive from LAVORA to [illegible] and by a machine 5 steam train of 3 wagons between VARAZZE and [illegible].

Other test will be carried out in the morning by transit of a steam train from VARAZZE to VADO LIGURE utilising empty cisterns destined there.

50 OPEN wagons arrived from ALESSANDRIA, and 35 COVERED wagons from TORTONA - all sent to BOLOGNA.

The rolling stock of 5 bis/5 ter of yesterday 13th was returned to ALESSANDRIA.

From today, 14th, the service of carriages and wagons for the Allied Command between S. Bridgole and [illegible] and a RAILCAR SERVICE will operate for the Allied Command between ALESSANDRIA and GENOVA PRINCIPE in the schedules of trains 7751/163 e/11 bis and return 9574 E/7752 E from and to MILANO.

[illegible] - Heaviest from and to the North, [illegible] and to ROME.

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[illegible] 49" " - 31" waiting convert from No 31 at [illegible] due to steam locomotive testing two times.

" 5 " 127" " - 74" ex [illegible], 23" ex MATA crossing 1752.

" 5 bis" 129" " - 98" ex [illegible], 26" ex MATA connecting 1/2 5.

" 175/5 bis/5 ter-72" " - 24" ex [illegible], 20" ex 5 bis connecting 5 bis.

" 175 bis/5 ter/5 Fourth -- 184" Into - 74" ex [illegible] awaiting forward ex S. Nicole, 61" ex MATA connecting 5 ter.

[illegible] - Distribution representation met. Arranged for the supply of stock for the transport of troops in the morning from BAZZANO to [illegible] for [illegible]. Blend coaches and cooks at S. Benigno for the leading echelon and also at S. Ruffillo for the loading of [illegible]. Load of train 2540/07215/ 0190/7790 for [illegible] - 11 wagons of portables for Allied Command bringing the total tonnage to 570 tons, the maximum for the leading locomotive, type 432 and two pushing locos, type 501 [illegible] between [illegible] and [illegible].

13 trips to test the line were made yesterday with a steam locomotive from [illegible] to [illegible] and by a maximum steam train of 3 wagons between Faenza and [illegible].

Other test will be carried out in the morning by transit of a steam train from [illegible] to [illegible] utilising empty cisterns destined there.

50 GMDH wagons arrived from [illegible], and 35 covered wagons from [illegible] - all sent to [illegible].

The rolling stock of 5 bis/5 ter of yesterday 13th was returned to [illegible].

From today, 14th, the service of carriages and wagons for the Allied Command between S. Spirito and [illegible] is cancelled, and a Railcar service will operate for the Allied Command between [illegible] and GENOVA PRINCIPE in the schedules of trains 7753/163 s/11 bis and return 9374 R/7752 R from and to [illegible].

[illegible] - Services from and to the North, normal on East Riviera - Light from and to [illegible].

POSITION OF ROLLING STOCK FOR LOADING AT ALL ROUTE
13th June 1945.

	Refrigerators	covered	High sides	Flats	20s	20s/40ts.
Loaded	3	125	250	33	4	-
Empty	89	197	670	126	7	2
Totals	92	322	920	159	5483	2

[illegible]2

Morning position of 14th June 1945 continued.....

TRAINS RUN ON 13TH JUNE 1945.

Section	Pass Milit.	Civilian Day	Civilian Extra Day	Goods Milit.	Civilian Day	Civilian Extra Day	Light Loco.	Material and Workmen.
G.Brignole-Alessa.	-	3+2(1)	-	-	1	2	1	-
" - Novi	-	2						
" - Voghera	-	3+2(1)			1		1 (Being tested-Electrically	
" - Asqui	-	6						
" - Ovada	-	2						
" - Varazze	-	10		2 (Rettifilo)				
" - Volpri	-					2		
" - Novi	-	12						
" - Ronco	-	2					1	2
Savona-Borgegal	-							2
Savona-Noli								2
Voghera-Arenzano	-	2						
Alessandria-Tavio Fortona	-	2						
Novi								12
Castellazzo Ovada	-	4						
Brignole-Varazze-Savona				(Steam loco & 3 wagons to test) line.				1
Savona towards Albisola								1 (Testing) line
Sampierdarena-Brignole								1 (40 empties)
Brignole-S.Andrea								1 (20 empties)

(1) 5 Pas/5 Ter from ALESSANDRIA for passengers.PV 2014/2014 from Brignole with stock of 5 Pas/5 Ter of yesterday 12/6 with passengers.

(2) 6554/Pas/C.V.164 326/164 Pas. G. BRIGNOLE VOGHERA S.NICOLO for passengers. 175 Pas/5 Pas for return of passengers from S.NICOLO.

POSITION OF ROLLING STOCK AT 17.00 HOURS - 13 JUNE 1945.

STATION	G.W. CARS First A	Compo AB	Second B	Third C	TOTAL	V. W. S Ordinary D	Post DD	TOTAL
G. Brignole	2	15	5	47	69	30	2	32
G. Principe	1	4	2	6	13	3	3	6
Ronco				4	4	1		1
Voghera	1	1	1	14	17	2	1	3
Castellazzo			2	2	4	1		1
Novi S.M.				1	1	1		1
Sampierdarena					-	12	2	14

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"	- Voltri	-		
"	- Novi	-	12	
"	- Ronco	-	2	2
Savona-Bergeggi		-		2
Savona-Zoli				
Voghera-Broscens		-	2	
Alessandria-Civic Tortona		-	2	12
Novi				
Castellazzo Ovada		-	4	
Brignole-Terrazze-Savona		(Steam loco & 3 wagons to test) line.		1
Savona towards Albisnole				1 (Testing) line
Sampierdarena-Brignole				1 (45 empties)
Brignole-S.Bendigo				1 (20 empties)

(1) 5 Bls/5 Ter from GENOVA-SAMPIERDARENA for passengers. TV 2214/2516 from Brignole with stock of 5 Bls/5 Ter of yesterday 12/6 with passengers.

(2) 6554/Bls/S.V.164 bis/164 bis. S. BRIGNOLE TORRIGLIA S.MINIATO for passengers. 175 Bls/5 bis for return of passengers from S.MINIATO.

POSITION OF COACHING STOCK AT 17.00 HOURS - 13 JUNE 1943.

STATION	CARRIAGES First A	Gruppo AB	Second B	Third C	TOTAL	V - A B General Use D		Total
G. Brignole	2	15	5	47	69	30	2	32
G. Principe	1	1	2	6	13	3	3	6
Ronco				4	4	1		1
Voghera	1	1	1	14	17	2	1	3
Castellazzo			2	2	4	1		1
Rivalta				1	1	1		1
Sampierdarena					-	12	2	14
Total	4	20	10	74	108	50	8	58
In transit at 17.00 hrs			4	22	26	8		8
Gross Total	4	20	14	96	134	58	8	66

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GENOVA 14th June 1943. Military Railway Service.

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TRANSLATED VERSION.

MORNING REPORT N of 07.00 HOURS - 15TH JUNE 1945.

ENEMY OR MILITARY OPERATIONS AFFECTING RAILWAYS. - SCOTT to NYI military trains - regular. Regular also of other trains from SAT to NYI - slight delays for host divisors. Delays of between 20 to 25 minutes to SCOTT trains except train 1171 bis which arrived at RICHMOND 54 mins late making connection at military trains.

From the North the w/m delays due partly to the usual causes, are observed:-

Train 1051 arrived 90" late - 74" ex [illegible], 13" at [illegible] for shunting.
" 11 " 56" " - 23" ex [illegible], 9" ex [illegible] for loading.
" 5 " 73" " - 41" ex [illegible], 10" at [illegible] waiting section.
" 5 bis " 135" " - 69" ex [illegible], 27" at [illegible], 25" at [illegible] waiting connection of original and 170.
" 9577 " 94" " - 61 ex [illegible], 14" at [illegible] waiting section.
" 175 " 110" " - 20" ex [illegible], and 85" at [illegible] waiting connection train No. 5.

RATIONALISATION OF RAILWAY TRAFFIC. - West Division - Rozenl, SCOTT - 14th, received from and to the North.

UTILISATION OF ROLLING STOCK AT VARIOUS POINTS. - 150 GWR wagons arrived from [illegible], 40 empty wagons sent to the depot of [illegible] from S. RICHMOND, and 40 sent to SCOTT. Provided for the sending of empty rolling stock required for the loading at [illegible] and WORTH.

Placed at S. LINDEN from [illegible] via RICHMOND - 40 GWR wagons to be held on hand for S.E.FARMS. 13 wagons for repairs have been sent to the workshops of [illegible].

Rolling stock of 5 bis/5 ter returned to [illegible] on train 2814 which was also used for passengers. This train was completed with 10 wagons of perishables for the Allied Command.

The train for the transport of perishables for the Allied Command between RICHMOND and [illegible] will be cancelled from today.

21 wagons containing machinery of the [illegible] Workshops arrived from LONDON (Province) at [illegible].

The passenger service was extended to the stations of [illegible] and [illegible] by trains 1415/1416 of yesterday.

From today all passenger trains have been extended to [illegible].

Rolling stock for the composition of train XXX 1415 was sent from S. RICHMOND to [illegible].

Position of rolling stock and locos at 17.00 hours. 14/6/45.

" 3577 " 94" " - 61 on [illegible], 14" on [illegible] welding section.

" 175 " 110" " - 20" on [illegible], and 25" at [illegible] welding cone 1)96, and [illegible] welding connection train no. 5.

[illegible] - West Siberia - Normal, [illegible] - light, deviant from and to the North.

[illegible] - 160 open wagons arrive from [illegible], 40 [illegible] sent to the depot of [illegible] from [illegible], and 40 sent to [illegible]. Provided for the sending of empty rolling stock required for the loading at [illegible] and [illegible].

Placed at [illegible] from [illegible] via [illegible] - 40 open wagons to be held on hand for [illegible]. 13 wagons for repairs have been sent to the workshops of [illegible].

Rolling stock of 5 bis/5 ter returned to [illegible] on train 2814 which was also under per engers. This train was completed with 10 wagons of perishables for the Allied Command.

The train for the transport of perishables for the Allied Command between [illegible] and [illegible] will be cancelled from today.

21 wagons containing machinery of the [illegible] Workshops arrived from [illegible] (Province) at [illegible].

The passenger service was extended to the stations of [illegible] by trains 1430/1431 of yesterday.

From today all passenger trains have been extended to [illegible].

Rolling stock for the composition of train [illegible] 1435 was sent from [illegible] to [illegible].

[illegible] AT 17.00 HOURS. 16/6/45.

	EMPTY					
	R.[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]/Serbs.
Loaded	1	145	274	31	1	-
Empty	30 (*)	232	754	112	3	2
Totals	31	378	1028	143	11	2

(*) 10 at [illegible] = 40 in transit to [illegible] = 40 in transit to [illegible], the latter two placed in depot.

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Working Position of 15th June 1945 continued.....

TRAINS RUN ON 14TH JUNE 1945.

TRAINS.	PASSENGER. Mily.	CIVILIAN Cdy	Ext.Cdy.	GOODS Mily	CIVILIAN Cdy	Ext. Cdy.	LIGHT LOCOS	MATERIAL & MISCELL.
G.Brigole-Asmara	2	6+2 (')			1	2		
" -Nefasit		2						
" -Tesseney		6			1	3	1 (n)	
" -Keren		6		3 (a)				
" -Decamere		2						
" -Massawa		6		2 (b)				
" -Ghinda		6						
" -Asmara						2		
G.Principe-Nervi		12						
Tesseney-Keren		2						
Akordat-Barentu		2						
Nervi-Ponte Tortona								12
Castellazzo-Voghera		4						
Bengasi-Barce-Tobruk							1	1(c)
Savona-S.Giuseppe		7						
" -Voghera								2
" -Sampierdarena								2
Camp.-Savona-Brignole					4			
Brignole-Genova					1			
Acqui-Nervi	3							
G.Brignole-Genova		2					2	
Nervi-Brignole				3 (a)			1	
Camp.-Genova-Savona							1	
G.Brignole-Chiavari					1			
" -S.Ilario					2			
Nervi - Quinto								1

(') Vide/5 ter from Alexandria - 2814 return of rolling stock.
(n) Being towed. (a) Empty coaching stock (b) Furnishing of perishables (c) Empty cisterns to base line.

POSITION OF COACHING STOCK AT 17.00 hours - 14th JUNE 1945.

STATIONS.	CAR IAGES First A	Composite AB	Second B	Third C	TOTAL RAILWAY VANS. General	Post	ROYAL SALOON
G.Brignole	3	13	7	57	80	25	3	29
G. Principe	1	4		6	11	3	4	7
Savona				4	4	1		1
Voghera		1	1	7	9	3		3
Castellazzo			2	1	3	1		1
Ventimiglia				1	1	1		1

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-Milan					2			
G.Principe-Torvi	12							
Voghera-Brescia	3							
Alano-P.Tortona	2							
Novi-Rivo Torto							12	
Castellazzo-Prato	4							
Casp-Serravalle						1		1(c)
Tortona-C.Giuseppe	7							
" -Voli							2	
" -Borgoratto							2	
Ramp.-Serravalle-Arquato					4			
Arquato-C.Benigno					1			
Acqui-Novi	3							
G.Arquato-Ponzo	2					2		
Novi-Arquato			3 (a)			1		
Ramp.-Serravalle-Tortona						1		
G.Arquato-Voltri					1			
" -C.Limbardia					2			
Novi - Genoa							1	

(1) 5kts/5 tar from Alessandria - 2814 return of rolling stock.
(c) Being tested. (a) Empty coaching stock (b) Furnishing of perishables (c) Empty cisterns to tour line.

POSITION OF COACHING STOCK AT 17.00 HOURS - 14th JUNE 1945.

STATION.	CLASSIFIED First A	Tempo AB	Second B	Third C	TOTAL	RAILWAY VAN. General D	Post DU	TOTAL
G.Arquato	3	13	7	57	80	26	1	29
G. Principe	1	4		6	11	3	4	7
Genoa				4	4	1		1
Voghera		1	1	7	9	3		3
Castellazzo			2	1	3	1		1
Novi				1	1	1		1
Serravalle						12	2	14
Total	4	18	10	76	108	47	9	56
In transit at 17.00 hours			4	22	26	3		8
Gross Totals	4	18	14	98	134	55	9	64

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Genoa, 15th June 1945. MILITARY RAILWAY SERVICE, GENOA.

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Declassified E.O. 12356 Section 3.3/NND No. 782021

TRANSLATED VERSION.

MORNING BULLETIN AT 07.00 HOURS - 16th JUNE 1945.

RUNNING OF MILITARY AND PASSENGER TRAINS. - Regular running of the MILITARY Service from and to ALESSANDRIA for the Allied Command. NAVY trains - Regular. Heavy delays on West Riviera - service extended as far as SAVONA and owing to speed restrictions on the section VARAZZE - SAVONA due to the deviation at SPOTORNO and work on the lines trains are being delayed for about 60 minutes as a result of these causes. Trains from and to the North suffer the usual delays resultant from speed restriction, single line service, passengers loading and unloading, the heaviest delays occurring on the TORINO GENOVA lines are as follows:-

ALESSANDRIA.

Train 1691 - 70" late ex ALESSANDRIA waiting connection and 12" at PRECASSO detaching 3 wagons - arrived MILANO 95"late.
" 5577 - (Passengers from VOGHERA) 10" ex VOGHERA and 17" at ARENZANO ; arrived 35" late.
" 11 - 36" ex ALESSANDRIA waiting connection - arrived 62" late
5/5bis - Ex ALESSANDRIA - Departed 30" late - 19" at ARENZANO waiting connection train No. 5.-arrived 132" late.
" 175/5 - Ex VOGHERA - 15" at ROMBO waiting section ; arrived 66" late.
" 5bis/5ter - Ex TORINO - 49" ex [illegible] for previous delay - 25" at VENTIMIGLIA in respect of crossing 6202 and waiting section from ARENZANO - 25" at ARENZANO crossing 1052 - arrived 112" late at [illegible].

ACQUI lines - regular - Heaviest delay to train 1177 which arrived 83" late at MILANO having sustained a late start of 47" ex ACQUI waiting connection 5477 and 15" at [illegible] detaching 2 wagons.

PATROLLING OF PASSENGER TRAINS. - Always heavy from and to the North. West Riviera - Normal. NAVY - Light.

DETENTION OF COAL STOCK. - 35 METTI wagons for loading COAL and SULPHUR arrived at [illegible]. Other 40 wagons for loading COAL have been forwarded to S. LEONIA to be held on hand for S. BENIGNO to meet today's requirements. 150 D.F.T wagons arrived [illegible] from TORINO during the night at [illegible] Depot. Rolling stock of 5 bis returned to ALESSANDRIA.

PARCEL RUNS. - 7 loads consisting of 83 wagons were run during the day from S. BENIGNO via " [illegible]" and vehicles were [illegible] disposed of as follows:-

41 Iron - SULPHURED forwarded from [illegible] on 1050 bis - 7552-6112.
37 Coal beyond NAVI.
11 SULPHUR beyond NAVI

The following trains were run for COAL.

" 577 - (passengers from VOGHERA) 3" ex VOGHERA and 17" at ALESSANDRIA ; arrived 35" late.

" 11 - 16" ex ALESSANDRIA awaiting connection - arrived 62" late

5/5bis - ex ALESSANDRIA - Departed 30" late - 17" at ARQUATA awaiting connection train No. 5.- arrived 152" late.

" 175/5 - ex VOGHERA - 15" at GENOA awaiting section ; arrived 66" late.

" 5bis/5bis - ex TORINO - 43" ex ALESSANDRIA for previous delay - 25" at BUSALLA in respect of crossing 6202 and waiting section from ARQUATA - 25" at ARQUATA crossing 1052 - arrived 112" late at BUSALLA.

ADRIA lines - regular - Heaviest delay to train 1177 which arrived 83" late at BOLOGNA having sustained a late start of 47" ex ADRIA waiting connection 1477 and 15" at CASTELFRANCO detaching 2 wagons.

PATRONI ATION OF PASSENGER TRAINS. - Always heavy from and to the North. West Riviera - Normal. East - Light.

DISPOSITION OF RO ING STOCK. - 95 empty wagons for loading coal and 3 empty arrived at MONTEBELLUNA ex BOLOGNA. Other 40 wagons for loading COAL have been forwarded to S. ILARIA to be held on hand for ex BOLOGNA to meet today's requirements. 152 empty wagons arrived ~~[illegible]~~ from TORINO during the night at CASTELFRANCO Depot. Rolling stock of 5 Bis returned to ALESSANDRIA.

VARIOUS RUNS. - 7 loads consisting of 89 wagons were run during the day from ex BOLOGNA via " SUPERGA-DELLA" and vehicles were ~~[illegible]~~ disposed of as follows:-

41 Iron - BOLZANETO forwarded from CASTELFRANCO on 1050 bis - 7932-6112.
37 Coal beyond GENOVA.
11 ~~[illegible]~~ beyond GENOVA

The following trains were run for COAL.

7012 - 7 MILANO, 9 GENOVA Tonnage 485.
7736 - 10 TORINO, 8 ~~[illegible]~~ MILANO, 1 CHIVASSO, 2 MILANO - Tonnage 585.

Train 7006 included in the programme did not run due to the delay of the arrival of Military trains from ex BOLOGNA for shunting at CASTELFRANCO. The SUNDRY wagons will be moved by the locomotive placing empties this morning. 9 wagons of perishable traffic for the Allied Command have been sent to ALESSANDRIA by the request of rolling stock of 5/5 Bis.

The coaches required by the Allied Command to be placed at GENOVA PRINCIPE to be held on hand there have not yet been received from Genova PIACENZA workshops.

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Morning Position for 16th June 1945. continued.....

TRAINS RUN - 15th JUNE 1945.

SECTION.	PASSENGERS Milit.	CIVILIAN Ody	Spcl	GOODS Milit.	CIVILIAN Ody	Spcl	LIGHT LOCOS	MATERIAL
G.Brignole-Alessa.	2	10			5 (a)			
" -Novi L.		2						
" -Voghera		6			1			
" -Acqui		6						
" -Ovada		2						
" -Savona		7	(*)		2			
Genova P.P -Novi		12						
Voghera -Arquata		8						
Alessa - Rivio Tortona		2						
Novi Ligure-Rivio Tortona		12						
" " -Pozzolo		4						
Castellazzo-Ovada		4						
Savona - S.Giuseppe		7						
"Nola - Bergeggi		4						
Brignole- Ronco		4						
Sampierdarena								
Brignole - Terrano				2				
Sampierdarena-Bolzaneto					3			
Spenia - Managlia	2							
Arquata - Novi Ligure						1		

(a) 1 Coal train from G. Brignole. (*) Negtive for train 1405.

POSITION OF ROLLING STOCK AT 17.00 HOURS - 15th JUNE 1945.

STATION.	PASSENGERS First A	First Corge AB	Second B	Third C	TOTAL	Service Vehs. General D	Service Vehs. Post DB	Total.
Gen.Brignole	3	9	5	43	60	27	2	29
Genova P.P.	1	4	2	5	12	7	1	8
Ronco				4	4	1		1
Voghera		1	1	7	9	2		2
Castellazzo			2	1	3	1		1
Rivalta				1	1	1		1
Sampierdarena						12	1	13
Savona			2	5	7	6		6
Arquata			2	8	10	1		1
Novi G.				1	1			-
Total	4	14	14	76	108	59	4	63
In transit at 17.00 hours			8	20	28	8		8
Grand Total	4	14	22	96	136	67	4	71

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" " -Fornolo	2							
Castellengo-Cavaglà	4							
Cavaglà - S.Giuseppe	7							
"Bolla - Borgosesia	4							
Arignale- Romagnano	4							
Romagnano							1	
Arignale - Varallo				2				
Romagnano-Novarese					3			
Spezia - Genova	2							
Arquata - Novi Ligure							1	

(a) 1 Coal train from S. MARTINO. (1) Empties for train 1405.

POSITION OF COACHING STOCK AT 17.00 HOURS - 15th JUNE 1945.

STATION.	CLASSIFIED First Composite A AB	Second B	Third C	TOTAL	BRAKE VANS. Second B	Third BC	TOTAL.
Gen.Arignale	3 9	5	43	60	27	2	29
Genova P.P.	1 4	2	6	13	7	1	8
Ronco			4	4	1		1
Voghera	1	1	7	9	3		3
Castellazzo		2	1	3	1		1
Rivalta			1	1	1		1
Rampiardorena					12	1	13
Savona		2	5	7	6		6
Arenzano		2	8	10	1		1
Novi G.			1	1			-
Total	4 14	14	76	106	59	4	63
In transit at 17.00 hours		8	20	28	8		8
Grand Total	4 14	22	96	134	67	4	71

POSITION OF ROLLING STOCK FOR LOADING AT 17.00 HOURS - 15/6/45.

	RIFFIS WAGONS. COVERED	HIGH SIDED	FLATS	POZ/Oberlin.	
Loaded	-	111	323	32	4 2
Empty	94	300	807	106	9 4
Totals	94	411	1130	138	13 6

Genova, 16th June 1945.

MILITARY RAILWAY SERVICE, GENOVA.

Z/

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

TRANSLATED VERSION.

MORNING POSITION AT 0700 HOURS - 3RD JUNE 1945.

ABNORMALITIES - Train 1051 became uncoupled on the line between MIGNANEGO and S. QUIRICO owing to the connection on the Postal Van uncoupling and in consequence the flexible tube was broken. The section was cleared by taking the train forward in two portions. The defective Postal Van was attached to the rear of the train ex S. QUIRICO and the train departed at 9.40 hours 55 minutes late.

Train No.483 lost 19 minutes at MIGNANEGO waiting connection of train No.1051.

RUNNING OF PASSENGER TRAINS.

Regular for NERVI trains. Delays of about 80 minutes for the morning trains from the West Riviera due to heavy loading of fish traffic and bicycles. The evening trains sustained delays limited to 25 minutes owing to speed restrictions, loading and unloading. From OVADA lines there were delays of 35 minutes due to heavy passenger traffic, loading and unloading, speed restrictions and crossings.

The following delays were sustained by trains due to single line working, speed restrictions and heavy passenger traffic:-

3511	arrived 55" late -	14" ex NCVI for troop service, 12" at RONCO waiting 7914.	
1051	" 144" " -	71" ex ALESSANDRIA waiting connection, 53" at S.QUIROCO due train becoming uncoupled.	
1053	" 59" " -	28" ex VOGHERA.	
11	" 48" " -	23" ex ALESSANDRIA waiting connection.	
11 Bis	" 254" " -	205" ex ~~MILANO~~ ALESSANDRIA waiting connection ex MILANO.	
5	" 66" " -	20" ex ALESSANDRIA.	
5 Bis	" 97" " -	19" at TORTONA for shunting, 14" at ARQUATA waiting connection train 5, 16" at SAMPIERDARENA due to current being off.	
5 ter	" 151" " -	80" ex ALESSANDRIA, 24" at ARQUATA crossing train No. 1052, 10" at BUSALLA double-heading the train.	

PATRONISATION OF PASSENGER TRAINS. Light for NERVI, Normal for West Riviera. Heaviest from and to the North.

DISTRIBUTION OF ROLLING STOCK. Requirements and distribution of empties met in order to provide for a Goods train from OVADA. Stock on 11 Bis returned to ALESSANDRIA for train 1030 bis. Stock utilised also for passengers.

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS - 2/6/45.

	COVERED	OPENS	FLATS	OTHERS.
LOADED	80	197	29	+ 4 B/Bolsters.
EMPTY	308	664	146	+ 5 " & 2 Short Bolsters.
Total	388	861	175	+ 10 Bogie & 2 Short Bolsters.x

x Present position does not include position of SAVONA Ios MARE.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Train No.483 lost 19 minutes at MIGNANEGO waiting connection of train No.1051.

RUNNING OF PASSENGER TRAINS.

Regular for NERVI trains. Delays of about 60 minutes for the morning trains from the West Riviera due to heavy loading of fish traffic and bicycles. The evening trains sustained delays limited to 25 minutes owing to speed restrictions, loading and unloading. From OVADA lines there were delays of 35 minutes due to heavy passenger traffic, loading and unloading, speed restrictions and crossings.

The following delays were sustained by trains due to single line working, speed restrictions and heavy passenger traffic:-

3311	arrived	55"	late -	14"	ex NOVI for troop service, 12" at RONCO waiting 7914.
1051	"	144"	" -	71"	ex ALESSANDRIA waiting connection, 53" at S.QUIRICO due train becoming uncoupled.
1053	"	59"	" -	28"	ex VOGHERA.
11	"	46"	" -	23"	ex ALESSANDRIA waiting connection.
11 Bis	"	254"	" -	205"	ex ALESSANDRIA waiting connection ex MILANO.
5	"	50"	" -	30"	ex ALESSANDRIA.
5 Bis	"	97"	" -	19"	at TORTONA for shunting, 14" at ARQUATA waiting connection train 5, 16" at SAMPIERDARENA due to current being off.
5 ter	"	151"	" -	80"	ex ALESSANDRIA, 24" at ARQUATA crossing train No. 1052, 10" at BUSALLA double-heading the train.

PATRONISATION OF PASSENGER TRAIN. Light for NERVI, Normal for West Riviera. Heaviest from and to the North.

DISTRIBUTION OF ROLLING STOCK. Requirements and distribution of empties met in order to provide for a Goods train from OVADA. Stock ex 11 Bis returned to ALESSANDRIA for train 1050 bis. Stock utilised also for passengers.

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS - 2/6/43.

	COVERED	OPENS	FLATS		OTHERS.
LOADED	80	197	29	+	4 B/Bolsters.
EMPTY	308	664	146	+	6 " & 2 Short Bolsters.
Total	388	861	175	+	10 Forts & 2 Short Bolsters.x

Present position does not include position of SAVONA Jc& MARE.

x. + 1 In transit from C.TRASTA to C.BRIGNOLE rail wagon carrier.
+ 1 " " " C.CAMPASSO to NOVI S.BOVO for loading Rly iron material.

+ 1 lying at SAVONA INT. and cannot be recovered due to the damage to lines on the siding.

.....2

Declassified E.O. 12356 Section 3.3/NND No. 782021

TRAINS RUN ON 2 JUNE 1945.

Section		Pass	Goods	Military	Light Loops.
Alessandria	- Rivio Tortona	2			
Genova	- Alessandria	2	+ 3(*) 1		
"	- Novi	2		2	
"	- Voghera	6	1		1
"	- Acqui	6	2		1
"	- Voreazze	10		2	
"	- Ovada	2			
"	- Novi	12			
Ovada	- Castellazzo	4			
Novi	- Rivalta	12			
Genova	- Ronco	2	(Workmen)		2
Voghera	- S.NICOLO	2			
Acqui	- Ovada			1	
Genova B	- Cornigliano		2		

(*) Train 11 Bis from ALESSANDRAI for passengers.
" 5 " /5 for from ALESSANDRIA for passengers.
" 1050 Bis G. BRIGNOLE for return of stock ex 11 Bis with passengers.

POSITION OF PASSENGER STOCK AT 1700 HOURS - 2 JUNE 1945.

Station	CARRIAGES A	AB	B	C	PACCAGE VANS. D	DU
Genova Brignole	2	10	5	46	38	3
Genova Principe	-	2	-	6	3	5
Ronco Scrivia	-	4	-	4	1	-
Voghera	1	-	-	13	2	-
Castellazzo	-	-	2	3	1	-
Sampierdarena	-	-	-	-	12	1
Rivalta	-	-	-	1	1	-
	3	16	7	72	48	9
In transit at 1700 hours	-	-	5	21	8	-
	3	16	12	93	56	9
Great totals		120			65	

Genova 3 June 1945.

(RSH) Compagnie Railway Operating Coy.
SAMC/CUF - 1/RS - GENOVA CIPARTIMENTO.

5479

Declassified E.O. 12356 Section 3.3/NND No. 782021

"	- Acqui	6	2		1
"	- Voltaggio	10		2	
"	- Ovada	2			
"	- Novi	12			
Ovada	- Castellazzo	4			
Novi	- Rivalta	12			
Genova	- Ronco	2	(Workmen)		2
Voghera	- S.Nicolò	2			
Acqui	- Ovada			1	
Genova B	- Cornigliano		2		

(*) Train 11 Bis from ALESSANDRIA for passengers.
" 5 " /5 ter from ALESSANDRIA for passengers.
" 1050 Bis G. BRIGNOLE for return of stock ex 11 Bis with passengers.

POSITION OF PASSENGER STOCK AT 1700 HOURS - 2 JUNE 1945.

Station	CARRIAGES				BAGGAGE VANS.	
	A	AB	B	C	D	DU
Genova Brignole	2	10	5	46	28	3
Genova Principe	-	2	-	6	3	5
Ronco Scrivia	-	1	-	4	1	-
Voghera	1	-	-	13	2	-
Castellazzo	-	-	2	2	1	-
Sampierdarena	-	-	-	-	12	1
Rivalta	-	-	-	1	1	-
	3	12	7	72	48	9
In transit at 1700 hours	-	-	5	21	8	-
	3	12	12	93	56	9
Gross totals		120			65	

Genova 3 June 1945.

(RAH) Composite Railway Operating Coy.,
SAEC/UDF - MRS - GENOVA COMPARTIMENTO. 5478

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

TRANSLATED VERSION. -A/C

MORNING POSITION AT 0700 HOURS - 4TH JUNE 1945.

ANOMALITIES. Train No.1396 ex TORTONA did not wait for the connection of 1343 from ALESSANDRIA owing to protests lodged by the waiting passengers. It was necessaryt therefore, to run a special train TORTONA - VOGHERA utilising a locomotive and a carriage ex No.1396.

RUNNING OF PASSENGER TRAINS. Heavy delays were sustained by trains 1405 and 9429/1053 bis from VARAZZE due to heavy fish traffic and bicycle loading. Regular running for NOVI trains. Regular runnig also for North trains. In general, delays under 30/35 minutes were sustained by trains for the usual causes such as running on single lines, speed restrictions, loading and unloading, heavy passenger traffic. The following delays are brought to notice:-

Train 1031 departed 100 minutes late ex ALESSANDRIA due to waiting connection.
5 Bis departed 15 minutes late waiting line clear of Main Line and 2nd at MISAILA for double traction (double-heading).

DESTRUCTION OF ROLLING STOCK. Rolling stock for the running of train 1081K tomorrow, 4th June has been sent to RONCO. Sent to NOVI and PRECAROLO a train composed of covered and open cuntins for the requirments of this station from tomorrow 4th June. Arrangements made to stable rolling stock at ARENZANO for the transport of Allied troops (3 Co 1 A)

TRAINS RUN - 3 JUNE 1945.

Section		Pass	Military	Goods	Light Locos.
Genova B	- Alessandria	8 + 1 (*)		2	
"	- Voghera	6			
"	- Acqui	8	2		1
"	- Terzano	10		3 (**)	
"	- Novi	12			
Voghera	- Broserna P.	(Service commences on 4/6/45).			
"	- S.Nicolo	"	"	"	
Castellazzo-Guada		4			
Alessandria -Bivio Tortona		2			
Bivio Tortona- Novi Ligure		12			
G. Reignolo - Novi Ligure			2		
"	- Pontecorino			1	
Voghera - Tortona		1		1 (***)	

N.B. The sections are indicated according to the revised Situation of 4/6/45.
(*) A special train for the return of rolling stock, also used for the conveyance of passengers.
(**) Furnishing requirements of Allied Command.
(***) Empty coaching stock for conveyance of passengers from TORTONA to VOGHERA.

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Declassified E.O. 12356 Section 3.3/NND No. 783021

running on single lines, speed restrictions, loading and unloading, heavy passenger traffic. The following delays are brought to notice:-

Train 1051 departed 100 minutes late ex ALESSANDRIA due to waiting a unction.
5 Bis departed 15 minutes late waiting line clear of Main Line and 2nd at RIVALTA for double traction (double-heading).

DISTRIBUTION OF ROLLING STOCK. Rolling stock for the running of train 1051K tomorrow, 4th June has been sent to RONCO. Sent to NOVI and MEDAROLO a train composed of covered and open cuptics for the requirments of this station from tomorrow 4th June. Arrangements made to stable rolling stock at ARENZANO for the transport of Allied troops (3 Cz 1 A)

TRAINS RUN - 3 JUNE 1945.

Section		Pone	Military	Goods	Light Loco.
Genova B	- Alessandria	2 + 1 (*)		2	
"	- Voghera	6			
"	- Acqui	8	3		1
"	- Varazze	10		2 (*)	
"	- Novi	12			
Voghera	- Brosasca B.	(Service commences on 4/6/45).			
"	- S.Nicolo	"	"	"	
Castellazzo-Fraida		4			
Alessandria	-Rivio Tortona	2			
Rivio Tortona	- Novi Ligure	12			
G. Brignole	- Novi Ligure		2		
"	- Pontedecimo			1	
Voghera	- Tortona	1		1 (***)	

N.B. ~~xxx~~ The sections are indicated according to the revised Situation of 4/6/45.
(*) A special train for the return of rolling stock, also used for the conveyance of passengers.
(**) Furnishing requirements of Allied Command.
(***) Empty coaching stock for conveyance of passengers from TORTONA to VOGHERA.

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5478

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

1145

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

Morning Position of 4th June 1945 continued.....

POSITION OF ROLLING STOCK FOR LOADING AS AT 1700 HOURS 3 JUNE 1945.

Station.	CARRIAGES First A	CARRIAGES Genrl First AB	CARRIAGES Second B	CARRIAGES Third C	TOTAL	VANS General D	VANS Post U	TOTAL
G. Frignole	3	12	7	40	62	26	3	29
Genova P.P.		4	1	12	17	5	5	10
Reneo			2	4	6	1	-	1
Voghera			1	19	20	4	-	4
Costellazzo C.			3	2	4	1	-	1
Rivalta S.				1	1	1	-	1
Ovada			1	1	2	-	-	-
Stagnitrazione.					-	12	1	13
Totals.	3	16	14	79	112	50	9	59
In transit	-	-	5	21	26	8	-	8
General Total	3	16	19	100	138	58	9	67

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS 3/6/45.

	COVERED	OPEN	FLATS	OTHERS.
Loaded	72	138	40 +	5 Bogie/Bolsters.
Empty	357	693	152 +	6 " " and 2 Short Bolsters. (1)
Totals:	429	831	192 +	11 Bogie and 2 Short Bolsters.

(1) POZ :- Thus 1 in transit from NOVI LIGURE to GENOVA CAMPI for loading of machinery and 1 at SAVONA LETTIMORO not available owing to broken tracks in the siding.

GENOVA. 4 JUNE 1945. (RSH) Comp.Fly.Cp. Coy., SACC/UTF., SACC/UTF ... HRS. - GENOVA.

1146

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

TRANSLATED VERSION.

MORNING POSITION AT 0700 HOURS - 5 GIUGNO 1945.

MEETING OF PASSENGER TRAINS. Regular for NERVI trains. Limited delays of 20 minutes for train on West Riviera and on ACQUI - OVADA lines - delays limited to 30 minutes for ALESSANDRIA and VOGHERA trains with the following exceptions:-

1051	arrived	48"	late	- 22" ex ALESSANDRIA.
1053	"	87"	"	- 28" ex VOGHERA, 32" at ARQUATA for crossing TV 164.
11	"	37"	"	- 15" ex ALESSANDRIA.
11 bis	"	260"	"	- 250" ex ALESSANDRIA.
5	"	40"	"	- 20" " "
5 bis/5 ter		105"	"	- 55" " " and 37" at ARQUATA crossing 1052.
175/5 bis	"	66"	"	- 5" ex VOGHERA - 20" at ARQUATA waiting connection 5 - 6" at ISOLA crossing 1052.
9592	"	224"	"	- 155" ex ALESSANDRIA.

PATTONISATION OF PASSENGER TRAINS. - Nearest from and to the North - Normal for the West Riviera - light for NERVI.

DISTRIBUTION OF MATERIAL (ROLLING STOCK). Met requirements sent of distribution and concentration. 30 vehicles to be washed-out sent to TORTONA. Rolling stock for transport of troops between VARAZZE and G. BRIGNOLE for today. 5th instant has been provided.

The transport of troops between ANDEZANO and G. BRIGNOLE has been effected on time. Empty rolling stock returned to G.BRIGNOLE. Rolling stock of 11 bis and 5 bis ex ALESSANDRIA returned to this station at 5 o'clock - utilising it also for the conveyance of passengers.

TRAIN RUN - 4 JUNE 1945.

Section		Item	Military Goods	Light Loco.
G.Brignole	- Alessandria	843 (1)	1	
"	- Voghera	6	2	
"	- Acqui	8		141 steam with workshop
"	- Ovada	2	2	van for SALICETO
"	- Varazze	10	2	4
"	-		2	2 (Empty wagons)
"	- Arenzano		1	1
"	- Cogoletto			
"	- Nervi	13		
"	- Nervi	2	2	
"	- Ronco	242 (Workmen)		141 steam 1 testing lines.
Sampierd.	- Arquata			
Voghera	- Ventimiglia	8		
Castellazzo	- Ovada	4		
Alessandria	- Bivio Tortona	2		
Nervi	- Bivio Tortona	12		

(1) 2 Extra ex ALESSANDRIA - 1 ex G. BRIGNOLE for the return of stock - utilised also for conveyance of passengers.

.....2

5477

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

Morning position of 5 June 1945 continued.....

POSITION OF COACHING STOCK AT 1700 HOURS - 4 JUNE 1945.

Stations	X CARRIAGES			TOTAL			TOTAL.
	A	AB	B	C	D	HU	
	First	Crewe	Second	Third	General	Post	
Genova Brignole	2	12	6	51	71	28 2	30
Genova P.P.		4	1	8	13	2 0	8
Ronco		1		3	4	1	1
Voghera	1		1	13	15	3	3
Castellazzo			2	2	4	1	1
Rivalta				1	1	-	-
Sampierdarena						12 1	13
Brennero B.				4	4	1	1
Ovada				1	1	-	-
Total.	3	17	10	83	113	48 2	57
In transit at 1700 hours			5	21	26	8	8
Gross Total	5	17	15	104	139	56 2	65

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS - 4 JUNE 1945.

	Covered	High Sided	Flats	POZ	POZ/Sherts. (BIJICI)
Loaded	59	138	31	6	-
Empty	327	658	154	1	2
Totals	386	793	185	7	2

POZ :- Plus 2 in transit from COGOLETTO to G. BRIGNOLE - 2 from CAMPI to CAMPASSO - 1 from SESTRI PONENTE and NOVI LIGURE.

GENOVA, 5 JUNE 1945

(Mgr) Composite Re. Army Operating Coy., SAEC/UDF.,
M.R.C. - GENOVA COMPARTIMENTO.

5476

F148

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

TRANSLATED VERSION.

HOLDING POSITION AT 0700 HOURS - 5 JUNE 1945.

RUNNING OF TRAINS. The running of Military trains were regular. MERVI trains on time. Delays of 20/35 minutes to West Riviera trains. Heavier delays ex ACQUI and limited to 35 minutes due loading, unloading, personnel traffic and speed restrictions. Heavy delays from ALESSANDRIA and VOGHERA caused by single line working, speed restrictions and passenger service.

Train TV 3121 arrived at G. BRIGNOLE 20 minutes late.
" 1056 " " " 130 " " " = 76 ex ALESSANDRI
" 1055 " " " 20 " " "
" 21 " " " 84 " " " = 46" at ARQUATA
waiting line clear from ROVCO.
" 0527 " " " 70 " " " = 12" ex VOGHERA
" 5 " " " 50 " " " = 7" from ALESSANDRIA - 30" at ROVI.
" 3 bis/3 ter " " " 99 " " " = 30" from ALESSANDRIA - 20" at NOVI for clearing = 23" at ARQUATA crossing 1052
" 175/5 bis arrived at G. BRIGNOLE 80" late - 25" lost at ARQUATA waiting connection - 9" at ROVA crossing 1052

PATHFINDING OF PASSENGER TRAINS. Always right from rail to line North of GENOVA - Normal for West Riviera - Light for MERVI.

DISTRIBUTION OF ROLLING STOCK. Requirements for distribution of empties met. Provision made to forward to NOVI and ACQUI, stock for the transport of Allied troops for today, 5th June. During the morning further empty stock for the transport of Allied troops will be sent to VARAZZE. Rolling stock of train 3 bis : 3 ter returned to ALESSANDRIA as 9542/2614 and was used also for passengers.

From today, trains 6243/8675/9069 and 6564/8004/8093 to ACQUI and G. BRIGNOLE are cancelled. The wagons and carriages composing these trains will form trains 842 and 1171.

From today also, Trains TV 2101/TV 2120 MERVI - 9544/1415 VARAZZE - 1174/8693 ACQUI and 5554/8285 VOGHERA will include a baggage van and a POSTAL wagon.

TRAINS RUN ON 5TH JUNE 1945.

Section		PASS	MILITARY	GOODS	LIGHT ENGS.
		(a)			
G. Brignole	- Alessandria	6+1		1	
"	- Voghera	6		1	
"	- Acqui	6		2	
"	- Ovada	2			
"	- Varazze	10	4	2 wagons	
"	- Merve	12			
"	- Novi	2	2	5475	2
"	- Rovco	2 + 2 (Workmen)			
Voghera	- Brescia	8			2
"	- Tortona	-			
Castellazzo	- Ovada	4			
Alessandria	- Bivio Tortona	2			
Novi	- " "	12			1
G.Brignole	- S. Limbania			1	
"	- S.Derona			2	
Belzemto	- Brignole			1	

(a) 1 Special from Alessandria.

Morning position for 6 June 1945 continued.....

POSITION OF CONCHING STOCK AT 1700 HOURS - 5 JUNE 1945.

Station.	CARRIAGES A First	AB Comp.	B Second	C Third	TOTAL	BAGGAGE V. D General	EU Post	TOTAL
G. Principe	2	16	5	59	82	28	1	29
Genova P.P.	1	2	1	-	4	2	3	5
Ronco	-	-	-	4	4	1	-	1
Voghera	-	-	-	14	14	5	-	6
Castelnuovo	-	-	-	4	4	1	-	1
Rivalta	-	-	-	1	1	1	-	1
Sampierdarena	-	-	-	-	-	12	2	14
Totals.	3	18	6	82	108	50	6	56
In transit at 1700 hours			5	21	26	8		8
Gross Total	3	18	11	103	135	58	6	64

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS.
5 JUNE 1945.

	REFRIGERATOR	COVERED	HIGH SIDED	FLATS	POZ	SHORT POZs.
Loaded		110	210	16	3	-
Empty	26	290	615	156	4	2
Totals	26	400	825	172	7	2

POZ:- Plus 1 in transit from RIVAROLO to NOVI S.PIVO - 2 from RONCO to NOVI S.PIVO - 2 from CAMPI to CAMPASSO.

GENOVA. 6 June 1945.

(RAH) Composite Railway Operating Coy., SAID/WOR.
N.W.E. - GENOVA.

5471

Declassified E.O. 12356 Section 3.3/NND No. 780021

TRANSLATED VERSION.

MOVING POSITION AT 0700 HOURS - 7 JUNE 1943.

AFFORESTATION - Nothing brought to notice.

RUNNING OF PASSENGER TRAINS. - Fairly regular running for trains of West Riviera. Regular for ADRIA trains.

For the trains from and to the North, in general, delays of from 30/40 minutes are noted due to the usual causes of speed - restrictions, passengers carried, loading and unloading and single line working. The following are the heavy delays:-

Train 5 arrived at Brignole 07" late (30" ex CASTELNUOVO waiting connection from TORINO.)
TV.1171 bis/1403 bis suffered a 50 minute delay at CUNEO due to it being necessary for the Police to make verifications.
Train 1051 arrived 02" late - 60" at ALESSANDRIA waiting for connection from TORINO.
9577 arrived 101" late - 60" on departure from VOGHERA.
11 arrived 53" late - 30" ex ALESSANDRIA waiting connection ex TORINO
3 bis " 100" " - 72" " " " " " "
5 bis " 138" " - 82" ex VOGHERA waiting connection 1572.
577 arrived 47" late after having suffered 60" delay at ACQUI due to connection 5447 from ALESSANDRIA.

Regular running of military trains from NOVI and VIAREGGIO.

DISTRIBUTION OF PASSENGER TRAINS: - Vehicles for the trains from and to the North - light for West Riviera trains. All available seating accommodation on West Riviera trains was utilised.

DISTRIBUTION OF ROLLING STOCK: The saloons for passengers (5bis/5 ter of 3rd and 4th of 6th) were returned to ALESSANDRIA. These were utilised for the conveyance of passengers.

The coaching stock (1 A - 11 Cz) released from other military trains, was sent from ACQUI to VOGHERA for the composition of a military train on 7th, and the rolling stock used for the military trains of VIAREGGIO was returned to G. BRIGNOLE.

85 Cisterne have arrived from MILANO at G. SAMPIERDARENA during the night and have been stabled in this depot.

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS
6 JUNE 1943.

	REFRIGERATORS	COVERED HIGH SIDED	WAGONS	FOR	BILICI.
				Bestie.	Cav/Short.
Loaded	-	107	206	42	7 -
Empty	85	310	651	144	4 2
Totals.	85	417	857	186	11 2

5473

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

from 30/40 minutes are noted due to the usual causes of speed - restriction, passenger service, loading and unloading and single line working. The following are the heavy delays.-

Train 5 arrived at Brignole 47" late (30" on ALESSANDRIA waiting connection from TORINO.)
TV.1171 Nic/Ican 4de suffered a 50 minute delay at CUNEO due to 14 Ltrs manoeuvring for the Police to make verifications.
Train 1093 arrived 82" late - 60" at ASTI CANDIA waiting for connection from TORINO.
9577 arrived 103" late - 90" on departure from TORINO.
11 arrived 55" late - 30" on ALESSANDRIA waiting connection on TORINO
8 late " 100" " - 75" " " " " " "
3 day " 135" " - 65" on VOGHERA awaiting connection 1172.
X779 arrived 47" late after having suffered 28" delay at ACQUI due to awaiting 9477 from ALESSANDRIA.

Regular running of military trains from NOVI and VADALEN.

PATROLLING OF PASSENGER TRAINS: - Escorts for the trains from and to the North - light for East Riviera trains. All available seating accommodation on West Riviera trains was utilised.

DISTRIBUTION OF ROLLING STOCK: Two saloons for passengers (5nic/5 ter of 3Cs and 4c3 of 5th) were returned to ALESSANDRIA. These were utilised for the conveyance of passengers.

The coaching stock (1 A - 11 Cs) released from other military trains, was sent from ACQUI to BOZZOLO for the composition of a military train on 7th, and the rolling stock used for the military trains of VALENZA was returned to G. BRIGNOLE.

85 Cisterns have arrived from MILANO at G. SAMPIERDARENA during the night and have been stabled in this depot.

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS 6 NOVEMBER 1945.

	REFRIGERATORS	COVERED HIGH SIDED	STAFF	FOC Boxes.	MISCL. FOC/Shorts.
Loaded	-	101	205	40	7	-
Empty	85	315	652	144	4	2
Totals.	85	416	857	184	11	2

5473

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Declassified E.O. 12356 Section 3.3/NND No. 780021

1521

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

TRAFFIC DAY - 6 JUNE 1945.

Section	PASS	MILITARY	GOODS	LIGHT LOCOS.
C. Brignole - Alessandria	24		3	
" - Voghera	6			
" - Genova	8	2		
" - Ventimiglia	10	4 (*)	3	3
" - Ventimiglia	13			2
Voghera - Genova P.	6			
" - S. Ilario	2			
Castellazzo - Ovada	4			
Alessandria - S. Fortuna	2			
Nivi Fortuna - Novi Ligure	2			
Brignole - Novi Ligure - Serravalle - Arquata - Brignole		2	1	

(*) Special train for personnel, two of which were run for the return of empty stock.
(**) Two special trains for ammunition personnel.

POSITION OF COACHING STOCK AT 1700 HOURS - 6 JUNE 1945.

Stations.	CARRIAGES First & Cape AB	Second E	Third F	TOTAL	BRAKE VANS General D	Mail M	TOTAL
C. Brignole	2	4	69	70	29	3	32
C. P. Principe	1		5	6	3		3
Ronco			4	4	1		1
Voghera	1		10	11	4		4
Castellazzo		2	2	4	1		1
Ventimiglia			1	1	1		1
Serravalle				-	32	2	14
Totals	4	7	67	96	51	5	56
In transit, not 1700 hours		3	21	24	8		8
	4	37	33	82	59	8	67

GENOVA 7 June 1945.

MILITARY RAILWAY SERVICE.

5472

Translated Version.

MORNING REPORT AT OTTO HOURS - 8 JUNE 1945.

RUNNING OF PASSENGER TRAINS. - Regular running of NOVI and West Riviera Trains except for 9447/9377 bis which suffered 30 minutes delay at VARAZZE due to loading 150 bicycles. Light delays for CVADA and ACQUI trains, and delays limited to about 20 minutes for ALESSANDRIA and VOGHERA trains with the following exceptions:-

3311	delayed 30 minutes	-	5' ex NOVI for passenger service.
1051	" 90 "	-	70' ex ALESSANDRIA.
11	" 30 "	-	30' ex VOGHERA.
9377	" 150 "	-	90' ex VOGHERA and 10' ex TORTONA.
5	" 60 "	-	31 ex ALESSANDRIA, 15' at IVREA King 1052
175/5 bis	" 60 "	-	19' ex TORTONA, 17' at STAZIANO crossing 1305 and 14' at AVIGLIANA waiting conn.Shie.
5/bis/ster	" 110 "	-	50' ex ALESSANDRIA, 15' at SETTIMO waiting connection train No.5.

RAILCARS AND RAILMOTORS OF TRAINS OF NOVI. Heaviest from and to the North. Fairly heavy for the West Riviera and normal for East Riviera.

REQUISITIONS OF RAILWAY STOCK. Distribution and composition requirements met. Rolling stock for passengers returned to ALESSANDRIA. Stock used on normal journey for passengers.

Train 3311 run from NOVI to ALESSANDRIA for the conveyance of prisoners of war who arrived at TORTONA on train 9125 and a carriage for prisoners was attached to train TV 14 from NOVI to ALESSANDRIA.

These carriages for the transport of troops were added to trains 9447/9377 bis and 1412 only for today the 8th for conveyance between VOGHERA and G. BRIGNOLE.

The transport of troops between PARMANA - GENOVA BRIGNOLE and return carried out. A further 20 cisterns from MILANO arrived at PARMANOVANESA on train No.7781. These vehicles are required to be washed out.

TRAINS RUN ON 7TH JUNE 1945.

Section		PASS	MILITARY	GOODS	LIGHT LOCOS.
Genova.P.	- Alessandria	643 (*)		2	
"	- Novi	2	2	1	
"	- Voghera	1		1	
"	- Acqui	6	2	2 + 1 Tenties.	
"	- Varazze	16	2		
"	- Novi	12			
"	- Ronco	242 (Settimo/)			1
Voghera	- Brescana B.	8			
Novi	- Alessandria		1 (Prisoners)		
Castellazzo-	Ovada	4			
Alessandria-	Divio Tortona	8			
Divio Tortona-	Novi Ligure	13			
Genova P.P.	- Acqui - S.Giustina and return - 1 Motor Trolley				

(*) 9bis/5ter ex Alessandria and 2814 ex G.Brignole for return of empty coaching stock which was also utilised for passengers.

Declassified E.O. 12356 Section 3.3/NND No. 780021

3011 delayed 30 minutes - 1st ex NOVI for Tarvisio services.
1681 " 25 " - 70m ex ALESSANDRIA.
11 " 30 " - 30m ex VOGHERA.
9377 " 105 " - 90m ex VOGHERA and 60m ex TORTONA.
9 " 70 " - 45 ex ALESSANDRIA, 15m at ISOLA King 1052
173/5 bis" 90 " - 70m ex VOGHERA, 17m at STAZZANO crossing 1506 and 14m at ARQUATA waiting comm.Pole.
5/bis/Stat " 112 " - 5m ex ALESSANDRIA, 15m at BUSALLA waiting connection train No.5.

TAL ORIENTATION OF PASSENGER TRAINS. Heavier from and to the North. Fairly heavy for the West Riviera and normal for East Riviera.

DISTRIBUTION OF ROLLING STOCK. Distribution and examination requirements met. Rolling stock for manoeuvres returned to ALESSANDRIA. Stock used on forward journey for manoeuvres.

Train 9334 run from NOVI to ALESSANDRIA for the conveyance of prisoners of war who arrived at TORTONA on train 9185 and 4 carriages for prisoners were attached to train NV 14 from NOVI to ALESSANDRIA.

Three carriages for the transport of troops were added to trains 9447/9377 bis and 1472 only for today the 6th for conveyance between VOGHERA and G. BRIGNOLE.

The transport of troops between PARRANA - GENOVA BRIGNOLE and return carried out. A further 49 cisterns from MILANO arrived at SAMPIERDARENA on train No.7761. These vehicles are required to be washed out.

TRAINS RUN ON 7TH JUNE 1945.

Section	PASS	MILITARY	GOODS	LIGHT LOCOS.
Genova.P - Alessandria	143 (*)			2
" - Novi	2	2		2
" - Voghera	4			1
" - Acqui	6	2		2 + 1 Kaptive.
" - Ventimiglia	10	3		
" - Novi	12			
" - Ronco	2+2 (Verbania/)			1
Voghera - Tortona S.	8			
Novi - Alessandria		1 (Prisoners)		
Castellazzo- Ovada	4			
Alessandria- Divis Tortona	3			
Divis Tortona-Novi Ligure	13			

Genova P.P. - Acqui - S.Giuseppe ambulance - 1 Motor Trolley

(*) 3bis/5ter ex Alessandria and 2014 ex G.Brignole for return of empty coaching stock which was also utilised for passengers.

STA.....3

Declassified E.O. 12356 Section 3.3/NND No. 780021

1153

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

Morning Position 8th June 1945 continued.....

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS 7TH JUNE 1945.

	RESTRICTATIONS CARRIED EACH LOADED TRAIN				BOX Bogies	BOX/Shorts Utility
Loaded	-	85	207	25	6	-
Empty	89	273	602	155	4	2
Total	89	358	809	177	10	2

POSITION OF ROLLING STOCK AT 1700 HOURS - 7 JUNE 1945.

Stations	CARRIAGES First Corps A	Second AT	Third B	C	TOTAL General D	Post W	TOTAL.
G. Brighella	3	12	5	42	62	30	92
G. Principe	1	4	2	10	17	3	20
Ponte				4	4	1	5
Voghera				7	7	4	11
Castellazzo				1	1	1	2
Rivalta				1	1	1	2
Sampierdarena					-	13	2	15
Totals	4	16	7	74	101	53	7	60
In transit at 1700 hours			5	21	26	9		8
Grand Total	4	16	12	95	127	61	7	68

MILITARY RAILWAY SERVICE.

TRANSLATED VERSION

MORNING POSITION AT 0700 HOURS - 9 JUNE 1945.

RUNNING OF PASSENGER TRAINS. NERVI trains regular. Delays limited to 15 minutes/20 minutes for the West Riviera trains except train 9447/9577 bis which arrived at GENOVA BRIGNOLE 48 minutes late, according to its schedule, having departed from VARAZZE 33 minutes late due to waiting connection, and the loading of 80 bicycles. Regular running for ACQUI and OVADA trains.

The u/m specific delays are noted. Portion of the delays was due to the usual causes :-

Train	3311	arrived BRIGNOLE	35"	late	-	20" at RONCO for passengers.
"	1051	"	"	57"	"	- 78" ex ALESSANDRIA.
"	1051	bis "	"	135"	"	- 105" ex ALESSANDRIA.
"	1053	"	"	23"	"	- 15" ex VOGHERA.
"	1051K	"	"	20"	"	-
"	11	"	"	32"	"	- 18" ex ALESSANDRIA.
"	9577	"	"	111"	"	- 60" ex VOGHERA.
						17" at G. Brignole Principe for unloading.
"	5	"	"	68"	"	- 30" ex ALESSANDRIA, 24" at PRUGARCLO waiting No.12.
"	5 bis	"	"	79"	"	- 36" ex VOGHERA, 22" at ARQUATA waiting conn.No.5.
"	5 ter	"	"	120"	"	- 80" at ALESSANDRIA, 32" ARQUATA waiting conn.5 bis.

PATRONISATION OF PASSENGER TRAINS. Heaviest from and to the North. Normal for the West Riviera. Light for NERVI.

DISTRIBUTION OF ROLLING STOCK. - Distribution requirements of empties met. Despatched from GENOVA to CAMPI 30 PLATS for the loading MOTOR COACHES destined for VOGHERA Workshops. A further 40 high siders from CAMPI have been placed at SAMPIERDARENA to be drawn by GENOVA BRIGNOLE as and when required. 39 cisterns from SAMPIERDARENA have been placed at G. CHIASTA.

The rolling stock from trains 1051 bis and 5 ter were returned to ALESSANDRIA on ordinary trains. 3 BENZINE wagons for the use of the Allied Command have been sent from SAMPIER-DARENA to TORINO on train No. 7748. Train No. 6554/TV 164 was double-headed as far as VOGHERA owing to heavy passenger traffic.

From today, as required by the Allied Command, Military trains from and to NOVI will be composed of ONLY THREE carriages.

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS
8 TH JUNE 1945.

	REFRIGERATORS	COVERED	HIGH SIDED	PLATS	POZ Bogie	POZ Short
Loaded	-	91	223	9	2	-
Empty	89	312	570	157	9	6
Totals.	89	403	793	166	11	6

Declassified E.O. 12356 Section 3.3/NND No. 782021

The u/m specific delays are noted. Portion of the delays was due to the usual causes :-

Train	3311	arrived BRIGNOLE	35" late	-	20" at RONCO for passengers.
"	1051	"	"	57"	"	- 78" ex ALESSANDRIA.
"	1051 bis	"	"	135"	"	- 105" ex ALESSANDRIA.
"	1053	"	"	23"	"	- 15" ex VOGHERA.
"	1051k	"	"	20"	"	-
"	11	"	"	32"	"	- 18" ex ALESSANDRIA.
"	9577	"	"	111"	"	- 60" ex VOGHERA. 17" at G. Emanuele Principe for unloading.
"	5	"	"	68"	"	- 30" ex ALESSANDRIA, 24" at PRUGAROLO waiting No.12.
"	5 bis	"	"	79'	"	- 36" ex VOGHERA, 22" at ARQUATA waiting conn.No.5.
"	5 ter	"	"	100"	"	- 80" at ALESSANDRIA, 32" ARQUATA waiting conn.5 bis.

RAERONTISATION OF PASSENGER TRAINS. Heaviest from and to the North. Normal for the West Riviera. Light for NERVI.

DISTRIBUTION OF ROLLING STOCK. - Distribution requirements of empties met. Despatched from GENOVA to CAMPI 30 PLATS for the loading MOTOR COACHES destined for VOGHERA Workshops. A further 40 high siders from CAMPI have been placed at SILIMBANI to be drawn by SESTRIGNO as and when required. 39 cisterns from SAMPIERDARENA have been placed at G. TRASTA.

The rolling stock from trains 1051 bis and 5 ter were returned to ALESSANDRIA on ordinary trains. 3 BENZINE wagons for the use of the Allied Command have been sent from SAMPIERDARENA to TORINO on train Nos. 7748. Train No. 5554/TV 164 was double-headed as far as VOGHERA owing to heavy passenger traffic.

From today, as required by the Allied Command, Military trains from and to ROVI will be composed of ONLY THREE carriages.

POSITION OF ROLLING STOCK FOR LOADING AT 1700 HOURS 6 TH JUNE 1945.

	REFRIGERATORS	COVERED	HIGH SIDED	FLATS	POZ Bogie	POZ Short
Loaded	-	31	223	9	2	-
Empty	89	312	570	157	9	6
Totals.	89	403	793	166	11	6

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Declassified E.O. 12356 Section 3.3/NND No. 782021

1158

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

Morning Position 8/6/45. continued...

POSITION OF COACHING STOCK AT 1700 HOURS - 8 JUNE 1945.

STATION	CARRIAGES First A	Compo AB	Second B	Third C	TOTAL	General D	Post DU	TOTAL.
G. Brignole	4	13	6	56	79	33	2	35
G. Principe	1	4	-	12	17	4	3	7
Ronco.				4	4	1	-	1
Voghera		1	1	10	12	4	-	4
Castellazzo			2	2	4	1	-	1
Rivalta				1	1	1	-	1
Sampierdarena					-	13	2	15
Pegli					-	1	-	1
Totals	5.	18.	9.	85.	117.	58.	7.	65.
In transit at. 1700 hours .			1	25	26	8	-	8
Gross Totals.	5	18	10	110	143	66	7	73

GENOVA - 9 JUNE 1945.

Railway Military Service

5468

Lajor Pirie & Lee.

Col Lindberg

SECRET

341/19

ALLIED FORCE HEADQUARTERS
G-4 (MOV & TN)

Mov 3. (Rail Road and MFO) 7 June 45

WEEKLY SITREP NO. 12

RAIL INTELLIGENCE

Operation

Effect 1 June 45 192 Rail way Operating Coy assumed supervisory responsibility for operations on lines 86 Central and 86 North ANCONA - RIMINI. Effective same date operations on section FAENZA - BOLOGNA was taken over by ISR under supervision det.189 Railway Operating Coy. Until further notice section RIMINI - FAENZA will be operated by 189 Railway Operating Coy.

Construction

Line No		Present State of Work
86	FAENZA-BOLOGNA-S.PIETRO in CASALI	Opened 1 Jun 45.
65	GRIZZANA -BOLOGNA	Opened 3 Jun 45
86	OSIMO-ANCONA	No definite opening date yet available.
69	BOLOGNA-VERONA-BRENNER	Work has commenced on Po bridge at OSTIGLIA. The position is now as follows: BOLOGNA-POGGIORUSCO RH ETC .....15 June POGGIORUSCO-VERONA (Po Bridge) ETC.. 7 July VERONA-CERAINO (Tunnel).....'..20 July CERAINO-BOLZANO ETC .....20 June BOLZANO-BRENNER Now open
66	FORTEZZA-VILLACH	Section SILLION to VILLACH open. Between FORTEZZA and SILLION work is proceeding satisfactorily and the line should be open over temporary bridges on

Declassified E.O. 12356 Section 3.3/NND No. 789021

RIMINI. Effective same date operations on section RIMINI - BOLOGNA was taken over by ISR under supervision det.189 Railway Operating Coy. Until further notice section RIMINI - FAENZA will be operated by 189 Railway Operating Coy.

Construction

Line No		Present State of Work
86	FAENZA-BOLOGNA-S.PIETRO in CASALI	Opened 1 Jun 45.
65	GRIZZANA -BOLOGNA	Opened 3 Jun 45
96	OSIMO-ANCONA	No definite opening date yet available.
69	BOLOGNA-VERONA-BRENNER	Work has commenced on Po bridge at OSTIGLIA. The position is now as follows: BOLOGNA-POGGIORUSCO RH ETC .....15 June POGGIORUSCO-VERONA (Po Bridge) ETC.. 7 July VERONA-CERAINO (Tunnel).....?..20 July CERAINO-BOLZANO ETC .....20 June BOLZANO-BRENNER Now open
66	FORTEZZA-VILLACH	Section SILLION to VILLACH open. Between FORTEZZA and SILLION work is proceeding satisfactorily and the line should be open over temporary bridges on 20 June.
71	MESTRE-UDINE-GENOVA-TARVISIO	Section MESTRE to MOGGIA open. Line capacity started at 600 tpd and will increase by stages to 4000 tpd by 16 July.

5467

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Declassified E.O. 12356 Section 3.3/NND No. 782021

53	MILAN-VERONA-VICENZA-PADUA-MESTRE	Now open to BRESCIA ETC by sections as followd: BRESCIA-VERONA 7 June VERONA-VICENZA-PADUA .....15 " PADUA-MESTRE ....15 July
84/183/72	TRIESTE-UDINE	Bridges over River ISONZO at GORIZIA and PIERA will be completed on 24 June which will give through connection TRIESTE-UDINE.
65	BOLOGNA-MODENA-PIACENZA	ETC. 30 july
53/176/174	VERONA-VICENZA-PADUA-CASTELFRANCO MESTRE	ETC 15 June

The following information has been received regarding the state of the railways in AUSTRIA and SOUTHERN GERMANY:

(a) Lines are opened from BOLZANO(Italy) through BRENNER PASS to INNSBRUCK, and from INNSBRUCK to BERGENZ via ST ANTON and FELDKIRCH A bridge is under construction at BREGENZ which when completed will enable the line from BREGENZ to FRIEDRICHSHAFEN to be opened providing connections to ULM and AUGSBURG.

(b) Line INNSBRUCK to MUNICH via WEILHEIM is open except for action INNSBRUCK to SCHARNITZ now under construction.

(c) Line is open from MUNICH to LINZ via ROSENHEIM, SALZBURG and WELS.

(d) The line INNSBRUCK to SALZBURG via WORGL and BISCOFSHOFEN is open with the exception of the section SCHAZ to BRIZLEGG and WERFEN to GALLING. Both sections are under construction.

W.S.C. BOSWELL, Major
for Brigadier,
DQMG (Mov & Tn)

Distribution:
Movements 15 Army Group

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

		PIERA will be completed on 24 June which will give through connection TRIESTE-UDINE.
65	BOLOGNA-MODENA-PIACENZA	ETC. 30 july
53/176/174	VERONA-VICENZA-PADUA-CASTELFRANCO MESTRE	ETC 15 June

The following information has been received regarding the state of the railways in AUSTRIA and SOUTHERN GERMANY:

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W.S.C. BOSWELL, Major
for Brigadier,
DQMG (Mov & Tn)

Distribution:

Movements 15 Army Group
Movements Eighth Army Rear
Movements Fifth Army (Br Inc)
Movements North East Italy
Movements South Italy
Movements Sub Area Rome
Movements LC MRS Rome
AC Tn Sub Commission (Attn. Lt.Col. J.W. Baker)
Q (Maint)

Declassified E.O. 12356 Section 3.3/NND No. 782021

Railway communications re-established in Northern Italy 341/18

On June 6th, 1945, the passengers Railway service between Genoa and Milan has been resumed.
From Milan it is possible to arrive a little farther than Pavia, where a first transaipment is necessary in order to cross the Ticino river by boat, being the viaduct destroyed. A little farther, a second transaipment is necessary, on account of the Po bridge also destroyed. The trip, via Voghera, lasts now eight hours, but it is expected to be shortened as soon as the Po bridge at Valenza is repaired. It will be possible then, to use the line trough Mortara.
The re-establishement of Railway communications between Milan and Rome is also being studied, this line should be put into operation within this summer.
The Milano-Piacenza-Bologna line is now interrupted on account of the destruction of the big Po viaduct at Piacenza. It is not possible to use the deviation Codogna-Cremona-Casalmaggiore-Parma, being the Adda iron bridge near Pizzighettone, and the big Po bridge near Casalmaggiore (more than 900 meters long) badly damaged. Besides, it is not possible to use the section Cremona-Mantova-Modena owing to the Oglio and Po bridges destruction. Therefore the connection between Milan and Rome must at the beginning be effected via Verona. At present the passengers arrived till this town, some provisional repairs being made to the Serio bridges, between Romano di Lombardia and Morengo, and to the Oglio bridges between Calcio and Chiari. Works are being carried on in order to put into operation the section Verona-Bologna-interrupted on account of the partial collapse of the Po bridge at Ostiglia. South of the river, the line from Reggio-Rusco to Bologna already been restored.
Of the two lines from Milan to the Swiss frontier, the one to Chiasso is in operation. The other, via Arona-Domodossola-Iselle, has suffered for many interruptions of small entity and shall be restored in a few days. The destruction of the Italian side of the big Sempione gallery, planned by the nazi-fascists, has been avoided for the brave intervention of the I.S.R. personnel and the local partisans.
The rolling stock of the Milan Compartimento Park is sufficient to ensure a resuming of regular operations of all restorable lines. Are intact available about 230 steam engines and 60 electric railroad cars. Together with ower 7000 freight cars, only a part of which need small repairs. Passenger coaches are, on the contrary, very scarce; a little more than 200.
Electric lines are being repaired (many of them in efficiency), while the I.S.R. transformation sub-stations situation is satisfactory.
The Compartment of Milan is also in urgent need of coal for the resuming of operations on non-electric lines.

by "Globo" Newspaper dated June 10, 1945

Declassified E.O. 12356 Section 3.3/NND No. 780021

the deviation Codogna-Cremona-Casalmaggiore-Parma, being the Adda iron bridge near Pizzighettone, and the big Po bridge near Casalmaggiore (more than 900 meters long) badly damaged. Besides, it is not possible to use the section Cremona-Mantova-Modena owing to the Oglio and Po bridges destruction. Therefore the connection between Milan and Rome must at the beginning be effected via Verona. At present the passengers arrived till this town, some provisional repairs being made to the Serio bridges, between Romano di Lombardia and Morengo, and to the Oglio bridges between Calcio and Chiari. Works are being carried on in order to put into operation the section Verona-Bologna-interrupted on account of the partial collapse of the Po bridge at Ostiglia. South of the river, the line from Reggio-Rusco to Bologna already been restored.
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Electric lines are being repaired (many of them in efficiency), while the I.S.R. transformation sub-stations situation is satisfactory.
The Compartment of Milan is also in urgent need of Coal for the resuming of operations on non-electric lines.

by "Globo" newspaper dated June 10, 1945

Lundberg — G.2.
Molson — PEM
Baisden — S&O
Street —
Long — Cpt.

5425

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

Luigi Baistrocchi 2Lt 341/16 ~~183~~

Subjects- Railway Electrification - Northern Italy.

Tn. A.R.(E)/9.

To:- D.Tn.
D.D.Tn.(Col.Wilson)
D.D.Tn.Stores (Col.Coward)
D.D.Tn.Mech.(Col.Topham)
D.D.Tn.Ops.(Lt.Col.Moss)

Report of visit to Bologna and Area and to Bolzano for investigating conditions of Electric Railways on the Brenner Route.

Summary.

Bologna and Area.

1. Ostiglia substation is the only one known to be intact in the Bologna Compartimento.
2. The Electric contact line from Ostiglia to Verona is only slightly damaged and is now under repair.
3. There is no copper on the line Bologna - Ostiglia.
4. The high tension line feeding Ostiglia substation is slightly damaged and is under repairs and the repairs estimated to take six weeks.
5. There are many machine tools and other stores hidden in the area.
6. Skilled labour is available for electric line repair work.
7. Road Transport is urgently required for enabling material to be recovered and for getting men on the line for repair work.

Verona -Bolzano.

8. There is no copper on the section Verona - Trento.
9. The section Trento - Brennero is under repair by German military railway organisation which has men and materials sufficient for the work.
10. There are 54 steam and 70 electric locomotives between Trento and Brennero.
11. There are about 200 wagons of coal along the line amongst many other train loads of material.

Left Rome 0920 hrs in special plane with Col Matter 9th May 1945 and arrived Bologna 1½ hrs later, having failed to land at Florence owing to low cloud there.

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Bologna 9th May.

Called on Eng. Massoni, Chief of I.R.S. Office I.S.R. for Bologna Compartimento, and obtained the following informations-

Substations.

Most of the substations in this region were demolished by the Germans in October 1944. Essential apparatus has been removed from some of them by the Germans for use elsewhere. 5460

/to Sheet 2.....

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Ostiglia substation on the Bologna - Verona route was reported to be intact.

Parma substation is reported to have only three main transformers and the building in good order.

Fidenza and Piacenza substations were in operation recently but the present condition of them is unknown at Bologna Office as there are no means of communication.

Stores.

Machine tools and other workshop equipment from a large I.S.R. Electrical maintenance shop were previously hidden in Various places from the Germans all this material is intact.

There appears to be little copper conductor for catenary and contact lines in the area. Some of this and a quantity of telephone cable were hidden but the I.S.R. have no means of transport to enable the recovery of hidden material to be made.

It is suggested that motor transport be made available for this purpose as soon as possible. 2-30 cwt. trucks is the minimum required.

Labour.

There is a large amount of I.S.R. skilled labour in Bologna available for repair work on high tension power lines and railway contact lines. These men could be put to work immediately if sufficient transport is made available.

10th May.

Inspected substation at Ostiglia, and found that apart from negligible small breakages, the substation is complete in all respects and could be ready for service as soon as repairs to the supply lines are completed. This substation is at present equipped with one Brown Boveri Mercury Arc Rectifier and two main transformers. A second rectifier is safely hidden in the country and will be recovered as soon as transport is available.

One main transformer OCE N°11249 and one General Electric G.Rectifier from Orbetello substation (Line 10 were found to be in Ostiglia. These had been removed from Orbetello by the Germans.

All copper from the line Bologna - Ostiglia has been removed by the Germans.

On the section Ostiglia-Verona the contact lines in intact except for those places where demolitions have been made. Repair work is being carried out on this line and also on the high tension line feeding Ostiglia. from Verona. That section of the line can be worked electrifically after repairs have been made. Estimated time for repairs is six weeks.

There is a steam engine shed at Ostiglia in which a class 740 locomotive is standing with R.H. cylinder blown. There is a turntable in good order in the yard.

11th May.

Travelled by air with Col. Rattar from Bologna to Verona and made an aerial reconnaissance of the line Bologna -Verona about mid-way between

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One main transformer JCE N°11249 and one General Electric G.Rectifier from Orbetello substation (Line 30 were found to be in Ostiglia. These had been removed from Orbetello by the Germans.

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11th May.

Travelled by air with Col. Ratter from Bologna to Verona and made an aerial reconnaissance of the line Bologna -Verona about mid-way between Ostiglia and Verona there was an electric locomotive in a siding. It was apparent that repair of contact from Ostiglia to Verona would not be difficult.

/to Sheet 3.....

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Later, flew from Verona to Bolzano along the railway. There was no contact line on the 85 Km. section Verona - Trento, and all substations have been destroyed by bombing.

From Trento electrified system the damage cause by bombing associated with the recent Po offensive, has made about 80% of the line inoperative due to breakage of track and overhead contact lines.

The electric railway is at present working both South and North of Bolzano, the exact situation being shown in a lengthy report which had already been submitted to 15 Army Group by their Liaison Officer.

Material in wagons between Trento and Bolzano.

There are many trains of wagons isolated along the line and although it was impossible from the air to determine the contents, one could see that many of the wagons contained drums of cable of various kinds and scrap material.

There were also in the order of 200 wagons loaded with coal.

At Bolzano a meeting was arranged by the Liaison Officer of 15 Army Group with Col. Schnee of the Railway Directorate of the German Southern Command.

The reconstruction of the electric railway was discussed and it was found that the German Organisation at present in the Area had sufficient technical personnel to undertake the work of repairing the electric lines from Trento to Brennero. The following information was obtained from Col. Schnee:-

a.Power Supply.

The main power stations and substations for the supply of electric power to the Trento—Brennero section were intact. Some repairs are necessary to the contact line and the high tension transmission lines but these are reported to be simple and within the capacity of available repair squads.

b.Mobile Substations.

There are eight mobile substations available. Some of these are for the direct current system and some for the alternating current system. These were not examined but are supposed to be in good condition.

c.Tools and Material.

The Germans have the necessary tools and equipment for making the repairs to the contact line and high tension lines. They also have sufficient copper conductor for the work and they may also have sufficient material for the reconstruction of the Verona - Trento section but this requires investigating. The Germans relied entirely on the use of copper from U.S.S. sources and from secondary lines and they did not use any

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Assuming there is sufficient copper available for rewiring the Verona-Trento section, and at least two mobile substations suitable for converting to 3,000 Volts direct current, the reconstruction of this section should be carried out simultaneously with the track repairs.

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4. Locomotives.

The following locomotives are stated to be available at the places shown.

TYPES.

Location	Steams						Electric	
	52	482	477	740	835	940	E333	E554
Franzefeste	6	2	-	-	4	-	-	19
Brennol	11	-	5	1	1	-	3	43
Merano	-	-	-	5	2	-	5	-
Trento	2	-	-	10	4	-	-	-
Total	19	2	5	17	11	-	8	62

Electric locomotives E 333 and E 554 are of 2,150 and 2,700 H.P. respectively.

5. Time Factor.

It was estimated that about 4 weeks would be required to repair the electrical system from Trento to Brennero.

Major, R.E.
D.A.D.Tn.3 (Elect).

15th May 1945.

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Trento	2	-	-	10	4	-	-	-
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MINISTRY OF TRANSPORTS
I.S.R.
COMPARTIMENTO DI MILANO
WORKS SECTION

341/15

LINES CONDITION OF MILANO COMPARTIMENTO FOR THE TRAINS OPERATION.

1°) MILANO CENTRAL LINE-COMO S.G.-CHIASSO . regular

2°) MILANO-RHO-GALLARATE LINE regular

3°) GALLARATE-VARESE-PORTO CERESIO LINE regular

4°) GALLARATE-ARONA - Interrupted between Gallarate and Arona for a iron bridge fall on Ticino river (three girders exsterior sides m.85, the central wide mts 99. With the upsSimplon National Road). May be made transhipment with usual travellers cross passage throught privates swimming. For now are impossibles foresights.

5°) ARONA-DOMODOSSOLA LINE. - The line has been many times interrupted in many places, but afterwards restored. Lasts interruptions have been of light entity (limitated to the permanent way, specially on Lesa-Belgirate-Stresa Section) and could reopenated the line in few days. It is impossible give greater informations because unable to communicate by phone or telegraph.

6°) GALLARATE-LAVENO-LINE - regular

7°) OLEGGIO - FINO LINE - Interrupted on Ticino river by Sesto Calende where may be made travellers transhipment with swimmings (as for point N°4). On the last days before Patriots occupation, have been reported others interruptions on Sesto Calende-Oleggio Section, but considering light damages only to the permanent way, we are of the opinion that will take few days his restoration. We will give greaters informations as soon as we could be able to communicate by phone or telegraph over Ticino.

8°) VIGVALE - OLEGGIO - ARONA LINE - There are few interruptions to the permanent way and easy to restore. As soon as possible we will give full informations.

9°) MILANO-ROGORETO-PONTE PO LINE - Interrupted only after Pavia for total masonry bridge work fall with 5 archson Ticino River, interrupted also in correspondance of the great iron Bridge on Po River by Bressana Botterone. Trains may run between Milano-Pavia (on the only southbound track for Rogoreto-Pavia Section).

10°) PAVIA-CASALPUSTERLENGO LINE - Interrupted between Belgioioso and Corteolona in correspondance of iron bridge with spans mts.21 on Olona river. The repair will take few days as soon as could we send bridges equipe workers on the spot.

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8°) VIGNALE - OLEGGIO - ARONA LINE - There are few interruptions to the permanent way and easy to restore. As soon as possible we will give full informations.

9°) MILANO-ROGORENDO-PONTE PO LINE - Interrupted only after Pavia for total masonry bridge work full with 5 archs on Ticino River, interrupted also in correspondance of the great iron Bridge on Po River by Bressana Botterone. Trains may run between Milano-Pavia (on the only southbound track for Rogoreto-Pavia Section).

10°) PAVIA-CASALPUSTERLENGO LINE - Interrupted between Belgioioso and Corteolona in correspondence of iron bridge with spens mts.21 on Olona river. The repair will take few days as soon as could we send bridges equipe workers on the spot.
Interrupted also between Orio Litta and Lambrinia for total demolition of masonry work Bridge with three spans of 14.80 mts.each. The repair will take about a month time from the day we could get the needed materials to construct a provisional bridge.

11°) PIACENZA-ROGORENDO LINE - In regular conditions from Rogoredo till bridge Po di Piacenza good deal destroyed. Circulation is made on the only southbound track from Rogoredo to S.Stefano Lodigiano and on the northbound track from S.Stefano Lodigiano to the Po.

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12°) CODOGNO-CREMONA-MANTOVA LINE - Interrupted in two points and exactly 1°) at the iron bridge Adda by Pizzighettone (three girders, exterior sides of mt.45, medium of mt.54)- 2°) at the iron bridge Oglio by Marcaria (three girders : the exterior river of mt.39,70 the central of 49,10 meters).
It is impossible now, state how long will take track restoration owing the importance of such masonry works we could foreseen must need for each, one month of time since the date we could get necessary materials on the spot.

13°) CREMONA-TREVIGLIO LINE - Has been heavily and many times damaged the masonry work bridge (five arches span 16 mts.each) by Crema. But the May 16th has been re-operated with provisional structures and does not result further more damaged. Investigations will be made as soon as telegraph will be available or going on the spot.

14°) CREMONETA-BRESCIA LINE - interrupted only on masonry work bridge (three arches of 22 mts.each) on Oglio river by Robecco Pontevico. It is impossible for the moment make any foresight how long will be taken for track restoration - owing the importance of the masonry work we foreseen about fourty days starting from the moment we could have necessary material at disposal.

15°) PARMA-S.ZENO LINE - (as far as Ponte Po by Casalmaggiore) interrupted in two points :
a) in correspondence of the iron bridge over Oglio river (three girders exterior sides of mt. 53,70 and the central one of mts 18,50) by Cameto.
b) In correspondence of the iron bridge over Po by Casalmaggiore (17 spans the exterior sides of mt.53,40 and the others of 64,70 mts.)-
Owing the masonry work importance it is impossible now foresight the necessary time for track restoration.

16°) CREMONA-FIDENZA LINE -(As far as Po)
Interrupted in correspondence of the iron bridge over Po river by Cremona (twelve girders from which eleven of m.81 and last one of mts 66,65).

17°) MILANO-VERONA LINE - (as far as Rezzato)
Certainly interrupted on correspondence of masonry bridge (7 spans of 16 mts. each) on Serio River, between Morengo and Romano not certainly interrupted on correspondence of masonry bridge on Oglio river (7 spans above the central one of 42 mts. The others of 8 mts each) between Calcio and Chiari.
All the operation is made by a double tracks, the operation is made by a single track on the following sections railway bridge on Adda River (near Cassano) on the two Bridges on Serio and Oglio river, between Bivio-Mella and Rezzato. It is impossible now to state the time necessary to repair the track on Serio and Oglio bridges.

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18°) TREVIGLIO-BERGAMO-ROVATO LINE - Interrupted only on the great masonry viaduct on Oglio River (9 spans of 20 mts each) near Palazzolo.- To reoperate the track it is necessary about a month since the date on which will be available the materials necessary on the spo

19°) PALAZZOLO-PARATICO LINE - Regular

20°) BERGAMO-LECCO LINE Regular

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21°) LECCO-COLICO-SONDRIO LINE- Interrupted on the masonry viaduct (6 arches span 7 mts each) at Km.2+950 between Lecco and Abbadia, whom the 3rd arch is collapsed. It is foreseen that the line will be reoperated within about 10 days in case the workers belonging to contractor firm have resumed at once the work. Other small interruption are on the section after Abbadia toward Colico and Sondrio - anyway such damage are not heavy and could be repaired within 10 days necessary to repair the a/m viaduct.

22°) COLICO-CHIAVENNA LINE - Regular with slackening on the heavily damaged bridge on Adda river between Colico and Dubino.

23°) MONZA-CALOLZIO LINE - Regular, with slackening on the bridge, many times damaged, located on Adda river near Calolzio.

24°) PONTE S.PIETRO-SERGNO LINE - Regular.

25°) LINES OF MILANO AREA - Regulars.

THE CHIEF OF WORKS SECTION

Milano April 25, 1945.

Declassified E.O. 12356 Section 3.3/NND No. 780021

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24°) PONTE S.PIETRO-SERGNO LINE & — Regulars.

25°) LINES OF MILANO AREA - — Regulars.

THE CHIEF OF WORKS SECTION

Milano April 25, 1945.

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SECRET 341/14

MASA V LASE NR2 IMMEDIATE

FROM TW 85 AREA 191200B
TO TW (BR) MATH ROME

GR240 BI

RESTE (.) AQ877 (.) FROM TOPHAM LAKE (.) FIRST (.)
RAILWAY COAL (.) VENICE 80 TONS MESTRE
252 TREVISO 240 (.) AT PLACES ISOLATED FROM
VENICE (.) PADUA 97 BELLUNO 510 CALALZO 300 (.)
SECOND (.) CONSUMPTION (.) DEPENDS ON EARLIER
NOT YET AT VENICE (.) THIRD (.) STORAGE CAPACITIES
LOCO REPORTS VENICE 1000 TONS MESTRE
50000 PADUA 1000 TREVISO 1500 BELLUNO
600 (.) FOURTH (.) AMANDO MASSA OF MARITIME
AGENCY CONTACTED AND ORGANISED PREPARED
FUNCTION IMMEDIATELY (.) FIFTH (.) GOOD POSSIBILITIES
DEPOT AT MESTRE INVESTIGATION TODAY (.) SIXTH (.)
MAIN LINE LOCOMOTIVES REPORTED 26 SHUNTING
25 ELECTRIC NIL IN ORDER BUT NOT CERTAIN
YES IF ALL ON LINES CONNECTED TO VENICE (.)
COACHES 33 BAGGAGE 33 TANKS 37 WAGONS
1362 BUT SAME PROVISO APPLIES (.)
SEVENTH (.) LINES OPEN (.) VENICE MESTRE TREVISO
SUSEGANA (?) SACILE VITTORIO VENETO (.)
TREVISO MONTEBELLUNO PEDEROBBA (.) TREVISO
CASTELFRANCO CISMON (.) MONTEBELLUNO SUSEGANA (.)
VENICE CASTELFRANCA CITADELLA GRAPPA (.) VENICE PONTE BRENTA MARKET
PADUA (.) PADUA ABANA (.) PADUA ZOCCO (.)
CAMPOSAMPIERO CASTELFRANCO (.) CAMPOSAMPIERO CITADELLA (.)
ET 191200
SENT NR2 RJ AT 1539 (BI)

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VENICE (.) PADUA 97 BELLUNO 510 CALALZO 300 (.)
SECOND (.) CONSUMPTION (.) DEPENDS ON EARLY
NOT YET AT VENICE (.) THIRD (.) STORAGE CAPACITIES
LOCO REPORTS VENICE 1000 TONS MESTRE
50000 PADUA 1000 TREVISO 1500 BELLUNO
600 (.) FOURTH (.) AMANDO MASSA OF MARITIME
AGENCY CONTACTED AND ORGANISED PREPARED
FUNCTION IMMEDIATELY (.) FIFTH (.) GOOD POSSIBILITIES
DEPOT AT MESTRE INVESTIGATION TODAY (.) SIXTH (.)
MAIN LINE LOCOMOTIVES REPORTED 26 SHUNTING
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YET IF ALL ON LINES CONNECTED TO VENICE (.)
COACHES 33 BAGGAGE 33 TANKS 37 WAGONS
1362 BUT SAME PROVISO APPLIES (.)
SEVENTH (.) LINES OPEN (.) VENICE MESTRE TREVISO
SUSEGANA (?) SACILE VITTORIO VENETO (.)
TREVISO MONTEBELLUNO FEDERCBA (.) TREVISO
CASTELFRANCO CISMON (.) MONTEBELLUNO SUSEGANA (.)
VENICE CASTELFRANCA CITADELLA GRAPPA (.) VENICE PONTE BRENTA NEARLY 10
PADUA (.) PADUA ABANA (.) PADUA ZOCCO (.)
CAMPOSAMPIERO CASTELFRANCO (.) CAMPOSANPIERO CITADELLA (.)
BT 191200
SENT NR2 RJ AT 1539 (51)
RD 2 1540 JTW B 1

5477

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

SECRET

RAAC MESSAGE FORM

FROM COMPOSITE RAILWAY OPERATING COY SAEC
FROM ZWANEPOEL MILAN

DATE-TIME OF ORIGIN
14 NIL
SECRET

TO DMRS ROME

REF UNNUMBERED

POSITION MILAN COMPARTIMENTO, LOCOMOTIVES AVAILABLE STEAM 239 ELECTRIC 63, WAGONS FREIGHT HIGHSIDED 4998 COVERED 1287. MISCELLANEOUS 1383 TOTAL 7668 . PASSENGER COACHES 200. ONLY 600 TONS COAL ON HAND. COAL BEING USED RUN LIMITED SERVICE BRING FOODSTUFFS TO MILAN AND EXPECTED TO LAST 4 TO 6 WEEKS ELECTRIC TRACTION NOW AVAILABLE AND SECTIONS OPEN MILAN TO PAVIA. MILAN TO CAFOGNO. MILAN TO CHIASSO. MONZA TO LEVIO TO SONDRIO. COLIGO TO CHIAVENNA. MILAN TO RHO TO GALLARATE TO VARESE TO PORTO CERESIO. SECTION TURIN SANTHIA TO VERCELLI TO NOVARA TO MILAN EXPECTED EARLY THURSDAY 17. SECTION GENOA TO ALESSANDRIA TO ASTI TO TURIN EXPECTED READY AND ELECTRIFIED NEXT WEEK. LINE MILAN TO BRESCIA READY TOMORROW. SECTION VERNA TO MANTOVA TO SUZZARA TO MODENA TO BOLOGNA STEAM WITH ALTERNATE ROUTE VERADA TO OSOLA DELLA SCALA TO OSTIGLIA TO BOLOGNA ELECTRIFIED EXPECTED OPEN IN A MONTH. ESTIMATED COAL REQUIREMENTS MILAN COMPARTIMENTO 3700 TONS PER MONTH. GENERAL MEETING OF CAPOS COMPARTIMENTO NORTH WEST ITALY AT MILAN TOMORROW. WILL OBTAIN AND FORWARD ELS COPY OF PROCEEDINGS. YOUR SUGGESTION I ESTABLISH MY HEADQUARTERS MILAN ESSENTIAL. MOTOR TRANSPORT BE MADE AVAILABLE TO ISR TO CONVEY MATERIALS FOR REPAIR TO BRIDGES VERY NECESSARY AND URGENTLY REQUIRED. EXPECT RETURN GENOA WEDNESDAY 16.

IMMEDIATE

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

POSITION MILAN COMPARTIMENTO, LOCOMOTIVES AVAILABLE STEAM 239 ELECTRIC 63, WAGONS FREIGHT HIGHSIDED 4998 COVERED 1287. MISCELLANEOUS 1383 TOTAL 7668 . PASSENGER COACHES 200. ONLY 600 TONS COAL ON HAND. COAL BEING USED RUN LIMITED SERVICE BRING FOODSTUFFS TO MILAN AND EXPECTED TO LAST 4 TO 6 WEEKS ELECTRIC TRACTION NOW AVAILABLE AND SECTIONS OPEN MILAN TO PAVIA. MILAN TO CAFOGNO. MILAN TO CHIASSO. MONZA TO LEVIO TO SONDRIO. COLIGO TO CHIAVENNA. MILAN TO RHO TO GALLARATE TO VARESE TO PORTO CERESIO. SECTION TURIN SANTHIA TO VERCELLI TO NOVARA TO MILAN EXPECTED EARLY THURSDAY 17. SECTION GENOA TO ALESSANDRIA TO ASTI TO TURIN EXPECTED READY AND ELECTRIFIED NEXT WEEK. LINE MILAN TO BRESCIA READY TOMORROW. SECTION VERNA TO MANTOVA TO SUZZARA TO MODENA TO BOLOGNA STEAM WITH ALTERNATE ROUTE VERADA TO OSOLA DELLA SCALA TO OSTIGLIA TO BOLOGNA ELECTRIFIED EXPECTED OPEN IN A MONTH. ESTIMATED COAL REQUIREMENTS MILAN COMPARTIMENTO 3700 TONS PER MONTH. GENERAL MEETING OF CAPOS COMPARTIMENTO NORTH WEST ITALY AT MILAN TOMORROW. WILL OBTAIN AND FORWARD ELS COPY OF PROCEEDINGS. YOUR SUGGESTION I ESTABLISH MY HEADQUARTERS MILAN ESSENTIAL. MOTOR TRANSPORT BE MADE AVAILABLE TO ISR TO CONVEY MATERIALS FOR REPAIR TO BRIDGES VERY NECESSARY AND URGENTLY REQUIRED. EXPECT RETURN GENOA WEDNESDAY 16.

IMMEDIATE

Declassified E.O. 12356 Section 3.3/NND No. 782021

76 opere d'arte

OPERE D'ARTE DANNEGGIATE O DISTRUTTE DEL COMP. G.S. DI MILANO

Linea Gallarate - Arona

1) - Crollato ponte in ferro sul fiume Ticino(tre travate: le estre me di mt. 85,00 e la centrale di mt. 99,00 - con sovrastante la strada nazionale del Sempione).= Effettuabile traghetto dei viaggiatori a mezzo natanti privati.=

Linea Cioggio - Laveno

Distrutto ponte sul fiume Ticino (sopra segnalato).=
L'armamento ha subito leggeri danni riparabili in pochi giorni

Linea Milano - Rogoredo - Bressana Bottarone

2) - Crollato totalmente ponte in muratura a 5 arcate sul fiume Ticino presso Pavia.=

3) - Crollato ponte in ferro sul fiume Pò presso Bressana Bottarone

Linea Pavia - Casalpusterlengo

4) - Danneggiato ponte in ferro di mt. 21,00 sul fiume Olona.= Riparabile in pochi giorni.=

5) - Distrutto ponte in muratura a tre luci di mt. 14,80 ciascuna fra le stazioni di Orio e Lambrinia.= Riparabile in un mese di lavoro

Linea Rogoredo - Piacenza

6) - Distrutto ponte sul fiume Pò presso Piacenza

Linea Codogno - Cremona - Mantova

7) - Distrutto ponte in ferro sul fiume Adda presso Pizzighettone (tre travate: le estreme di mt. 45,00 e la media di mt.54,00) Riparabile in trenta giorni.=

8) - Distrutto ponte in ferro sul fiume Oglio presso Marcaria (tre travate: le estreme di mt. 40,00 e la centrale di mt. 49,00) Riparabile in trenta giorni)

Linea Cremona - Treviglio

9) - Gravemente danneggiato il ponte in muratura sul fiume Serio [illegible] di luce mt. 16,00 ciascuno).=

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Distrutto ponte sul fiume Ticino (sopra Pagnacco).=
L'armamento ha subito leggeri danni riparabili in pochi giorni

Linea Milano - Rogoredo - Brescana Bottarone

2) - Crollato totalmente ponte in muratura a 5 arcate sul fiume Ticino presso Pavia.=

3) - Crollato ponte in ferro sul fiume Pò presso Brescana Bottarone

Linea Pavia - Casalpusterlengo

4) - Danneggiato ponte in ferro di mt. 21,00 sul fiume Olona.= Riparabile in pochi giorni.=

5) - Distrutto ponte in muratura a tre luci di mt. 14,80 ciascuna fra le stazioni di Orio e Lambrinia.= Riparabile in un mese di lavoro

Linea Rogoredo - Piacenza

6) - Distrutto ponte sul fiume Pò presso Piacenza

Linea Codogno - Cremona - Mantova

7) - Distratto ponte in ferro sul fiume Adda presso Pizzighettone (tre travate: le estreme di mt. 45,00 e la media di mt.54,00) Riparabile in trenta giorni.=

8) - Distrutto ponte in ferro sul fiume Oglio presso Marcaria (tre travate: le estreme di mt. 40,00 e la centrale di mt. 49,00) Riparabile in trenta giorni)

Linea Cremona - Treviglio

9) - Gravemente danneggiato il ponte in muratura sul fiume Serio presso Crema (cinque archi di luce mt. 16,00 ciascuno).= E' già riattivato in via provvisoria.=

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Linea Olmeneta - Brescia

10) - Distrutto ponte in muratura sul fiume Oglio presso Robecco (tre arcate di metri 22,00 ciascuna).=
Riattamento dell'opera in 40 giorni.=
Danni all'armamento.=

Linea Parma - S.Zeno

11) - Interrotto ponte in ferro sul fiume Oglio presso Canneto (tre travate: le estreme di mt. 53,70 e la centrale di mt.68,50)

12) - Distrutto ponte in ferro sul fiume Pò presso Casalmaggiore (17 campate: di cui le estreme di mt. 53,40 e le altre di mt. 64,70).=
Non è prevedibile il tempo necessario al ripristino.=

Linea Milano - Verona

13) - Interrotto ponte in muratura sul fiume Serio tra Morengo e Romano (sette luci di mt. 16,00 ciascuna)

14) - Interrotto ponte in muratura sul fiume Oglio fra Calcio e Chiari (sette luci di cui la centrale di mt. 42,00 e le altre di mt. 8,oo)

15) - Ponte sul fiume Adda presso Cassano: danneggiato.=
E' già stato ripristinato provvisoriamente per un solo binario

La circolazione è interrotta in corrispondenza dei primi due ponti sul fiume Serio e sul fiume Oglio.= Avviene ad un solo binario sul ponte del fiume Adda e nel tratto Rezzato - Bivio Mella.= A doppio binario per i rimanenti tratti.=

Linea Treviglio - Bergamo - Rovato

16) - Interrotto viadotto in muratura sul fiume Oglio presso Palazzolo (9 luci di mt. 20,00 ciascuna)
Riattivazione prevista in un mese di lavoro.=

Linea Lecco - Colico - Sondrio

17) - Crollato terzo arco del viadotto in muratura a sei archi di mt. 8,00 di luce posto fra Lecco e Abbadia al Km. 2+950.=
Riparazione prevista in 15 giorni.=

Linea Colico - Chiavenna

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12) - Distrutto ponte in ferro sul fiume Pò presso Casalmaggiore (17 campate: di cui le estreme di mt. 53,40 e le altre di mt. 64,70).=
Non è prevedibile il tempo necessario al ripristino.=

Linea Milano - Verona

13) - Interrotto ponte in muratura sul fiume Serio tra Morengo e Romano (sette luci di mt. 16,00 ciascuna)

14) - Interrotto ponte in muratura sul fiume Oglio fra Calcio e Chiari (sette luci di cui la centrale di mt. 42,00 e le altre di mt. 8,00)

15) - Ponte sul fiume Adda presso Cassano: danneggiato.=
E' già stato ripristinato provvisoriamente per un solo binario

La circolazione è interrotta in corrispondenza dei primi due ponti sul fiume Serio e sul fiume Oglio.= Avviene ad un solo binario sul ponte del fiume Adda e nel tratto Rezzato - Bivio Mella.= A doppio binario per i rimanenti tratti.=

Linea Treviglio - Bergamo - Rovato

16) - Interrotto viadotto in muratura sul fiume Oglio presso Palazzolo (9 luci di mt. 20,00 ciascuna)
Riattivazione prevista in un mese di lavoro.=

Linea Lecco - Colico - Sondrio

17) - Crollato terzo arco del viadotto in muratura a sei archi di mt. 8,00 di luce posto fra Lecco e Abbadia al Km. 2+950.=
Riparazione prevista in 15 giorni.=

Linea Colico - Chiavenna

18) - Gravemente danneggiato ponte sul fiume Adda presso Colico.=
Riparato in via provvisoria.=

Linea Monza - Calolzio

19) - Danneggiato ponte sul fiume Adda presso Calolzio: riparato provvisoriamente

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OPERE D'ARTE DANNEGGIATE O DISTRUTTE DEL COMP. M.S. DI VENEZIA

Linea Mestre - Verona

20) - Interrotto ponte sul fiume Brenta (tre travate di luce mt.25,00-50,00 - 25,00)

21) - Interrotto ponte sul Brentella [illegible]

22) - Interrotto ponte sul fiume Tesina

23) - Interrotto ponte sul Suà (luce m. 3,00)

Linea Vicenza - Treviso

24) - Interrotto ponte sul Tesina (sette archi di mt. 9,25)

25) - Interrotto ponte in ferro sul fiume Brenta (30 luci di mt.10,00)

Linea Grisignano - Treviso

26) - Interrotto ponte sul fiume Brenta (tre luci di mt. 35,50)

27) - Interrotto ponte in ferro sul Muson (luce di mt. 22,00)

28) - Interrotto sottovia di luce mt. 9,00

29) - Interrotto attiguo ponte in ferro di luce mt. 7,00

Linea Padova - Camposampiero

30) - Interrotto ponte sul Brenta (nove luci di mt. 10,00 ciascuna)

Linea Vicenza - Schio

31) - Interrotto ponte in ferro da mt. 17,00

Linea Treviso - Oderzo

32) - Interrotto viadotto sul Viera (quattro luci da mt. 16,00)

33) - Interrotto viadotto sul Cerdevole (quattro luci da mt.16,00)

34) - Interrotto ponte sul Naè (tre luci da mt. 15,00)

35) - Interrotto ponte sul Cardona (due luci in muratura)

Linea Mestre - Trento

36) - Interrotto ponte in ferro (tre arcate da mt. 40,00)

37) - Interrotto ponte in ferro di luce mt. 10,00

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Linea Vicenza - Treviso

24) - Interrotto ponte sul Tesina (sette archi di mt. 9,25)

25) - Interrotto ponte in ferro sul fiume Brenta (30 luci di mt.10,00)

Linea Cristoforo - Treviso

26) - Interrotto ponte sul fiume Brenta (tre luci di mt. 35,50)

27) - Interrotto ponte in ferro sul Musone (luce di mt. 22,00)

28) - Interrotta cottovia di luce mt. 9,00

29) - Interrotto attiguo ponte in ferro di luce mt. 7,00

Linea Padova - Campogrunisro

30) - Interrotto ponte sul Brenta (nove luci di mt. 10,00 ciascuna)

Linea Vicenza - Schio

31) - Interrotto ponte in ferro da mt. 17,00

Linea Treviso - Ostiano

32) - Interrotto viadotto sul Viera (quattro luci da mt. 16,00)

33) - Interrotto viadotto sul Cordevole (quattro luci da mt.16,00)

34) - Interrotto ponte sul Maè (tre luci da mt. 16,00)

35) - Interrotto ponte sul Cardena (due luci in muratura)

Linea Mestre - Trento

36) - Interrotto ponte in ferro (tre arcate da mt. 40,00)

37) - Interrotto ponte in ferro di luce mt. 10,00

5400

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Linea Conegliano - Ponte delle Alpi

38) - Interrotto ponte sul Meschia (una arcata di mt. 20,00)

39) - Interrotto ponte sul Piave (un arco di luce mt. 24,00)

Linea Treviso - Portogruaro

40) - Interrotto ponte in ferro sul Piave (cinque travate: le estreme di mt. 36,00, la centrale di mt. 59,00)

41) - Interrotto ponte vecchio in ferro sul Livenza (una luce di mt. 46,00)

42) - Interrotto ponte nuovo in ferro sul Livenza (tre luci:le estreme di mt. 30 e la centrale di mt. 35,00)

43) - Interrotto ponte in ferro sul Bariga (una luce di mt.40,00)

Linea Motta-S.Vito

44) - Interrotto ponte in ferro sul Bariga (una luce di mt.40,00)

Linea Mestre - Portogruaro

45) - Interrotto ponte in ferro sul Piave (tre travate: le estreme di mt. 42,00, la centrale di mt. 50,00)

46) - Interrotto ponte in ferro sul Livenza (due travate da mt. 39,00 - 59,00)

Linea Mestre - Udine

47) - Interrotto ponte in muratura sul Piave (venti archi da mt. 20,00 ciascuno)

48) - Interrotto ponte in ferro sul Monticano (due luci di mt.12,00)

49) - Interrotto ponte in muratura sul Livenza (luce mt. 24,00)

50) - Interrotto ponte sul Meduna (otto luci di mt.20,00 ciascuno)

51) - Interrotto ponte in ferro sul Tagliamento (36 travate di mt. 21,30)

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mt. 45,00)

42) - Interrotte ponte nuovo in ferro sul Livenza (tre luci:le estreme di mt. 30 e la centrale di mt. 35,00)

43) - Interrotto ponte in ferro sul Bariga (una luce di mt.40,00)

Linea Motta-S.Vito

44) - Interrotto ponte in ferro sul Bariga (una luce di mt.40,00)

Linea Mestre - Portogruaro

45) - Interrotto ponte in ferro sul Piave (tre travate: le estreme di mt. 42,00, la centrale di mt. 50,00)

46) - Interrotto ponte in ferro sul Livenza (due travate da mt. 39,00 - 39,00)

Linea Mestre - Udine

47) - Interrotto ponte in muratura sul Piave (venti archi da mt. 20,00 ciascuno)

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OPERE D'ARTE DANNEGGIATE O DISTRUTTE DEL COMP.F.S. DI BOLOGNA

Linea Bologna - Ferrara - Pontelagoscuro

52)- Distruttto ponte sul fiume Reno presso Galliera

53) - Distrutto ponte sul fiume Pò presso Pontelagoscuro

Linea Modena - Suzzara

54) - Danneggiato ponte sul fiume Secchia presso Soliera

Linea Bologna - Rimini

55) - Distrutto ponte della Centinaia al Km. 13 presso Mirandola

56) - Distrutto ponte sul Savena presso Mirandola

57) - Distrutto ponte sull'Idice presso Castel S.Pietro

58) - Distrutto ponte sul Santerno presso Imola

Linea Bologna - Revere

59) - Distrutto ponte sul Lavino presso Tavernelle

60) - Distrutto il ponte sul Samoggia presso Crevalcore

61) - Distrutto il ponte sul Panaro presso Camposanto

62) - Crollato due travate del ponte sul fiume Pò presso Revere

Linea Bologna - Piacenza

63) - Distrutte cinque arcate ponte sul Reno presso Lavino

64) - Km. 25+688 - distrutto sottopassaggio di mt. 5,00 di luce - presso Castelfranco Emilia

65) - Km. 32+009 - distrutto ponte sul Panaro a due archi di mt. 23,60 di luce ciascuno - presso Castelfranco Emilia

66) - Km. 48+247 - distrutte ponte sul fiume Secchia - 12 archi di mt. 16,20 di luce ciascuno - presso Modena

67) - Km. 54+221 - crollato ponte in ferro a 4 travate di mt.7,40 ciascuna sul torrente Crostoli - presso Reggio Emilia

68) - Km. 80+890 - crollato ponte sul torrente Enza a 8 archi di mt. 15,60 di luce ciascuno - presso S.Ilario

69) - Interrotto ponte sul fiume Taro presso Ponte Taro

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Linea Modena - Suzzara

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Linea Bologna - Rimini

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66) - Km. 48+247 - distrutto ponte sul fiume Secchia - 12 archi di mt. 16,20 di luce ciascuno - presso Modena

67) - Km. 64+221 - crollato ponte in ferro a 4 travate di mt.7,40 ciascuna sul torrente Crostoli - presso Reggio Emilia

68) - Km. 80+890 - crollato ponte sul torrente Enza a 8 archi di mt. 15,00 di luce ciascuno - presso S.Ilario

69) - Interrotto ponte sul fiume Taro presso Ponte Taro

70) - Crollato ponte sul fiume Stirone presso Alseno 5431

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COMPARTIMENTO DI VERONA

Linea Verona - Ostiglia

71) - Km. 72 - distrutto ponte in ferro di mt. 15,00 sul fiume Tartaro

72) - Km. 99+414 - gravemente danngiato ponticello di mt. 3,00 in mura= tura.=

Linea Verona - Trento

73) - Distrutte due travate del ponte di Parona

Linea Verona - Brescia

74) - Distrutto ponte di Peschiera

75) - Distrutto ponte S.Marco

76) - Distrutto ponte sul fiume Chiese

Linea Verona - Vicenza

77) - Km. 170+280 - distrutto ponte Alpone

COMPARTIMENTO DI TORINO

Linea Arquata - Alessandria

78) - Distrutto ponte sul fiume Brormida presso Alessandria

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Linea Verona - Brescia

74) - Distrutto ponte di Peschiera

75) - Distrutto ponte S.Marco

76) - Distrutto ponte sul fiume Chiese

Linea Verona - Vicenza

77) - Km. 170÷280 - distrutto ponte Alpone

COMPARTIMENTO DI TORINO

Linea Arquata - Alessandria

78) - Distrutto ponte sul fiume Brormida presso Alessandria

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341/13

Verona 15 May 1945

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Report submitted by the Compartmental Inspectorate Verona to HQ General Inspectorate MCTC - HQ A

General remarks. Railways and Extra-urban Tramways.

All lines have been compelled to gradually reduce their operating programme in view of the difficulties in getting their supplies what would have lead to completely consume all available stores, and also on account of the unsafety of operation due to wear of the rolling stock and to war actions. The traffic remained very heavy owing particularly to the great number of refugees to and from the most important centres.
For many lines we have no up-to-date information available owing to the difficulty, my impossibility to communicate with the perifericel localities.

Detailed informations are available for following lines:

Verona-Caprino Rly and branch line to Affi-Garda. Standard gauge, steam traction (also battery-powered cars are in operation); lenght of the main line 34 Km., of the branch line 11,3 Km.
The supply of coal, effected by "Konsorzio" upon permission of the German authorities, was practically discontinued, but on the 12th of May they have reopenated the Verona-Caprino line with three round trips daily; passengers must tranship bet. Domegliara and Sega di Cavaione because of interruption of the line. The branch line Affi-Garda is still idle for lack of suitable rolling stock.

Verona-S.Bonifacio-Tramway: electric traction, lenght 22 Km. Operation initiated 7 May with seven round trips daily as far as Villanova owing to the demolition of the Alpone bridge. The Villanova-S.Bonifacio-S.Giovanni Ilarione section cannot be put into operation again, as the whole of the rolling stock is pooled on this side of the river. Another interruption, with transhipment, exists at Vago bridge. They are investigating, together with the Allied Authorities, the possibility to repair both interruptions.

Caldiero-Lonigo Tramway: electric traction, lenght 11,250 Km, in operation from the day of the liberation, five round trips daily.

Verona-Grezzana Tramway: electric traction, lenght 9, 400 Km. in operation from 7 May with 10 round trips daily.

In so far as the lines heading to Vicenza are concerned, they are presently limited at the outskirts of the city owing to the destruction of the Station Building and nearby plants.

Vicenza-Longare-Chiavon-Tramways: present railhead Ponte Alto, 2,779 Km. from Vicenza Central Station.

Vicenza-Thiene Tramway: present railhead at S.Bortolo, 1,900 Km.;

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Verona-Caprino Rly.and branch line to Affi-Garda. Standard gauge, steam traction (also battery-powered cars are in operation);lenght of the main line 34 Km., of the branch line 11,3 Km.
The supply of coal, effected by "Comecarbo" upon persuasion of the German authorities, was practically discontinued, but on the 12th of May they have reoperated the Verona-Caprino line with three round trips daily; passengers must tranship bts. Dossobiano and Soga di Cavaions because of interruption of the line. The branch line Affi-Garda is still idle for lack of suitable rolling stock.

Verona-S.Benifacio-Tramway: electric traction, lenght 22 Km.Operation initiated 7 May with seven round trips daily as far as Villanova owing to the demolition of the Alpone bridge. The Villanova-S.Benifacio-S.Giovanni Ilarione section cannot be put into operation again, as the whole of the rolling stock is pooled on this side of the river. Another interruption, with transhipment, exists at Vago bridge. They are investigating, together with the Allied Authorities, the possibility to repair both interruptions.

Caldiero-Legnago Tramway: electric traction, lenght 11,290 Km, in operation from the day of the liberation, five round trips daily.

Verona-Ironsana Tramway:electric traction, lenght 9, 490 Km. in operation from 7 May with 10 round trips daily.

In as far as the lines heading to Vicenza are concerned, they are presently limited at the outskirts of the city owing to the destruction of the Station Building and nearby plants.

Vicenza-Lecsaro-Chiuppo-Tramways: present railhead Ponte Alto,2,779 Km.from Vicenza Central Station.

Vicenza-Brenno Tramway: present railhead at S.Bartolo, 7,300 Km.; from Vicenza Station Central.

Vicenza-Montegaro-Tramway. present railhead at Borgo Berga,1 Km. from Vicenza Central Station

Urban-Tramways: urban and extraurban Trolleybuses.

All lines and in some cases also the transforming stations have suffered heavy damage. No detailed information is available concerning the urban installations of Vicenza, Padova, Venezia Lido. The Trolleybus-line Venezia Piazzale Roma-Mestre-Treviso is in operation regularly. No information is available as to the other trolleybus-lines heading to Mestre.

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All Verona trolleybus-lines are idle owing to the destruction of the bridges spanning the Adige river. It has been established to start account possible with a pair to services on either side of the river, and line will operate over the sections Cons. Vittorio Emanuele- Roma and the other line from Borgo Trento (former railhead of line 2) to Borgo Venezia (former railhead of line 3) via Piazza Isolo. Above service will be put into operation as soon as the Allies will have granted permission, which is subordinated to the requirements of the military traffic through the city. Generally speaking, the greatest difficulty they are meeting with for the re-operation of the trolleybus-lines is represented by the scarcity of tires, while the rolling stock is in fairly good condition.

All urban trolleybus-services of Vicenza city had to be cancelled on account of the almost total destruction of the overhead system, and it is anticipated that it will not be possible to put them into service again for a certain time.

Bus-services

All bus-services had been gradually reduced and then completely cancelled in January ult., firstly for lack of fuel and tires, and then because of the requisitions carried out by the Ufficio Disciplina Autoveicoli (Motorcar Discipline Board, under the direct supervision of the German Command) without even consulting this Office and without taking any notice of the actual needs of the public. Several cars have been disassembled and hidden by the owners, or just put out of order, while other cars that had been requisitioned, have already been recovered by the owners in these last times and can now be put into service again.

It can be assumed that bet. 20 and 25 percent of the rolling stock existing before the armistice has been thus salvaged. In some provinces above percentage might be even higher on account of particular local circumstances.

We are endeavouring to obtain from the Allies the authorization to reopen some services, at least temporarily. The greatest difficulties are represented by the necessity to keep all roads clear for military traffic and by the interruptions. Also the scarcity of fuel, tires and spare parts must be reckoned with, but it would be possible to win, at least temporarily, this difficulty with some emergency arrangements.

This Office was compelled to hand over to the Bolzano Office all papers concerning the province of Belluno, as the provinces of Belluno, Bolzano and Trento were put under direct German Administration after Sept. 8th 1943. All rail, bus and tram services of above provinces were consequently administered by the Bolzano Office, but only theoretically, as the actual administrations were done by German officials.

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All urban trolley-bus services of Vienna city had to be cancelled on account of the almost total destruction of the overhead system, and it is anticipated that it will not be possible to put them into service again for a certain time.

Bus-services:

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The only activity carried out by this Governmental Inspectorate in above provinces consisted in the issuing of motor vehicles. After Sept. 8th 1943 the Provincial Factory Boards were entrusted with the allocation of tires and fuel for public bus-services, above completely written off.*

In so far as the archives of the Veneto Rl are concerned, I beg to inform you that the National Liberation Committee entrusted Dr. Marino, formerly an official of said Rl, with their custody; I have therefore been unable to carry out your instructions, as Dr. Marino refused to hand over to me above material.

* allocations were gradually shrunken until they were cancelled

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I have found here at Verona both army Arsena and Bianchi, carried away by the Germans from Rome; they are in rather bad condition, and Dr. Marino is charged with their custody.
I shall endeavour to forward your instructions as soon as possible to the remaining Compartmental Inspectorates of Northern Italy.

The Compartmental Director
sgd. CARDIANCO

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R E S T R I C T E D

Compartmental Inspectorate MCTC

Bologna, 26 April 45

Situation of the public transportation services in concession in Emilia Region at the date of 21 April 1945.

Province of Bologna

A) Railways in concession.

1) Casalecchio-Vignola Rly.; Grantee: Amministrazione Provinciale Bologna.

The operation was discontinued on July 1st,1944 on account of the damages brought by air bombardment to the bridges over the Panaro, Samoggia and Lavino rivers. All rolling stock together with stores and machine tools was successively taken away by the Germans; the transforming station and the repair shop at Casalecchio were blown up by the Germans. Several sleepers together with some rails and part of the overhead system were taken away by the Germans. Most of the personnel was dismissed. The Railway cannot be reopened to service for a long time.

2) Bologna-Budrio-Portomaggiore Rly and Bologna-Budrio-Massalombarda Rly; Grantee : Società Venete; Branch-Office of Bologna.

The operation was discontinued on July 1944 on account of the damages brought by air bombardments to several sections of the lines and particularly to the Molinella and Medicina bridges. Almost all rolling stock together with the stores was taken away by the Germans. Nearly all sleepers and the greatest part of the rails were taken away by the Germans. Almost all works and part of the buildings were blown up. Most of the personnel has been dismissed. Above railways cannot be put into service for a long time.

3) Imola-Massalombarda-Fontanelice Rly; Grantee: Santerno Anonima Ferroviaria.

The operation was discontinued on July 7th 1944 on account of the damages caused by strafing the automotrices operating the Imola-Fontanelice line, while the Imola-Massalombarda line was stopped for lack of coal. During September and October 1944 heavy damages were brought to a/m lines by air bombardments, particularly at Imola Station. All rolling

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of the damages brought by air bombardment to the bridges over the Panaro, Samoggia and Lavino rivers. All rolling stock together with stores and machine tools was successively taken away by the Germans; the transforming station and the repair shop at Casalecchio were blown up by the Germans. Several sleepers together with some rails and part of the overhead system were taken away by the Germans. Most of the personnel was dismissed. The Railway cannot bereopened to service for a long time.

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B) Extra-Urbane Tramways

1) Bologna-Pieve di Cento and Bologna-Malalbergo tramways; Grantee: Societa per le Tramvie Bologna-Pieve di Cento Malalbergo .

The operation was discontinued on June 26th 1944 on the Malalbergo,line and on July 7th 1944 on the Pieve di Cento line, on account of the damages caused by air bombardments. More damage was brought near Bologna by the air bombardment of Oct. 12th, 1944. Part of the rolling stock and part of the stores was taken away by the Germans, and part was destroyed. Also part of the sleepers together with part of the rails and part of the ballas was taken away by the Germans. Most of the personnel has been dismissed. Both a/m lines cannot be put into operation for a long time.

Bologna-San Luca Rope-way.

During the air bombardment of Oct. 12th 1944 a direct hit on the upper station caused my heavy damage to the building and to the machinery; one of the carrying ropes was broken. Both pulling ropes were successively taken away by the Germans. Almost all personnel was dismissed. The rope-way cannot be put into service for a long time.

C) Urbane Tramways

Bologna Urbane Tramways.

Plants and equipment of the urbane tramways suffered heavy damages on account of air bombardments; Azienda Tranviaria estimates that the total amount is about 35 millions lire. Only part of the lines was in operation, lately, i.e. the lines N.2,3,5,4,6,7,11,14,18; on some of above lines the actual length in operation had been reduced. Both trolley-bus lines N:2 (to S.Michele del Bosco) and N.8 (to Zamboni) had been cancelled because all filobuses had been taken away by the Germans. They were replaced by tramways, as already existing before. Only a small part of the personnel was dismissed. On April 20th 1945 all tramways services were discontinued for lack of power.

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destroyed. Also part of the sleepers together with part of the rails and part of the bellas was taken away by the Germans. Most of the personnel has been dismissed. Both a/m lines cannot be put into operation for a long time.

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D) Public Bus-services.

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The greatest part of the public bus-services in operation in the Bologna province was cancelled on June 26th 1944 because all buses were taken away by the Germans. The remaining lines were cancelled during Sept. and Oct.1944 because the Germans requisitioned also the few buses left. Also spare parts a d stores were taken away by the Germans from almost all Grantees.

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PROVINCE OF RAVENNA

A) B) C) No railways in concessione nor extra-urbane nor urbane are in operation in the Ravenna province.

D) Public Bus-Services.

All public Bus-Services in operation in the Ravenna province were cancelled during the months of July to October 1944, because all buses were taken away by the Germans together with spare parts and stores.

PROVINCE OF FORLI

A) Railways in Concession

1) Rimini-San Marino Rly; Grantee: Società Veneta Emiliana di Ferrivie e Tramvie.

The operation was discontinued on June 26th 1944 upon request of the Republic of S.Marino in order to convert all tunnels into air-raid shelters. The railway suffered heavy damages on account of bombardments during the months of July and August 1944. On account of the lack of communications with Rimini, we do not know whether the railway has suffered from further damage.

2) Rimini-Novafeltria Rly. Operated by the Gestione Governativa Ferrovie Padane.

Although repeatedly and heavily-damaged by the bombardments, the railway was still in operation at the beginning of July 1944. No more information is available at this Office on account of the lack of communications with Rimini.

B) Public Bus-Services.

The greatest part of the public bus-services was cancelled on July 1944 because of the requisition of the buses by the Germans. The last service, Bologna-Forlì, was cancelled in August 1944. The Germans robbed all stores and spare parts from the most important Grantees (particularly from S.I.T.A.). After the liberation of Forlì (Oct. 1944) no more information reached this Office.

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Germans together with spare parts and stores.

PROVINCE OF FORLI

A) Railways in Concession

1) Rimini-San Marino Rly; Grantee: Società Venete Emiliane di Ferrivie e Tramvie.

The operation was discontinued on June 26th 1944 upon request of the Republic of S.Marino in order to convert all tunnels into air-raid shelters. The railw y suffered heavy damages on account of bombardments during the months of July and August 1944. On account of the lack of communications with Rimini, we do not know whether the railway has suffered from further damage.

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D) Public Bus-Services.

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PROVINCE OF FERRARA

5434

A) Railways in concession.

1) Ferrara-Codigoro and Ostellato-Porto Garibaldi Rlys; Operated by the Gestione Governativa Ferrovie Padane.

The Ostellato Porto-Garibaldi Rly. sufered heavy damage on account of air bombardments and its operation was definitively discontinued on January ~~XX~~31st 1945 because the Germans carried away all rolling stock.

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Presently the line is completely demolished. All sleepers and most of the rails were taken away by the Germans. Almost all personnel was dismissed. This line cannot be put into operation for a long time. The Ferrara-Codigoro line, which suffered heavy damage on account of heavy bombardment, was stopped on February 4th 1945. Part of the rolling stock together with all stores, was carried away by the Germans. Part of the machinery of the work shop was hidden in a private house and thus saved from German robbery. No further information is available as to eventual damage caused by the war operation in progress in that district.

2) MODENA FERRARA LINE AND BRANCH LINES (Cento S.Giovanni in Persiceto) Ferrara-Copparo

Grantee: Societa Veneta; Branch Office of Ferrara.

The operation was discontinued at following dates :
Cento S.Giovanni in Persiceto: 15 June 1944
Ferrara-Copparo: 24 July 1944
Ferrara-Modena: 12 October 1944.
Part of the rolling stock was carried away by the Germans; part of the personnel was dismissed. No further information is available as to the furhter damage caused by the military operation in progress.

3) Ferrara-Suzzara Rly; Grantee: Società Ferrovie Ferrara-Suzzara.

The operation was discontinued on Aug. 3rd 1944 on account of the damages suffered from air-bombardments. Part of the rolling stock was carried away by the Germans together with part of the stores. Part of the personnel was dismissed. No further information is available as to the further damage caused by the operationsin progress.

4) Adria-Ariano Polesine Rly. Operated by the Società Veneta Emiliana di Ferrovie e Tramvie and successively handed over to the Società Veneta.

The operation was discontinued on 14 July 1944 on account of the damage caused by air bombardments; among others the Po bridge was demolished. The same Po bridge was furtherly damaged and also the Canal Bianco was heavily damaged by air bombardments in January ult. All the personnel has been dismissed; the line cannot be reopened

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in that district.

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Grantee: Societh Veneta; Branch Office of Ferrara.

The operation was discontinued at following dates :
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C) Urbane Tramways

Ferrara Urbane Tramways

The operation of the trolley bus was discontinued in Ju owing to the damage suffered by the overhead system and the transforming station on account of air bombardment

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Also the operation of the Urbane Bus Service was discontinued because of the requisition of the busses by the Germans.

D) Public Bus-Services.

All services have been cancelled because the buses had been carriedaway by the Germans. At the middle of April 1945 ~~xxx~~ only the Ferrara-S.Agostino line operated by STU with batteries-powered buses, was in operation.

PROVINCE OF MODENA

A) Railways in concession

1) Modena-Sassuolo; Modena-Vignola and Branch line to Spilimberto-Bazzano; Modena-Mirandola and Branch line to Cavezzo-Finale Ryls. Grantee: Soc. Emiliana Ferrovie, Tramvie e Automobili.

All a/m railways, though having been severely and repeatedly damaged by air-bombardments were still in operation at the beginning of April 1945, with one round trip daily. The Branch line to Spilimberto-Brazzano was closed to operation on July 2nd 1944 because of the demolition of the Panaro bridge near Spilimberto. Part of the rolling stock as well as part of the stores and machinery was carried away by the Germans. We do not know whether further damage was brought by the operation in progress in that district.

B) Urbane Tramways

Modena Urbane Tramways

Only the International line was in operation, lately, on account of the heavy damage caused to the lines by air bombardments. All urbane bus-services were cancelled because the buses were requisitioned by the Germans.

D) Public Bus-Services.

All services were cancelled because of the requisition by the Germans of the buses.

PROVINCE OF REGGIO EMILIA

A) Railways in concession.

1) Reggio Emilia-Ciano d'Enza Rly and branch-line to

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A) Railways in concession

1) Modena-Sassuolo; Modena-Vignola and Branch line to Spilimberto-Bazzano; Modena-Mirandola and Branch line to Cavezzo-Finale Ryls. Grantee: Soc. Emiliana Ferrovie, Tramvie e Automobili.

All a/m railways, though having been severely and repeatedly damaged by air-bombardments were still in operation at the beginning of April 1945, with one round trip daily. The Branch line to Spilimberto-Brazzano was closed to operation on July 2nd 1944 because of the demolition of the Panaro bridge near Spilimberto. Part of the rolling stock as well as part of the stores and machinery was carried away by the Germans. We do not know whether further damage was brought by the operation in progress in that district.

B) Urbane Tramways

Modena Urbane Tramways

Only the International line was in operation, lately, on account of the heavy damage caused to the lines by air bombardments. All urbane bus-services were cancelled because the buses were requisitioned by the Germans.

D) Public Bus-Services.

All services were cancelled because of the requisition by the Germans of the buses.

PROVINCE OF REGGIO EMILIA

A) Railways in concession.

1) Reggio Emilia-Ciano d'Enza Rly and branch-line to Barco-Montecchio. Operation discontinued between S.Polo and Ciano on Sept. 11th, 1944 because the steel road overbridge was blown up by the saboteurs. Operation discontinued between Ciano and Reggio S.Stefano and between Barco and Montecchio on Nov. 23rd 1944 because all works and station equipments were demolished by the Germans.

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Operation discontinued between Reggio S.Stefano and Reggio ISR Station because of damages caused by the air bombardment of 8 March 1945 at km.0950.

2) Reggio-Emilia Boretto line. Interrupted between Boretto and Taviglio (from km.23,800 to km. 23,980) on Dec.24th 1944 on account of air bombardment. Interrupted between Castelmnovo di Sotto and Cadelbosco di Sotto because the steel bridge spanning the Cronotolo river was heavily damaged by saboteurs. (km. 11,422).

3) Reggio-Emilia-Sassuolo line. Interrupted between Sassuolo and Vaggia on Nov. 11th 1944 on account of the damage caused by air bombardments to the Secchia bridge (km. 1,239). Interrupted between Veggia and Casalgrande on Jan. 15th 1945 on account of madage caused by air bombardment to the Secchia bridge (km. 1,632). All sleepers carried away between Veggia and Casalgrande (abt. 7 km. length) together with some rails. Interrupted between Casalgrande and Scandiamo on Dec. 2nd 1944 because of damages caused by air bombardments at km.9,110/9; 180. Interruptedbetween Scandiano and Protiscolo on Nov.7th 1944 because the Trusinaro bridge (km.10,650) was damaged by saboteurs.

4) Reggio-Emilia - Guastalla line. Interrupted on March 17th 1945 between S.Berdanrdino and S.Giacomo because the Fiume Bridge (km 47,395) was damaged by saboteurs.

5) Bagnolo-Carpi Line . No interruptions. Most of the rolling stock has been either demolished or damaged by air bombardments, or carried away by the Germans. Part of the personnel has been dismissed, while part is still on duty.

All above mentioned lines were operated by the Consorzio Cooperative delle Ferrovie Reggiane. Above data are referred to the 10th of April 1945.
We have no further information available as to the former damage caused by the military operations in progress in that district.

D) Public Bus-Services.

All public bus-services, both extra-urbane and urbane ones, have been cancelled as all buses were carried away by the Germans.

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We have no further information available as to the former damage caused by the military operations in progress in that district.

D) Public Bus-Services.

All public bus-services, both extra-urbane and urbane ones, have been cancelled as all buses were carried away by the Germans.

PROVINCE OF PARMA

5453

A) Railway in Concession

1) Parma-Suzzara Rly. Grantee: Soc. Veneta; Branch-Office of Parma.

Operation was discontinued in Oct. 1944 on account of the heavy damages caused by air bombardments. Bridges, buildin and station plants have suffered serious damages. The

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rolling stock has gone completely destroyed, except for a few wagons. Part of the personnel was dismissed, while part is still on duty.

B) Extra-Urbane Tramways.

Parma-Fornovo and Parma-Stradella-Mercolara lines; Grantee: SORIT.

Above lines were still in operation at the beginning of April 1945 with one round trip daily. They were daily bombed and strafed and both the rolling stock and the overhead system suffered heavy damage on account of this.

C) Urbane Tramways.

Urbane Tramways of Parma.

A limited service is being operated (Grantee: SORIT) because of the damage caused by air bombardments; nearly all personnel is still on duty.

D) Public Bus-Services.

All bus-services were cancelled because the buses were carried away by the Germans.

PROVINCE OF PIACENZA ;

A) Railways in Concession.

Piacenza-Bettole Rly.: Grantee: Societ& Italiana Ferrovie e Tramvie.

Operation discontinued on Oct.1,1944 on account of the damage caused by both air bombardments and sabotage to the line and to the rolling stock as well. Part of the personnel has been dismissed.

B) Extra-Urbane Tramways.

Piacenza-S.Rocco al Porto line. Operation discontinued in Sept.1944 because of the demolition of the Po road bridge.

C) Urbane Tramways.

Urbane Tramways - Piacenza.

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C) Urbane Tramways.

Urbane Tramways of Parma.

A limited service is being operated (Grantee: SORIT) because of the damage caused by air bombardments; nearly all personnel is still on duty.

D) Public Bus-Services.

All bus-services were cancelled because the buses were carried away by the Germans.

PROVINCE OF PIACENZA :

A) Railways in Concession.

Piacenza-Bettole Rly.: Grantee: Societ& Italiana Ferrovie e Tramvie.

Operation discontinued on Oct.1,1944 on account of the damage caused by both air bombardments and sabotage to the line and to the rolling stock as well. Part of the personnel has been dismissed.

B) Extra-Urbane Tramways.

Piacenza-S.Rocco al Porto line. Operation discontinued in Sept.1944 because of the demolition of the Po road bridge.

C) Urbane Tramways.

Urbane Tramways - Piacenza.

A limited service is still being operated; both the lines and the stock suffered heavy damage from air bombardment.

D) Public Bus-Services.

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They have been all cancelled because the buses were carried away by the Germans.

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CONCLUSION

All railways in concession and extra-urbane tramways of the Emilia Region cannot operate, presently, on account of the heavy damage caused by both air bombardments and the Germans.

Some lines are in such a condition as to permit a partial or total rehabilitation in a reasonable time, provided the Grantees are in a position to afford the cost of the repair works. The economical situation of nearly all Grantees is exceedingly bad, as they have been compelled to maintain on duty for several months part of the personnel while, on the other hand, they had no sources of incomes, because of the cessation of every activity.

Many Grantees were enabled to do so by the financial support they were granted by HQ General Inspectorate MCTC - Verona.

Also the situation of the personnel is very bad, because part has been dismissed and those still on duty cannot often get hold of their pay, because the employers have no more money.

I am of the opinion taht all grantees should be granted suitable financial backing enabling them to carry out partial or total rehabilitation works, in the worst cases, to may at least organise the salvage of any material left (sleepers,rails; etc.)

I shall in due time forward to that General Inspectorate the application I will receive from the Grantees, together with my recommendation as to the entity of the financial backing.

As for the public Bus-services, as nearly all buses have been requisitioned by the Germans,only a very limited number of lines is likely to be reopened to traffic, with buses either hidden or salvaged. I am presently investigating, in agreement with the concerned grantees, the possibility to reoperate at least some of the most important lines. But I want to point out that I am meeting with great difficulties, as it will be possible to put together only some 30 buses, out of the 540 buses existing in Emilia Region at the date of Sept. 8th,1943. To be borne in mind, however, that spare parts, tires,and fuel are missing.

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exceedingly bad, as they have been compelled to maintain on duty for several months part of the personnel while, on the other hand, they had no sources of incomes, because of the cessation of every activity.

Many Grantees were enabled to do so by the financial support they were granted by HQ General Inspectorate MCTC - Verona.

Also the situation of the personnel is very bad, because part has been dismissed and those still on duty cannot often get hold of their pay, because the employers have no more money.

I am of the opinion taht all grantees should be granted suitable financial backing enabling them to carry out partial or total rehabilitation works, in the worst cases, to may at least organise the salvage of any material left (sleepers,rails; etc.)

I shall in due time forward to that General Inspectorate the application I will receive from the Grantees, together with my recommendation as to the entity of the financial backing.

As for the public Bus-services, as nearly all buses have been requisitioned by the Germans,only a very limited number of lines is likely to be reopened to traffic, with buses either hidden or salvaged. I am presently investigating, in agreement with the concerned grantees, the possibility to reoperate at least some of the most important lines. But I want to point out that I am meeting with great difficulties, as it will be possible to put together only some 30 buses, out of the 549 buses existing in Emilia Region at the date of Sept. 8th,1943. To be borne in mind, however, that spare parts, tires,and fuel are missing.

I shall in due time let that Gen. Inspectorate MCTC know which bus-lines are likely to be put in operation again within a reasonable time.

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The Compartmental Director
Vezzani.

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Bologna Data 5-4- 1945 A

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Al MINISTERO DEI TRASPORTI
Ispettorato Gen.M.C.T.C.
R O M A

COPIA

Divisione Sez. Risposta al f. del
Prot. N.° 935 Allegati Div. Sez. N.°

OGGETTO Situazione dei servizi pubblici di trasporto in concessione dell'Emilia el 21 aprile 1945.

Partecipo a codesto Ministero che la situazione dei servizi pubblici di trasporto in concessione dell'Emilia alla data del 21 aprile 1945 (data della liberazione di Bologna) è la seguente.

—

PROVINCIA DI BOLOGNA

Ferrovie concesse

1°) Ferrovia Casalecchio-Vignola concessa all'Amministrazione Provinciale di Bologna.

La ferrovia è sospesa dal 1° luglio 1944 in seguito ai gravi danni arrecati ai ponti sul Panaro, Samoggia e Lavino dai bombardamenti aerei. Successivamente è stato asportato dai tedeschi tutto il materiale mobile, di esercizio e di magazzino della ferrovia e tutte le macchine utensili; inoltre è stata fatta saltare dai tedeschi la sottostazione di trasformazione dell'energia elettrica e l'officina di riparazione di Casalecchio. Dalla sede della linea sono state asportate dai tedeschi numerose traverse nonchè una parte delle rotaie e della linea aerea. Il personale è stato in gran parte licenziato. Pertanto la ferrovia Casalecchio-Vignola non può più essere riaperta all'esercizio per un lungo periodo di tempo.

2°) Ferrovie Bologna-Budrio-Portomaggiore e Bologna-Budrio-Massalombarda esercitate dalla Società Veneta-Direzione di Bologna.

L'esercizio di dette ferrovie è stato sospeso nel mese di luglio 1944 in seguito ai gravi danni arrecati dai bombardamenti aerei in diversi punti di dette linee e specialmente ai ponti presso Molinella e Medicina. Successivamente è stato asportato dai tedeschi quasi tutto il materiale mobile di esercizio e di magazzi-no delle ferrovie stesse. Dalla sede delle linee sono state asportate dai tedeschi quasi tutte le traverse e gran parte delle rotaie. Quasi tutte le opere d'arte e una parte dei fabbricati sono stati distrutti. Il personale è sta

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Direzione Sez. Allegati
Prot N° 935

Rispettare il/d/dal
Dir. Sez. N.°

OGGETTO Situazione dei servizi pubblici di trasporto in concessione dell'Emilia al 21 aprile 1945.

Partecipo a codesto Ministero che la situazione dei servizi pubblici di trasporto in concessione dell'Emilia alla data del 21 aprile 1945 (data della liberazione di Bologna) è la seguente.

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PROVINCIA DI BOLOGNA

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2°) Ferrovie Bologna-Budrio-Portomaggiore e Bologna-Budrio-Massalombarda esercitate dalla Società Veneta-Direzione di Bologna.

L'esercizio di dette ferrovie è stato sospeso nel mese di luglio 1944 in seguito ai gravi danni arrecati dai bombardamenti aerei in diversi punti di dette linee e specialmente ai ponti presso Molinella e Medicina. Successivamente è stato asportato dai tedeschi quasi tutto il materiale mobile di esercizio e di magazzino delle ferrovie stesse. Dalla sede delle linee sono state asportate dai tedeschi quasi tutte le traverse e gran parte delle rotaie. Quasi tutte le opere d'arte e una parte dei fabbricati sono stati distrutti. Il personale è stato in gran parte licenziato. Pertanto tali ferrovie non potranno più essere riaperte all'esercizio per un lungo periodo di tempo.

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3°) Ferrovia Imola-Massalombarda-Fontanelice esercitata dalla Santerno Anonima Ferroviaria.

L'esercizio è stato sospeso in data 7 luglio I944 in seguito ai gravi danni subiti, per mitragliamento delle automotrici in servizio sulla linea Imola-Fontanelice ed in seguito alla mancanza di carbone sulla linea Imola-Massalombarda. Nei mesi di settembre e di ottobre I944 sono stati apportati gravi danni alla ferrovia stessa dai bombardamenti aerei, specie nella stazione di Imola. Successivamente è stato asportato dai tedeschi tutto il materiale mobile, di esercizio e di magazzino; inoltre sono state asportate dalla sede della linea da parte dei tedeschi quasi tutte le traverse e gran parte delle rotaie e della massicciata. Quasi tutte le opere d'arte e i fabbricati sono stati distrutti. Quasi tutto il personale è stato licenziato. Pertanto la ferrovia Massalombarda-Imola-Fontanelice non può essere riaperta all'esercizio per un lungo periodo di tempo.

Tramvie estraurbane

Tramvie estraurbane Bologna-Pieve di Cento e Bologna-Malalbergo esercitate dalla "Società per le Tramvie Bologna-Pieve di Cento-Malalbergo".

L'esercizio della tramvia estraurbana Bologna-Malalbergo è stato sospeso in data 26 giugno I944, quello della tramvia estraurbana Bologna-Pieve di Cento in data 7 luglio I944, in seguito ai gravi danni apportati alle linee dai bombardamenti aerei. Inoltre il bombardamento aereo del I2 ottobre I944 ha provocato gravi danni ad entrambe le linee in prossimità di Bologna. Successivamente è stato asportato dai tedeschi parte del materiale rotabile, di esercizio e di magazzino delle tramvie stesse, e parte è stato distrutto. Inoltre dalla sede delle linee sono state asportate per opera dei tedeschi una parte delle traverse e una parte delle rotaie e della massicciata. Il personale è stato in gran parte licenziato. Pertanto le tramvie in questione non possono più essere riaperte all'esercizio per un certo periodo di tempo.

Funivia Bologna-San Luca

Nel bombardamento aereo del I2 ottobre I944 una bomba è caduta nella stazione a monte della Funivia provocando gravi danni al fabbricato ed agli impianti e causando la rottura di una fune portante. Successivamente sono state asportate dai tedeschi le funi traenti. Quasi tutto il personale è stato licenziato. Pertanto la funivianon può più essere riaperta all'esercizio per un lungo periodo di tempo.

Tramvie urbane di Bologna

I bombardamenti aerei di Bologna hanno arrecato gravi danni agli impianti delle tramvie urbane di Bologna, danni valutati dalla Azienda Tramviaria in circa 35 milioni di lire. In seguito a tali danni il servizio funzionava attualmente soltanto su una parte delle linee (linee 2,3,4,5,6,7,11,14,I8) e in alcune di esse su percorsi ridotti. Le due linee filoviarie n.I2 (S.Michele in Bosco) e n.8 (Zamboni) sono

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...inoltre sono state asportate dalla sede della linea da parte dei tedeschi quasi tutte le traverse e gran parte delle rotaie e della massicciata. Quasi tutte le opere d'arte e i fabbricati sono stati distrutti. Quasi tutto il personale è stato licenziato. Pertanto la ferrovia Massalombarda-Imola-Fontanelice non può essere riaperta all'esercizio per un lungo periodo di tempo.

Tramvie estraurbane

Tramvie estraurbane Bologna-Pieve di Cento e Bologna-Malalbergo esercitate dalla "Società per le Tramvie Bologna-Pieve di Cento-Malalbergo".

L'esercizio della tramvia estraurbana Bologna-Malalbergo è stato sospeso in data 26 giugno I944, quello della tramvia estraurbana Bologna-Pieve di Cento in data 7 luglio I944, in seguito ai gravi danni apportati alle linee dai bombardamenti aerei. Inoltre il bombardamento aereo del I2 ottobre I944 ha provocato gravi danni ad entrambe le linee in prossimità di Bologna. Successivamente è stato asportato dai tedeschi parte del materiale rotabile, di esercizio e di magazzino delle tramvie stesse, e parte è stato distrutto. Inoltre dalla sede delle linee sono state asportate per opera dei tedeschi una parte delle traverse e una parte delle rotaie e della massicciata. Il personale è stato in gran parte licenziato. Pertanto le tramvie in questione non possono più essere riaperte all'esercizio per un certo periodo di tempo.

Funivia Bologna-San Luca

Nel bombardamento aereo del I2 ottobre I944 una bomba è caduta nella stazione a monte della Funivia provocando gravi danni al fabbricato ed agli impianti e causando la rottura di una fune portante. Successivamente sono state asportate dai tedeschi le funi traenti. Quasi tutto il personale è stato licenziato. Pertanto la funivianon può più essere riaperta all'esercizio per un lungo periodo di tempo.

Tramvie urbane di Bologna

I bombardamenti aerei di Bologna hanno arrecato gravi danni agli impianti delle tramvie urbane di Bologna, danni valutati dalla Azienda Tramviaria in circa 35 milioni di lire. In seguito a tali danni il servizio funzionava ultimamente soltanto su una parte delle linee (linee 2,3,4,5,6,7,11,14,I8) e in alcune di esse su percorsi ridotti. Le due linee filoviarie n.I2 (S.Michele in Bosco) e n.8 (Zamboni) sono state sospese in seguito alla asportazione dei filobus da parte dei tedeschi; su di esse è stato ripristinato il servizio tramviario prima esistente. Il personale è stato licenziato solo in piccola parte. Dal 20 aprile u.s. il servizio tramviario è sospeso su tutte le linee per mancanza di energia elettrica.

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Roma, 19 A

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Al

Divisione Sez.
Prot. N.° Allegati

Risposta al f.° del
Div. Sez. N.°

OGGETTO

Servizi Pubblici Automobilistici

La massima parte dei servizi pubblici di linea della provincia di Bologna fu sospesa il 26 giugno 1944 in seguito alla asportazione degli autobus da parte dei tedeschi. Le rimanenti linee furono sospese nei mesi di Settembre e di Ottobre 1944 in seguito alla asportazione di tutti gli autobus ancora disponibili da parte dei tedeschi. Inoltre sono stati esportati dai tedeschi i pezzi di ricambio e ri materiali di magazzino di quasi tutte le aziende concessionarie.

PROVINCIA DI RAVENNA

Nella provincia di Ravenna non esistono nè ferrovie concesse nè tramvie estraurbane e urbane. I servizi di trasporto in concessione sono limitati ai soli servizi pubblici automobilistici.

Servizi pubblici automobilistici

Tutti i servizi pubblici automobilistici della provincia di Ravenna sono stati sospesi nei mesi di luglio, agosto, settembre ed ottobre 1944, in seguito alla esportazione degli autobus da parte dei tedeschi. Anche i pezzi di ricambio e i materiali di magazzino delle aziende più importanti sono stati asportati dai tedeschi.

PROVINCIA DI FORLI'

Ferrovie concesse

1°) Ferrovia Rimini-S.Marino concessa alla Società Veneto Emiliana di Ferrovie e Tramvie. La ferrovia Rimini-S.Marino fu chiusa all'esercizio il giorno 26 giugno 1944 in seguito a richiesta della Repubblica di S. Marino per la trasformazione in ricoveri delle gallerie della ferrovia. La ferrovia è stata gravemente danneggiata dai bombardamenti del mese di luglio e agosto 1944. Data la mancanza di comunicazioni con Rimini

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OGGETTO

Servizi Pubblici Automobilistici

La massima parte dei servizi pubblici di linea della provincia di Bologna fu sospesa il 26 giugno 1944 in seguito alla asportazione degli autobus da parte dei tedeschi. Le rimanenti linee furono sospese nei mesi di Settembre e di Ottobre 1944 in seguito alla asportazione di tutti gli autobus ancora disponibili da parte dei tedeschi. Inoltre sono stati asportati dai tedeschi i pezzi di ricambio e ri materiali di magazzione di quasi tutte le aziende concessionarie.

PROVINCIA DI RAVENNA

Nella provincia di Ravenna non esistono nè ferrovie concesse nè tramvie extraurbane o urbane. I servizi di trasporto in concessione sono limitati ai soli servizi pubblici automobilistici.

Servizi pubblici automobilistici

Tutti i servizi pubblici automobilistici della provincia di Ravenna sono stati sospesi nei mesi di luglio, agosto, settembre ed ottobre 1944, in seguito alla asportazione degli autobus da parte dei tedeschi. Anche i pezzi di ricambio e i materiali di magazzione delle aziende più importanti sono stati asportati dai tedeschi.

PROVINCIA DI FORLI'

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2°) Ferrovia Rimini-Novafeltria esercitata dalla Gestione Governativa delle Ferrovie Padane. La ferrovia, per quanto ripetutamente e gravemente danneggiata dai bombardamenti aerei, era ancora aperta all'esercizio nei primi giorni del mese di luglio 1944. Data la mancanza di comunicazioni con Rimini non si ha ancora notizia se siano stati apportati ulteriori danni alla ferrovia che ne abbiano sospeso il funzionamento.

Servizi pubblici automobilistici

La massima parte degli autoservizi pubblici della Provincia di Forlì cessò di funzionare nel mese di luglio 1944 in seguito alla asportazione degli autobus da parte dei tedeschi. L'ultimo autoservizio Bologna-Forlì cessò di funzionare nel mese di agosto 1944. Il materiale di magazzino e i pezzi di ricambio delle aziende più importanti (specialmente della S.I.T.A.) furono asportati dai tedeschi.

Dopo la liberazione delle provincia di Forlì avvenuta nell'ottobre 1944 nessuna notizia è ancora pervenuta a questo Ufficio.

PROVINCIA DI FERRARA

Ferrovie Concesse

1°) Ferrovie Ferrara-Codigoro ed Ostellato-Porto Garibaldi esercitate dalla Gestione Governativa Ferrovie Padane. La ferrovia Ostellato-Porto Garibaldi, gravemente danneggiata dai bombardamenti aerei, è stata definitivamente chiusa all'esercizio il 31 gennaio 1945 in seguito alla asportazione da parte dei tedeschi di tutto il materiale rotabile della linea. Attualmente la ferrovia è quasi completamente demolita; sono state asportate dai tedeschi tutte le traverse e gran parte delle rotaie. Quasi tutto il personale di queste ferrovia è stato licenziato. Pertanto tale ferrovia non può più essere riaperta all'esercizio per un lungo periodo di tempo.

La ferrovia Ferrara-Codigoro, gravemente danneggiata dai bombardamenti aerei, ha sospeso il servizio in data 4 febbraio 1945. Circa la metà del personale è stata licenziata. Parte del materiale rotabile e quasi tutto il materiale di magazzino è stato asportato dai tedeschi. La gestione è riuscita a salvare una piccola parte delle macchine utensili nascondendole in un magazzino di Ferrara. Non si hanno ancora notizie degli ulteriori danni arrecati alla ferrovia dalle operazioni militari attualmente in corso in quella zona.

2°) Ferrovie Modena-Ferrara con diramazione Cento-S.Giovanni in Persiceto e Ferrara-Copparo, esercitate dalla Società Veneta-Direzione di Ferrara. Queste ferrovie furono chiuse all'esercizio nelle date seguenti: Cento-S.Giovanni in Persiceto 15 giugno 1944; Ferrara-Copparo 24 luglio 1944; Modena-Ferrara 12 ottobre 1944. Parte del materiale mobile e di personale è stata licenziata. Non si hanno ancora notizie degli ulteriori danni arrecati alle ferrovie dalle operazioni militari attualmente

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La massima parte degli autoservizi pubblici della Provincia di Forlì cessò di funzionare nel mese di luglio 1944 in seguito alla asportazione degli autobus da parte dei tedeschi. L'ultimo autoservizio Bologna-Forlì cessò di funzionare nel mese di agosto 1944. Il materiale di magazzino e i pezzi di ricambio delle aziende più importanti (specialmente della S.I.T.A.) furono asportati dai tedeschi.

Dopo la liberazione della provincia di Forlì avvenuta nell'ottobre 1944 nessuna notizia è ancora pervenuta a questo Ufficio.

PROVINCIA DI FERRARA

Ferrovie Concesse

1°) Ferrovie Ferrara-Codigoro ed Ostellato-Porto Garibaldi esercitate dalla Gestione Governative Ferrovie Padane. La ferrovia Ostellato-Porto Garibaldi, gravemente danneggiata dai bombardamenti aerei, è stata definitivamente chiusa all'esercizio il 31 gennaio 1945 in seguito alla asportazione da parte dei tedeschi di tutto il materiale rotabile della linea. Attualmente la ferrovia è quasi completamente demolita; sono state asportate dai tedeschi tutte le traverse e gran parte delle rotaie. Quasi tutto il personale di questa ferrovia è stato licenziato. Pertanto tale ferrovia non può più essere riaperta all'esercizio per un lungo periodo di tempo.

La ferrovia Ferrara-Codigoro, gravemente danneggiata dai bombardamenti aerei, ha sospeso il servizio in data 4 febbraio 1945. Circa la metà del personale è stata licenziata. Parte del materiale rotabile e quasi tutto il materiale di magazzino è stato asportato dai tedeschi. La gestione è riuscita a salvare una piccola parte delle macchine utensili nascondendole in un magazzino di Ferrara. Non si hanno ancora notizie degli ulteriori danni arrecati alla ferrovia dalle operazioni militari attualmente in corso in quella zona.

2°) Ferrovie Modena-Ferrara con diramazione Cento-S.Giovanni in Persiceto e Ferrara-Copparo, esercitate dalla Società Veneta-Direzione di Ferrara. Queste ferrovie furono chiuse all'esercizio nelle date seguenti: Cento-S.Giovanni in Persiceto 15 giugno 1944; Ferrara-Copparo 24 luglio 1944; Modena-Ferrara 12 ottobre 1944. Parte del materiale mobile e di personale è stata licenziata. Non si hanno ancora notizie degli ulteriori danni arrecati alle ferrovie dalle operazioni militari attualmente in corso in quella zona.

3°) Ferrovia Ferrara-Suzzara esercitata dalla Società per la ferrovia Suzzara-Ferrara. La ferrovia è stata chiusa all'esercizio il 3 agosto 1944 in seguito ai gravi danni arrecati dai bombardamenti aerei. Parte

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Roma, 19 4

Al

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
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OGGETTO

del materiale mobile e di magazzino è stato successivamente asportato dai tedeschi. Una parte del personale è stata licenziata. Non si hanno ancora notizie degli ulteriori danni arrecati alle ferrovie dalle operazioni militari attualmente in corso in quelle zone.

4°) Ferrovie Adria-Ariano Polesine prima esercitata dalla Società Veneto Emiliana di ferrovie e tramvie ed ora ceduta alla Società Veneta. Questa ferrovia fu chiusa all'esercizio il 14 luglio 1944 in seguito ai gravi danni subiti dai bombardamenti aerei che causarono la demolizione del ponte sul Po. Ulteriori danni si sono avuti su tale ponte e sul ponte in ferro sul nuovo alveo del Canal Bianco per opera dei bombardamenti aerei del gennaio u.s. Tutto il personale è stato licenziato. Pertanto la ferrovia non può più essere riaperta all'esercizio per un lungo periodo di tempo.

Servizi Pubblici di trasporto urbani di Ferrara

I filobus urbani di Ferrara esercitati dalla S.T.U. sono stati chiusi all'esercizio nel mese di luglio 1944 in seguito ai gravi danni subiti dalle linee aeree e dalle centrale di trasformazione dell'energia elettrica nei bombardamenti aerei sulla città di Ferrara. Anche i servizi automobilistici urbani sono stati chiusi all'esercizio in seguito alla asportazione degli autobus da parte dei tedeschi.

Servizi pubblici automobilistici

Tutti i servizi pubblici automobilistici della provincia di Ferrara sono sospesi in seguito alla asportazione degli autobus da parte dei tedeschi. Al 15 aprile u.s. funzionava soltanto la linea Ferrara-S.Agostino esercitata dalla S.T.U. con autobus elettrici ad accumulatori.

PROVINCIA DI MODENA

Ferrovie concesse

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del materiale mobile e di magazzino è stato successivamente asportato dai tedeschi. Una parte del personale è stata licenziata. Non si hanno ancora notizie degli ulteriori danni arrecati alle ferrovie dalle operazioni militari attualmente in corso in quella zona.

4°) Ferrovie Adria-Ariano Polesine prima esercitate dalla Società Veneto Emiliana di ferrovie e tramvie ed ora cedute alla Società Veneta. Questa ferrovia fu chiusa all'esercizio il 14 luglio 1944 in seguito ai gravi danni subiti dai bombardamenti aerei che causarono la demolizione del ponte sul Po. Ulteriori danni si sono avuti su tale ponte e sul ponte in ferro sul nuovo alveo del Canal Bianco per opera dei bombardamenti aerei del gennaio u.s. Tutto il personale è stato licenziato. Pertanto la ferrovia non può più essere riaperta all'esercizio per un lungo periodo di tempo.

Servizi Pubblici di trasporto urbani di Ferrara

I filobus urbani di Ferrara esercitati dalla S.F.E. sono stati chiusi all'esercizio nel mese di luglio 1944 in seguito ai gravi danni subiti dalle linee aeree e dalle centrale di trasformazione dell'energia elettrica nei bombardamenti aerei sulle città di Ferrara. Anche i servizi automobilistici urbani sono stati chiusi all'esercizio in seguito alla asportazione degli autobus da parte dei tedeschi.

Servizi pubblici automobilistici

Tutti i servizi pubblici automobilistici della provincia di Ferrara sono stati in seguito alla asportazione degli autobus da parte dei tedeschi. Al 15 aprile u.s. funzionava soltanto la linea Ferrara-S.Agostino esercitata dalla S.F.E. con autobus elettrici ed accumulatori.

PROVINCIA DI MODENA

Ferrovie concesse

1°) Ferrovie Modena-Sassuolo, Modena-Vignola con diramazione Spilamberto-Nazzano e Modena-Mirandola con diramazione Cavezzo-Finale, esercitate dalla Società Emiliane Ferrovie e Tramvie ed Automobili (S.E.

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F.T.A.). Queste ferrovie, per quanto ripetutamente e gravemente danneggiate dai bombardamenti aerei, funzionavano ancora nei primi giorni del mese di aprile 1945 con programma di esercizio ridotto ad una sola coppia di corse giornaliere. La diramazione Spilamberto-Bazzano fu chiusa all'esercizio il 2 luglio 1944 in seguito alla demolizione del ponte sul Panaro presso Spilamberto. Una parte del materiale mobile e di esercizio nonchè delle macchine utensili sono state asportate dai tedeschi. Non si hanno ancora notizie degli ulteriori danni arrecati a queste ferrovie dalle operazioni militari attualmente in corso in quella zona.

Servizi pubblici di trasporto urbani di Modena

Le tramvie urbane di Modena effettuano un servizio ridotto sulla sola linea internazionale, in seguito ai gravi danni subiti dai bombardamenti aerei. I servizi automobilistici urbani di Modena sono sospesi in seguito alla asportazione degli autobus da parte dei tedeschi.

Servizi pubblici automobilistici

Tutti i servizi pubblici automobilistici della provincia di Modena sono sospesi in seguito alla asportazione degli autobus da parte dei tedeschi.

PROVINCIA DI REGGIO EMILIA

Ferrovie concesse

Ferrovie Reggiane esercitate dal Consorzio Cooperativo delle Ferrovie Reggiane:

La situazione delle Ferrovie Reggiane al 10 aprile 1945 era la seguente:

1°) Linea Reggio Emilia-Ciano d'Enza e diramazione Barco-Montecchio interrotta dall'11 settembre 1944 fra S.Polo e Ciano per crollo del cavalcavia in ferro, in seguito a scoppio di ordigno esplosivo. Successivamente interrotta dal 23 novembre 1944 fra Ciano e Reggio S.Stefano e fra Barco e Montecchio per distruzione delle opere d'arte e degli impianti delle stazioni da parte dei tedeschi. Interrotta fra Reggio Santo Stefano e Reggio Emilia F.S. al Km. 0,950 per bombardamento aereo dell'8/3/1945.

2°) Linea Reggio Emilia-Boretto interrotta dal 24 dicembre 1944 fra Boretto e Coviglio (dal Km. 23+800 al Km.23+980) in seguito a bombardamento aereo. Interrotta fra Castelnovo Sotto e Cadelbosco Sotto per grave danneggiamento al ponte in ferro sul torrente Crostolo (progressiva Km. 11+622) in seguito a scoppio di ordigno esplosivo.

3°) Linea Reggio Emilia-Sassuolo interrotta dal 9.11.1944 fra Sassuolo e Veggia per danneggiamento al ponte sul fiume Secchia (progress. Km. 1+239) in seguito ai bombardamenti del 9/11/1944 e 31/12/1944. Interrotta fra Veggia e Casalgrande dal 15/1/1945 per danni al ponte sul canale Secchia (progress. Km.1+692) in seguito a bombardamento aereo; il

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rovie delle operazioni militari attualmente in corso in quella zona.

Servizi pubblici di trasporto urbani di Modena

Le tramvie urbane di Modena effettuano un servizio ridotto sulle sole linee internazionel, in seguito ai gravi danni subiti dai bombardamenti aerei. I servizi automobilistici urbani di Modena sono sospesi in seguito alla asportazione degli autobus da parte dei tedeschi.

Servizi pubblici automobilistici

Tutti i servizi pubblici automobilistici della provincia di Modena sono sospesi in seguito alla asportazione degli autobus da parte dei tedeschi.

PROVINCIA DI REGGIO EMILIA

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2°) Linea Reggio Emilia-Boretto interrotta dal 24 dicembre 1944 fra Boretto e Coviglio (dal Km. 23+800 al Km.23+930) in seguito a bombardamento aereo. Interrotta fra Castelnovo Sotto e Cadelbosco Sotto per grave danneggiamento al ponte in ferro sul torrente Crostolo (progressiva Km. 11+432) in seguito a scoppio di ordigno esplosivo.

3°) Linea Reggio Emilia-Sassuolo interrotta dal 9.11.1944 fra Sassuolo e Veggia per danneggiamento al ponte sul fiume Secchia (progress. Km. 1+239) in seguito ai bombardamenti del 9/11/1944 e 31/12/1944.Interrotta fra Veggia e Casalgrande del 15/1/1945 per danni al ponte sul canale Secchia (progress.Km.1+632) in seguito a bombardamento aereo; sulla tratta Veggia-Casalgrande asportate le traverse (per circa 7 Km.) e p

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Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Roma, 19 A

Al

Divisione Sez.
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recchie rotaie da parte dei tedeschi. Interrotta dal 2 dicembre 1944 fra Casalgrande e Scandiano (fra le progressive Km.9+110 e 9+180) per bombardamento aereo. Interrotta dal 7 novembre 1944 fra Scandiano e Pratissolo per danneggiamento al ponte sul torrente Tresinaro (progres. Km.10+650) in seguito ad attentato.

4°) Linea Reggio Emilia-Guastalla - Interrotta dal 17 marzo 1945 fra le fermate di S.Bernardino e S.Giacomo per danneggiamento al ponte sul canale Fiuma alla progress. Km. 47+395 per attentato.

5°) Linea Reggiolo in Piano-Carpi - Nessuna interruzione.

Il materiale mobile è quasi tutto distrutto o danneggiato dai bombardamenti o esportato dai tedeschi. Parte del personale è licenziato e parte è tuttora in servizio.

Non si hanno ancora notizie degli ulteriori danni arrecati alle linee dalle operazioni militari attualmente in corso in quella zona.

Servizi pubblici automobilistici

Tutti i servizi automobilistici extraurbani e urbani della provincia di Reggio Emilia sono sospesi in seguito alla esportazione degli autobus da parte dei tedeschi.

PROVINCIA DI PARMA

Ferrovie concesse

1°) Ferrovia Parma-Suzzara esercitata dalla Società Veneta-Direzione di Parma. La linea fu chiusa all'esercizio nell'ottobre 1944 in seguito ai gravi danni dei bombardamenti aerei. Sono gravemente danneggiati i ponti, i fabbricati e gli altri impianti delle stazioni. Il materiale rotabile è completamente distrutto, eccezion fatta per qualche carro ferroviario. Parte del personale è stata licenziata e parte è tuttora in servizio.

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OGGETTO

recchie rotaie da parte dei tedeschi. Interrotta dal 2 dicembre 1944 fra Casalgrande e Scandiano (fra le progressive Km.9+110 e 9+180) per bombardamento aereo. Interrotta dal 7 novembre 1944 fra Scandiano e Pratissolo per danneggiamento al ponte sul torrente Tresinaro (progres. Km.10+650) in seguito ad attentato.

4°) Linea Reggio Emilia-Guastalla - Interrotta dal 17 marzo 1945 fra le fermate di S.Bernardino e S.Giacomo per danneggiamento al ponte sul canale Fiuma alla progress. Km. 47+395 per attentato.

5°) Linea Bagnolo in Piano-Carpi - Nessuna interruzione.

Il materiale mobile è quasi tutto distrutto o danneggiato dai bombardamenti o asportato dai tedeschi. Parte del personale è licenziato e parte è tuttora in servizio.

Non si hanno ancora notizie degli ulteriori danni arrecati alle linee dalle operazioni militari attualmente in corso in quella zona.

Servizi pubblici automobilistici

Tutti i servizi automobilistici extraurbani e urbani della provincia di Reggio Emilia sono sospesi in seguito alla esportazione degli autobus da parte dei tedeschi.

PROVINCIA DI PARMA

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Tramvie extraurbane -Tramvie elettriche extraurbane Parma-Fornovo e Parma Stradella-Marzolara esercitate dalla "S.O.N.I.T." Dette linee erano in esercizio ai primi di aprile con una coppia di corse giornaliere, ma erano quotidianamente soggette a mitragliamenti e bombardamenti aerei con conseguenti danni alle linee aeree ed al materiale rotabile.

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Tramvie urbane di Parma

Le Tramvie urbane di Parma sono esercitate dalla "S.O.R.I.T." con programma ridotto in seguito ai danni apportati dai bombardamenti aerei. Il personale è ancora quasi tutto in servizio.

Servizi pubblici automobilistici

Tutti gli autoservizi della provincia di Parma sono sospesi in seguito alla asportazione degli autobus da parte dei tedeschi.

PROVINCIA DI PIACENZA

Ferrovie concesse

1°) Ferrovia Piacenza-Bettola esercitata dalla Società Italiana di Ferrovie e Tramvie (S.I.F.T.). La ferrovia è stata chiusa all'esercizio il giorno 1° ottobre 1944 in seguito ai gravi danni apportati alla linea e al materiale mobile dai bombardamenti aerei e dallo scoppio di ordigni esplosivi. L'esercizio non è stato più riattivato. Parte del personale è stata licenziata.

Tramvie estraurbane

La Tramvia estraurbana Piacenza-S.Rocco al Porto è chiusa all'esercizio dal settembre 1944 in seguito alla demolizione del ponte stradale sul Po.

Tramvie urbane di Piacenza

Le tramvie urbane di Piacenza funzionano tuttora con linee e programma ridotto, in seguito ai gravi danni apportati agliimpianti dei bombardamenti aerei.

Servizi pubblici automobilistici

Tutti i servizi pubblici automobilistici della provincia di Piacenza sono attualmente sospesi in seguito alla asportazione degli autobus da parte dei tedeschi.

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RIASSUMENDO, tutte le ferrovie e tramvie estraurbane dell'Emilia sono attualmente chiuse all'esercizio in seguito ai gravi danni ad esse apportati dai bombardamenti aerei e dai tedeschi.

Alcune linee sono però in condizioni tali da poter essere riaperte all'esercizio in tutto o in parte entro un periodo di tempo non molto lungo, se le aziende concessionarie potranno essere in grado di affrontare le spese necessarie alle rimarazioni occorrenti. Faccio presente al riguardo che la situazione economica di tuttele azien-

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in seguito alla asportazione degli autobus da parte dei tedeschi.

PROVINCIA DI PIACENZA

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Tramvie extraurbane

La Tramvia extraurbana Piacenza-S.Rocco al Porto è chiusa all'esercizio dal settembre 1944 in seguito alla demolizione del ponte stradale sul Po.

Tramvie urbane di Piacenza

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Servizi pubblici automobilistici

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Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Roma 19 *A*

Al

Divisione *Fez.*
Prot. N.° *Allegati*

Risposta al f.° del
Div. *Fez.* *N.°*

OGGETTO

Molte aziende hanno potuto far ciò a mezzo di sovvenzioni ricevute in questi ultimi mesi dall'Ufficio Centrale dell'Ispettorato avente sede a Verona.

Anche molto critica è la situazione del personale, parte del quale è stato licenziato mentre quello tuttora in servizio non riesce spesso ad essere pagato dalle aziende concessionarie per mancanza di fondi.

Riterrei opportuno facilitare l'opera delle aziende concessionarie concedendo loro opportune sovvenzioni che permettano alle aziende stesse il ripristino in tutto o in parte delle loro linee o per lo meno nei casi più gravi- il ricupero di una parte del materiale (traverse, rotaie che trovansi nelle vicinanze ecc.)

Mi riservo di trasmettere a codesto Ministero le domande delle aziende concessionarie, con il parere di questo Ufficio in merito alle eventuali sovvenzioni da concedere alle aziende stesse per la riparazione delle linee.

Per quanto riguarda i servizi pubblici automobilistici, essendo stati requisiti dai tedeschi quasi tutti gli autobus disponibili, ritengo che solo pochissime linee potranno essere eventualmente riaperte all'esercizio da parte delle aziende concessionarie con material da esse nascosto o ricuperato in questi ultimi giorni. Sto attualmente esaminando insieme con le aziende concessionarie le possibilità di ripristinare almeno qualcuna delle linee più importanti. Faccio però presente che le difficoltà che vi si oppongono sono molto gravi. Infatti dei 540 autobus esistenti nell'Emilia alla data dell'8 settembre 1943 potranno forse ricuperarsene soltanto circa una trentina. Mancano poi i pezzi di ricambio, le gomme, i carburanti ecc.

Mi riservo di partecipare a codesto Ministero se e quali autolinee potranno essere riaperte all'esercizio entro breve periodo di tempo.

IL DIRETTORE COMPARTIMENTALE

Declassified E.O. 12356 Section 3.3/NND No. 782021

Divisione Sez.
Prot. N.° Allegati

Risposta al f.° del
Div. Sez. N.°

OGGETTO

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IL DIRETTORE COMPARTIMENTALE
F.to) Vezzani

Declassified E.O. 12356 Sec. Section 3.3/NND No. 782021

Schiep N. Italy Pol. Rly. Fil.

341/11

Verona 15 May 1945

Report submitted by the Compartmental Inspectorate Verona to HQ General Inspectorate MCTC - ROMA

General remarks. Railways and Extra-urban Tramways.

All lines have been compelled to gradually reduce their operating programmes in view of the difficulties in getting their supplies what would have lead to completely consume all available stores, and also on account of the unsafety of operation due to wear of the rolling stock and to war actions. The traffic remained very heavy owing particularly to the great number of refugees to and from the most important centres.
For many lines we have no up-to-date information available owing to the difficulty, May impossibility to communicate with the periferical localities.

Detailed informations are available for following lines:

Verona-Caprino Rly and branch line to Affi-Garda. Standard gauge, steam traction (also battery-powered cars are in operation); lenght of the main line 34 Km., of the branch line 11,3 Km.
The supply of coal, effected by "Monocarbo" upon permission of the German authorities, was practically discontinued, but on the 12th of May they have reopened the Verona-Caprino line with three round trips daily; passengers must tranship btw. Domegliara and Sega di Cavalone because of interruption of the line. The branch line Affi-Garda is still idle for lack of suitable rolling stock.

Verona-S.Bonifacio-Tramway: electric traction, lenght 22 Km. Operation initiated 7 May with seven round trips daily as far as Villanova owing to the demolition of the Alpone bridge. The Villanova-S.Bonifacio-S.Giovanni Ilarione section cannot be put into operation again, as the whole of the rolling stock is pooled on this side of the river. Another interruption, with transhipment, exists at Vago bridge. They are investigating, together with the Allied Authorities, the possibility to repair both interruptions.

Caldiero-Legnago Tramway: electric traction, lenght 11,250 Km, in operation from the day of the liberation, five round trips daily.

Verona-Grezzana Tramway: electric traction, lenght 9, 400 Km. in operation from 7 May with 10 round trips daily.

In so far as the lines heading to Vicenza are concerned, they are presently limited at the outskirts of the city owing to the destruction of the Station Building and nearby plants.

Vicenza-Recoaro-Chiampo-Tramway: present railhead Ponte Alto, 2,779 Km. from Vicenza Central Station.

Vicenza-Schio-Tramway: present railhead at S.Bortolo, 1,800 Km.

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Vicenza-Bassano Tramway: present railhead at S.Bartolo, 1,900 Km., from Vicenza Station Central.

Vicenza-Montagnara-Tramway. present railhead at Borgo Berga, 1 Km. from Vicenza Central Station

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Urban-Tramways; urban and extraurban Trolleybusses.

All lines and in some cases also the transforming stations have suffered heavy damage. No detailed information is available concerning the urban installations of Vicenza, Padova, Venezia Lido. The Trolleybus-line Venezia Piazzale Roma-Mestre-Treviso is in operation regularly. No information is available as to the other trolleybus-lines heading to Mestre.

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All Verona trolleybus-lines are idle owing to the destruction of the bridges spanning the Adige river. It has been established to start soonest possible with separate services on either side of the river, one line will operate over the section: S.Zeno-Vittorio Emanuele- Ferno and the other line from Borgo Trento (former railhead of line 2) to Borgo Venezia (former railhead of line 3) via Piazza Isola. Above service will be put into operation as soon as the Allies will have granted permission, which is subordinated to the requirements of the military traffic through the city. Generally speaking, the greatest difficulty they are meeting with for the re-operation of the trollybus-lines is represented by the scarcity of tires, while the rolling stock is in fairly good condition.

All urban trolleybus-services of Vicenza city had to be cancelled on account of the almost total destruction of the overhead system, and it is anticipated that it will not be possible to put them into service again for a certain time.

Bus-services:
All bus-services had been gradually reduced and then completely cancelled in January ult., firstly for lack of fuel and tires, and then because of the requisitions carried out by the Ufficio Disciplina Autoveicoli (Motorcar Discipline Board, under the direct supervision of the erman Command) without even consulting this Office and without taking any notice, of the actual needs of the public. Several cars have been disassembled and hidden by the owners, or just put out of order, while other cars that had been requisitioned, have already been recovered by the owners in these last times and can now be put into service again.
It can be assumed that btw. 20 and 25 percent of the rolling stock existing before the armistice has been thus salvaged. In some provinces above percentage might be even higher on account of particular local circumstances .
We are endeavouring to obtain from the Allies the authorization to reopen to some services, at least temporarily. The greatest difficulties are represented by the necessity to keep all roads clear for military traffic and by the interruptions. Also the scarcity of fuel, tires and spare parts must be reckned with, but it would be possible to win, at least temporarily, this difficulty with some emergency arrangements.
This Office was compelled to hand over to the Bolzano Office all papaers concerning the province of Belluno, as the provinces of Belluno, Bolzano and Trento were put under direct German Administration after Sept. 8th 1943. All rail, bus and tram services of above provinces were consequently administred by the Bolzano Office, but only theoretically, as the actual administring was done by German Officials.

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This Office was compelled to hand over to the Bolzano Office all papaers concerning the province of Belluno, as the provinces of Belluno, Bolzano and Trento were put under direct German Administration after Sept. 8th 1943. All rail, bus and tram services of above provinces were consequently administred by the Bolzano Office, but only theoretically, as the actual administrationwas done by German Officials.
The only activity carried out by this Compartmental Inspectorate in above provinces consisted in the testing of motor vehicles.
After Sept. 8th 1943 the Provincial Economy Boards were entrusted with the allocation of tires and fuel for public bus-services; above completely written off.
In so far as the archives of the Verona HQ are concerned, I beg to inform you that the National Liberation Committee entrusted Dr. Marino, formerly and Official of said HQ, with tehir custody; I have therefore been unable to carry out your instructions, as Dr.Marino refused to hand over to me above material.

543

* allocations were gradually shrunken untill they were

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I have found here at Verona both cars, Artuso and Bianchi, carried away by the Germans from Rome; they are in rather bad condition, and Dr. Marino is charged with their custody. I shall endeavour to forward your instructions as soon as possible to the remaining Compartmental Inspectorates of Northern Italy.

The Compartmental Director
sgd. CAPOBIANCO

Declassified E.O. 12356 Section 3.3/NND No. 782021

1240

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

5421

CONFIDENTIAL

341/10

INCOMING MESSAGE
Headquarters Allied Commission

Orig.Ref: 04
Date : May 20th

Message Cen. M.E/1566
Date : May 201000
Precedence: ROUTINE

From : TH/AC RAILS MIL

TO : TH INC FOR S/C AC FOR MAJOR STREET

RESTRICTED

Applied thru M.R.S. for hundred trucks ex enemy dump this area. for ISR reconstr to cover north ITALY. Work Commenced bdg river PO north PIACENZA. Track diversions round bdgs over Farm PARMA at PARMA contracts being let. Coal situation serious all main bdgs. Line open MILANO TURIN. MILANO BRESCIA. BRESCIA BERGAMO LECCO. SONDRIO COMICO GRIAVENNE. MILANO ARONA DOMODOSOLA but with PORTAGE at SESTO CALENDE. Commission effected return 23th pass on message BUCKLEY c/o MLS MQ 59 ARSA.

DIST

ACTION - TH S/C 2
INFO - A/PRESIDENT 7
CHIEF COMMISSION
ROOM SRC
FILE

5439

Declassified E.O. 12356 Section 3.3/NND No. 782021

TO : TH INC FOR S/C AC FOR MAJOR STREET

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DIST

ACTION - TH S/C 2
INFO - A/PRESIDENT 7
CHIEF COMMISSION
RCON SEC
FILE

5433

Declassified E.O. 12356 Section 3.3/NND No. 782021

341/9

Subject: SITREP - Torino Compartimento

Ref. T/E/1
Tel. Torino 44879
Genoa 62596

To: Tn S.C. (Rails) att. Major Street
from: Tn S.C. (Rails) Capt. Conway.

1. Generally the position here is much better than at Genoa except the supply of materials is not quite so good on first reports.

2. I have requested full reports of all damages, repairs, whether temporary or permanent etc. etc. The first one should be in [illegible] by Monday.

3. There was a certain amount of overlapping of responsability between the local Regional Engineer, Regional Transportation Officer and my particular Province but this has or is in the process of being straightened out.

4. The question of transport again arises and whilst I have managed to obtain the loan of five trucks temporarily it is absolutely imperative that some heavy tricks are assigned to me at once to complete urgent repairs. Can this be expedited please?

5. I am analysing the importance of the various lines in order to present the projects in order of priority. On first sight, apart from the main trunk lines already catered for, the line Torino-Aosta would appear to be priority I because of the anthracite mines in that disctrict followed by the line Torino S.Giuseppe di Cairo which in conjunction with the repairs to the line S.Giuseppe Savona will open up that port to the north.

6. Rolling stock position to date, approximately 1500 wagons various and 150 passenger coaches. But this is far from the complet count. Fiat have another 50 or so to put at our disposal.

7. Fiat, incidentally, are most cooperable surprised me by giving mea complete report of all secondary lines of the Compartimenti of Genoa, Torino and Milano within 24 hrs of my arrival. They are also assisting me to obtain urgent transport.

8. Went to Milano yesterday but was unable to contact Maj.Buckley left a massage and have arranged to see him next Sunday.

9. Ref.para 5 temporary repairs have been affected on Torino Aosta line and am arranging urgent movement of coal and iron to Torino "subito" (if the French will permit it !!).

10. On the 14th of the 5th/45 70 trains ran within the Comparti=

Declassified E.O. 12356 Section 3.3/NND No. 782021

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10. On the 14th of the 5th/45 70 trains ran within the Compartimento, as far as I know, Movements, don't even know abt. this yet! I get a daily report of all trains plus the forecast for the following day.

11. Have arranged with Telecom Board and IRS for immediate repair of telephone line between Genova and Torino, this should be through within 24 hrs and will link up Genova-Torino-Milano etc. Telephone lines to south are very uncertain yet. Am attending a conference with local M.R.S.- Telecom-Movements regarding priorities of comunications.

12. Have set up a similar office to the Genoa one at Torino in the I.S.R. building, Telephon number 44879.

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13. The present arrangement of spending half the week at Torino and half at Genoa is proving quite satisfactory, reports are being translated and copied in my absence from each H.Q. and are ready for checking on my return. Contacts have been made to such good advantage that the M.R.S. and Movements people obtained their latest infomation of lines, repairs, rolling stock etc. from me.

14. I have arranged with Industry at Piedemonte Region for the release of 7200 tons of Cement and Commerce for P.C.L. supplie

15. The organisation and efficiency of the I.S.R. up in N.W. Italy is first class and the railways are "setting the pace" to the other services. My acting as liaison between the various military services - A.F.S. and I.S.R. in the procuration of materials and facilities isamply justified in the results whi are forthcoming and it is hope that these activities will not be hampered by " red tape " from local sources etc.

16. The "Freyus " Tunnel on the Modane line is known to have unexploded mines inside it. Apart from the 400 m. fall. Have contacted 57 Area reusing German prisonners to assist and am having a "stab" at 4 Corps who control the P.O.W. cages.

17. Have not yet contacted Maj.Buckley, I went to Milan last Sunda but he was away, he telephone on Monday saying he would beat Turin on Tuesday morning. I waited until 4.30 p.m.; and had to leave them because of urgent meeting at Genoa, on Wednesday morning and the despatch of latest reports to you, 57 Area being nearest H.Q.C. at present. Ishall return to Milan again on Sunday to try to see him.

18. I have approached Movements and Royal Navy regarding the shipment of 1100 tons of steel girders from Savona and Genoa to bridge sites at Rapallo, Moagli and Chiavari by L.S.T. This will shorten the projected time for restoration of line Genova-Spezia.

19. In collaboration with Lt.Col. Swaniepoel i/c M.R.S.M. Italy, Maj. Prentice Telecomboard, priorities and materials allocation have been made for rehabilitation of railway Telegraph and Telephone services in this Area.

20. Arrangements are being made with Commerce Liguria Region for allocation of P.C.L. for I.S.R. and civil contractors.

Capt.
In. I.C. (Rails) C.E. Branch
Allied Commission
(c/o H.Q 57 Area) C.M.F

Genova telephone: 62596

Declassified E.O. 12356 Section 3.3/NND No. 782021

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Capt.
In. S.O. (Mails) C.B. Branch
Allied Commission
(c/o E.LO 57 Area) C.M.F

Genova telephone: 62596
Torino " 44879

5428

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

1247

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

341/8

R A A C MESSAGE FOR

TOP SECRET

CIPHER

FROM MOV AND TN 55 AREA 091730 B

TO (for action) 1. REAR 8 ARMY.

(for info) 2. ROME ALLIED COMD FOR TN INC. 3. MAIN 8 ARMY.
4. FREEDOM CITE FHGDM. 5. DEPRAIL. 6. 5 CORPS.
7. 13 CORPS.

Ref. TN 00423 CLASSIFICATION. TOP SECRET.

REFERENCE TN 003 090830 B PUT TO 13 CORPS. HQ 2 RLY OPERATIONS GROUP OPEN UDINE 1 MAY FOR SUPERVISION RLY OPR UDINE AREA AND L OF C VIA TARVISIY. PRELIMINARY REPORTS WHICH ARE BEING CHECKED SHOW RLY OPEN PONTEBBA TO TARVISIY AND FWD. SUGGEST COMMENCE REGULAR SERVICE SOONEST FOR 5 CORPS TRAFFIC. REQUEST (QUERY) MOVEMENTS OR LO COMB TRIESTE IMMEDIATELY. DD TN THENCE VILLACH BY AIR. AGREED MOV.

TOP SECRET. Filed
ISR Salerno

5427

TOP SECRET FROM MOV AND TN 55 AREA DATE AND TIME 090830B

TO: RAAC FOR TN INC, MAIN 8 ARMY, REAR 8 ARMY, 13 CORPS

FOR INFORMATION : FREEDOM CITE AFHGDN, DEPRAIL

REF. NO. TN 003.

FURTHER MY TN 002 041230 NOT TO ALL. RLY RECCE. FIRST. AREA TRIESTE. RECCE COMPLETED ALL LINES LIKELY TO BE OF INTEREST FOR BRITISH L OF C AUSTRIA VIA MONFALCONE THENCE GORZIA OR CERVIGNANO TO UDINE. RECCE NOT UNDERTAKEN GORIZIA TO PEDICOLLE OR FOGGIOREALE TO POSTUNIA WHICH POLITICALLY (INECCABLE?) TO DATE.

SECOND. TRIESTE TO MONFALCONE MINOR WORKS ONLY WITHIN CAPACITY OF LOCAL RESOURCES SAY WITHIN ONE WEEK. TN INC REF BARNWELLS REPORT. MONFALCONE TO UDINE TIE POINT RISONZO CROSSING EITHER PIERIS OR GORIZIA ACCORDING TO ROUTE SELECTED. EACH ABOUT ONE MONTH DETAILED EXAMINATION NOW BEING MADE. IF POLITICAL SITUATION ALLOWS GORIZIA ROUTE RECOMMENDED AS ELECTRIC TRACTION THROUGHOUT TRIESTE TO TARVIS EASILY RESTORABLE. OTHER LESSER WORKS BOTH ROUTES WITHIN COMPLETION DATE MAIN ISONZO TIE POINT.

THIRD. UDINE TO TARVISIO. AIR RECCE TO UCOVIZZA YESTERDAY COMPLETION BY GROUND. RECCE TARVISIO OR BEYOND TODAY. ONE MAJOR OBSTRUCTION BR R FELLA KM 52 BETWEEN RESIUTTA AND CHIUSAFORTE SIX SPANS ALL DOWN THREE LONGEST ABOUT 120 FEET MAJOR WORK. DIVERSION OR GERMAN REPAIRED STRUCTURE AT OTHER LOCATIONS APPARENTLY SOUND. WILL CONFIRM AND GIVE ESTIMATE TIME MATERIALS BRKM 52.

FOURTH. LINES SOUTH AND WEST OF UDINE. UDINE TO PALMANIVA OPEN. THENCE TO PALAVZOLO BY 13 MAY. RECCE CONTINUES HAMPERED BY LACK ADEQUATE TRANSPORT FIFTH. AM EXPLORING POSSIBILITY ISOLATED RLY SHUTTLE SERVICE BASED ON UDINE WHERE SUFFICIENT LOCOMOTIVES ROLLING STOCK MAINTENANCE FACILITIES EXIST. HAVE ENCOURAGED UDINE ITALIAN STATE RAILWAY OFFICIALS WHO STILL ISOLATED FROM THEIR TRIESTE HQ TO EFFECT REPAIRS. WITHIN THEIR RESOURCES. CONSIDER THAT WITH ASSISTANCE FROM ARMY OR CORPS TPS ENGRS CAN OPEN RAIL LINK PALAZZOLO TO RESIUTTA ABOUT 18 MAY WITH STEAM TRACTION PALAZZOLO TO UDINE THENCE ELECTRIC. SUFFICIENT COAL UDINE FOR FEW WEEKS LIMITED OPERATION. CAPACITY LIMITATED ABOUT 1200 TONS DAILY STATIONS AVAILABLE AS RH BEING UNSUITABLE AND DEVELOPMENT DIFFICULT (AND THIS RAIL

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RESOURCES SAY WITHIN ONE WEEK. TN INC REF BARNWELLS REPORT. MONFALCONE TO UDINE TIE POINT RISONZO CROSSING EITHER PIERIS OR GORIZIA ACCORDING TO ROUTE SELECTED. EACH ABOUT ONE MONTH DETAILED EXAMINATION NOW BEING MADE. IF POLITICAL SITUATION ALLOWS GORIZIA ROUTE RECOMMENDED AS ELECTRIC TRACTION THROUGHOUT TRIESTE TO TARVIS EASILY RESTORABLE. OTHER LESSER WORKS BOTH ROUTES WITHIN COMPLETION DATE MAIN ISONZO TIE POINT.
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5428
SIXTH. ELECTRIC TRACTION. SUFFICIENT SERVICEABLE OR EARLY REPAIRABLE LOCOMOTIVES NOW FOUND COVER COMPLETE SERVICE TRIESTE TO TARVISIO FOR 4000 NET TONS DAILY. THIS HOWEVER IGNORES CLAIMS TRIESTE TO FIUME POSTUMIA AND PIEDICOLLE LINES WHICH MAY THEMSELVES BE PARTLY OR WHOLLY COVERED BY MOTIVE POWER IN SITU. WORST CASE IF TRIESTE NOT AVAILABLE TO US SUFFICIENT MOTIVE POWER TO UDINE TO WORK SERVICE UDINE TO OVISIO

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WHICH MOST DIFFICULT SECTION OF LIKE.
SEVENTH. TOR TN INC. RESERVE TWO LMS OR 3 HU WHITCOME DIESELS FOR TRIESTE PORT. REF PARA 5. SPECIFICATIONS AND LIAISON BY PATTERSON.
EIGHT. WILL 8 ARMY IF THEY ACCEPT SHUTTLE SERVICE SERVICE FIFTH ABOVE AGREE 16 AGRE OR 133 CORPS TPS IN ABSENCE TR TPS NOT YET AVAILABLE MOVEMENT STAFF ALSO REQUIRED. SUGGEST HQ UDINE WHERE AM PLACING 2 RLY GP GP FOR SUPERVISION ITALIAN OPERATION. AGREED MOVEMENTS.

END

5425

COPY.

FROM: R.C.E.1 032300B

TO : TN INC - AQMG (MOV) REAR HQ 8 ARMY

INFO: D.D. RLYS ANCONA - D.D. RLYS TRIESTE (BY HAND)

RCE/TR'/1. RESTD. RECCE TRIESTE - CORMONS UDINE SPOTTING STRUCTURES WITH ENGINEER OF ISR. INFORMATION GIVEN EACH STATION APPEARS RELIABLE BUT NOT FULLY CHECKED. SINGLE LINE RUNNABLE THROUGHOUT EXCEPT THREE BRIDGES AND ONE TUNNEL. BRIDGES. FIRST AT MR 7287 APPROX. SIX ARCHES OF 33 FEET WITH CENTRE TWO BLOWN. REST GOOD AND MIDDLE PIER REBUILT TO SPRINGER. TRACK AND RSJ REPAIR DONE FROM TRESTLES IN MIDDLE OF SPANS FOR SINGLE LINE. NEW TRESTLE 27 FOOT AND TWO 40 FT SPANS REQUIRED AS GERMAN TRESTLE VERY LIGHT. THRUST PRECAUTION BY GERMANS ALSO VERY LIGHT BUT HEAVY INTERMEDIATE CONCRETE FOUNDS GIVE GOOD ANCHORS. SECOND. ISONZO RIVER. KEY TASK. 10 ARCHES 20 METRES. SIX ARE SOUND. TWO SHAKEN BUT MAY BE RUNNABLE. ONE WILL HAVE TO BE DROPPED AND ONE IS MISSING BEING NUMBER 5 FROM EAST SIDE. NEEDS DETAIL EXAMINATION BUT RAIL TO WATER ABOUT 70 FEET AND ALL GAPS WET. ISR HAVE SPOKEN CONTRACTOR FOR INTERMEDIATE FOUNDATION. CONSIDER THIS DIFFICULT AND UNLIKELY TO HELP. THIRD. NATISONE RIVER. SEVEN ARCHES 50 FOOT CLEAR ALL DOWN BUT PIERS TO SPRINGER ALL GOOD AND VERY EASY REPAIR WITH UCRB. FOURTH. TUNNEL NEAR SAGRADO ABOUT KILO 46. ONE 12 INCH RAIL GUN AND WAGONS BLOWN IN TUNNEL. BRICK LINING 80 PERCENT DOWN BUT ROCK ABSOLUTELY SOUND AND ROOM TO BY PASS WRECKAGE AFTER CLEARANCE BRICK DEBRIS. ISR SAY WILL START CLARING IN TUNNEL AND ON NATISONE. TRACK APPEARS GOOD WHERE SEEN EXCEPT UDINE WHICH WAS NOT EXAMINED AND HAS BEEN BOMBED RATHER BADLY. ISR AT UDINE GAVE REPORT DATED APRIL 28 ON UDINE TARVISO. 8 BRIDGES DOWN OF WHICH SIX REPAIRED BY DEVIATION AND RUNNABLE. OF OTHER TWO. DOGNA BRIDGE OF 150 FT SPANS AND 150 FOOT HIGH. ONE SPAN DOWN AND ONE PIER DESCRIBED AS SHAKEN. RESIUTTA BRIDGE TO NORTH. 100 FOOT SPAN AT 70 FOOT HIGH. SPAN DOWN. ELECTRICITY. BOTH CIVIL AND ISR PLANTS STATED TO BE GOOD WITHIN ONE WEEK. ROLLING STOCK NORTH OF UDINE. NINE STEAM AND ELEVEN ELECTRIC LOCOS. 40 WAGONS AND SOME PASSENGER STOCK. QUIG FROM THIS REPORT. IN ADDITION SEEN IN MATTONE AT KILO 46 OF 300

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FOR SINGLE LINE. NEW TRESTLE 27 FOOT AND TWO 40 FT SPANS REQUIRED AS GERMAN TRESTLE VERY LIGHT. THRUST PRECAUTION BY GERMANS ALSO VERY LIGHT BUT HEAVY INTERMEDIATE CONCRETE FOUNDS GIVE GOOD ANCHORS. SECOND. ISONZO RIVER. KEY TASK. 10 ARCHES 20 METRES. SIX ARE SOUND. TWO SHAKEN BUT MAY BE RUNNABLE. ONE WILL HAVE TO BE DROPPED AND ONE IS MISSING BEING NUMBER 5 FROM EAST SIDE. NEEDS DETAIL EXAMINATION BUT RAIL TO WATER ABOUT 70 FEET AND ALL GAPS WET. ISR HAVE SPOKEN CONTRACTOR FOR INTERMEDIATE FOUNDATION. CONSIDER THIS DIFFICULT AND UNLIKELY TO HELP. THIRD. NATISONE RIVER. SEVEN ARCHES 50 FOOT CLEAR ALL DOWN BUT PIERS TO SPRINGER ALL GOOD AND VERY EASY REPAIR WITH UCRE. FOURTH. TUNNEL NEAR SAGRADO ABOUT KILO 46. ONE 12 INCH RAIL GUN AND WAGONS BLOWN IN TUNNEL. BRICK LINING 80 PERCENT DOWN BUT ROCK ABSOLUTELY SOUND AND ROOM TO BY PASS WRECKAGE AFTER CLEARANCE BRICK DEBRIS. ISR SAY WILL START CLARING IN TUNNEL AND ON NATISONE. TRACK APPEARS GOOD WHERE SEEN EXCEPT UDINE WHICH WAS NOT EXAMINED AND HAS BEEN BOMBED RATHER BADLY. ISR AT UDINE GAVE REPORT DATED APRIL 28 ON UDINE TARVISO. 8 BRIDGES DOWN OF WHICH SIX REPAIRED BY DEVIATION AND RUNNABLE. OF OTHER TWO. DOGNA BRIDGE OF 150 FT SPANS AND 150 FOOT HIGH. ONE SPAN DOWN AND ONE PIER DESCRIBED AS SHAKEN. RESIUTTA BRIDGE TO NORTH. 100 FOOT SPAN AT 70 FOOT HIGH. SPAN DOWN. ELECTRICITY. BOTH CIVIL AND ISR PLANTS STATED TO BE GOOD WITHIN ONE WEEK. ROLLING STOCK NORTH OF UDINE. NINE STEAM AND ELEVEN ELECTRIC LOCOS. 40 WAGONS AND SOME PASSENGER STOCK. THIS FROM ISR REPORT. IN ADDITION SEEN IN MALFONCONE MINIMUM OF 200 WAGONS PROBABLY MANY MORE. SAN GIOVANNI 9 COACH HOSPITAL TRAIN. NEARLY ALL STATION HAVE WAGONS VARYING FROM 5 TO 20 APPROX. ON 4TH INTEND TO CONSOLIDATE TRIESTE UDINE. ON 5TH FLYING LINE UDINE TARVISIO IF POSSIBLE. AT PRESENT POLITICALLY NOT ALLOWED TO VISIT CENTRAL STATION. GENERALLY WOULD APPEAR FROM SAME REASON WEST TO CONCENTRATE ON ITALIAN LINE BUT WILL TRY REST BUT AT MOMENT NOT ADVISABLE. ISR HELPFUL ON SURFACE AND STATE WILL START WORK WHERE POSSIBLE AND HAVE INDICATED REPAIR DESIRABLE SO THAT WD STEEL CAN BE USED. APPROX SUMMARY STEEL TRIESTE TO UDINE. NATISONE. SEVEN UCRE OF 55 FOOT AND SIX TRESTLES ABOUT SEVEN FOOT.

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ISOLATED. PROBABLE FOUR 85 FOOT UCRB AND TWO TRESTLES 30 AND 60 FOOT AND PERHAPS CAMELS FEET. ALSO AS INDICATED FOR FIRST BRIDGE.

5483

Subjects- Railway Electrification - Northern Italy.

Tn. A.E.(E)/9.

To:- D.Tn.
D.D.Tn.(Col.Wilson)
D.D.Tn.Stores (Col.Coward)
D.D.Tn.Mech.(Col.Topham)
D.D.Tn.Ops.(Tt.Col.Moss)

Report of visit to Bologna and Area and to Bolzano for investigating conditions of Electric Railways on the Brenner Route.

Summary.

Bologna and Area.

1. Ostiglia substation is the only one known to be intact in the Bologna Compartimento.
2. The Electric contact line from Ostiglia to Verona is only slightly damaged and is now under repair.
3. There is no copper on the line Bologna - Ostiglia.
4. The high tension line feeding Ostiglia substation is slightly damaged and is under repairs and the repairs estimated to take six weeks.
5. There are many machine tools and other stores hidden in the area.
6. Skilled 1 hour is available for electric line repair work.
7. Road Transport is urgently required for enabling material to be recovered and for getting men on the line for repair work.

Verona -Bolzano.

8. There is no copper on the section Verona - Trento.
9. The section Trento - Brennero is under repair by German military railway organisation which has men and materials sufficient for the work.
10. There are 54 steam and 70 electric locomotives between Trento and Brennero.
11. There are about 200 wagons of coal along the line amongst many other train loads of material.

Left Rome 0920 hrs in special plane with Col Carter 5th May 1945 and arrived Bologna 1½ hrs later, having failed to land at Florence owing

Declassified E.O. 12356 Section 3.3/NND No. 780021

for investigating conditions of Electric Railways

on the Brenner Route.

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Left Rome 0920 hrs in special plane with Col Slatter 9th May 1945 and arrived Bologna 1½ hrs later, having failed to land at Florence owing to low cloud there.

Bologna 9th May.

Called on Eng. Mazzoni, Chief of I.R.S. Office I.S.E. for Bologna Compartimento, and obtained the following informations:-

Substations.

Most of the substations in this region were demolished by the Germans in October 1944. Essential apparatus has been removed from some of them by the Germans for use elsewhere.

5422

/to Sheet 2.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

Ostiglia substation on the Bologna - Verona route was reported to be intact.

Parma substation is reported to have only three main transformers and the building in good order.

Fidenza and Piacenza substations were in operation recently but the present condition of them is unknown at Bologna Office as there are no means of communication.

Stores.

Machine tools and other workshop equipment from a large I.S.R. Electrical maintenance shop were previously hidden in Various places from the Germans all this material is intact.

There appears to be little copper conductor for catenary and contact lines in the area. Some of this and a quantity of telephone cable were hidden but the I.S.R. have no means of transport to enable the recovery of hidden material to be made.

It is suggested that motor transport be made available for this purpose as soon as possible. 2-30 cwt. trucks is the minimum required.

Labour.

There is a large amount of I.S.R. skilled labour in Bologna available for repair work on high tension power lines and railway contact lines. These men could be put to work immediately if sufficient transport is made available.

10th May.

Inspected substation at Ostiglia, and found that apart from negligible small breakages, the substation is complete in all respects and could be ready for service as soon as repairs to the supply lines are completed. This substation is at present equipped with one Brown Boveri Mercury Arc Rectifier and two main transformers. A second rectifier is safely hidden in the country and will be recovered as soon as transport is available.

One main transformer CGE N°11249 and one General Electric G.Rectifier from Orbetello substation (Line 30 were found to be in Ostiglia. These had been removed from Orbetello by the Germans.

All copper from the line Bologna - Ostiglia has been removed by the Germans.

On the section Ostiglia-Verona the contact lines in intact except for those places where demolitions have been made. Repair work is being carried out on this line and also on the high tension line feeding Ostiglia. from Verona. That section of the line can be worked electrifically after repairs have been made. Estimated timefor repairs is six weeks.

There is a steam engine shed at Ostiglia in which a class 740 locomotive is standing with H.P. cylinder blown. There is a turntable in good order in the yard.

11th May.

Travelled by air with Col. Retter from Bologna to Verona and made an aerial reconnaissance of the line Bologna -Verona about mid-way between

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the Germans all this material is intact.

There appears to be little copper conductor for catenary and contact lines in the area. Some of this and a quantity of telephone cable were hidden but the I.S.R. have no means of transport to enable the recovery of hidden material to be made.

It is suggested that motor transport be made available for this purpose as soon as possible. 2-30 cwt. trucks is the minimum required.

Labour.

There is a large amount of I.S.R. skilled labour in Bologna available for repair work on high tension power lines and railway contact lines. These men could be put to work immediately if sufficient transport is made available.

10th May.

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There is a steam engine shed at Ostiglia in which a class 749 locomotive is standing with R.H. cylinder blown. There is a turntable in good order in the yard.

11th May.

Travelled by air with Col. Ratter from Bologna to Verona and made an aerial reconnaissance of the line Bologna -Verona about mid-way between Ostiglia and Verona there was an electric locomotive in a siding. It was apparent that repair of contact from Ostiglia to Verona would not be difficult.

/to Sheet 3.....

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Later, flow from Verona to Bolzano along the railway. There was no contact line on the 85 Km. section Verona - Trento, and all substations have been destroyed by bombing.

From Trento electrified system the damage cause by bombing associated with the recent Po offensive, has made about 80% of the line inoperative due to breakage of track and overhead contact lines.

The electric railway is at present working both South and North of Bolsano, the exact situation being shown in a lengthy report which had already been submitted to 15 Army Group by their Liaison Officer.

Material in wagons between Trento and Bolzano.

There are many trains of wagons isolated along the line and although it was impossible from the air to determine the contents, one could see that many of the wagons contained drums of cable of various kinds and scrap material.

There were also in the order of 200 wagons loaded with coal.

At Bolzano a meeting was arranged by the Liaison Officer of 15 Army Group with Col. Schnez of the Railway Directorate of the German Southern Command.

The reconstruction of the electric railway was discussed and it was found that the German Organisation at present in the Area had sufficient technical personnel to undertake the work of repairing the electric lines from Trento to Brennero. The following information was obtained from Col. Schnez:-

a.Power Supply.

The main power stations and substations for the supply of electric power to the Trento-Brennero section were intact. Some repairs are necessary to the contact line and the high tension transmission lines but these are reported to be simple and within the capacity of available repair squads.

b.Mobile Substations.

There are eight mobile substations available. Some of these are for the direct current system and some for the alternating current system. These were not examined but are supposed to be in good condition.

c.Tools and Material.

The Germans have the necessary tools and equipment for making the repairs to the contact line and high tension lines. They also have sufficient copper conductor for the work and they may also have sufficient material for the reconstruction of the Verona - Trento section but this requires investigating. The Germans relied entirely on the use of copper from U.S.R. sources and from secondary lines and they did not use any reducing factories for the supply of new wire.

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There were also in the order of 200 wagons loaded with coal.

At Bolzano a meeting was arranged by the Liaison Officer of 15 Army Group with Col. Schnee of the Railway Directorate of the German Southern Command.

The reconstruction of the electric railway was discussed and it was found that the German Organisation at present in the Area had sufficient technical personnel to undertake the work of repairing the electric lines from Trento to Brennero. The following information was obtained from Col. Schnee:-

a.Power Supply.

The main power stations and substations for the supply of electric power to the Trento-Brennero section were intact. Some repairs are necessary to the contact line and the high tension transmission lines but these are reported to be simple and within the capacity of available repair squads.

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Assuming there is sufficient copper available for rewiring the Verona-Trento section, and at least two mobile substations suitable for converting to 3,000 Volts direct current, the reconstruction of this section should be carried out simultaneously with the track repairs.

/to Sheet 4.....

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5. Locomotives.

The following locomotives are stated to be available at the places shown.

TYPES.

Location	Steams						Electric	
	52	462	477	740	835	940	E333	E554
Franzensfeste	6	2	-	-	4	-	-	19
Brannol	11	-	5	1	1	-	3	43
Meramo	-	-	-	5	2	-	5	-
Trento	2	-	-	10	4	-	-	-
Total	19	2	5	17	11	-	8	62

Electric locomotives E 333 and E 554 are of 2,150 and 2,700 H.P. respectively.

6. Time Factor.

It was estimated that about 4 weeks would be required to repair the electrical system from Trento to Brennero.

Major, R.E.
D.A.D.Tn.3 (Elect).

15th May 1945.

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Merano	–	–	–	5	2	–	5	–
Trento	2	–	–	10	4	–	–	–
Total	19	2	5	17	11	–	8	62

Electric locomotives E 333 and E 554 are of 2,150 and 2,700 H.P. respectively.

c. Time Factor.

It was estimated that about 4 weeks would be required to repair the electrical system from Trento to Bremnero.

Major, R.E.
D.A.D.Tn.3 (Elect).

15th May 1945.

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

.....

SEZIONE MATERIALE E TRAZIONE

FIASCHI	Ing. Dott. Darville	- Incaricato della dirigenza della Sezione Materiale e Trazione
GRECO	Ing. Dott. Alfredo	- Dirigenza dell'Ufficio Tecnico della Sezione - Trattazione delle pratiche relative a nuovi impianti di Depositi ed Officine; mezzi di opera, macchinari, rifornitori acqua, combustibili.
QUERENA	Ing. Dott. Eduino	- Capo del 1° Riparto Materiale e Trazione.
CAMPOSANO	Ing. Dott. Paolino	- Trattazione delle pratiche relative alla riparazione delle locomotive
RIGUZZI	Ing. Dott. Francesco	- Sovraintendenza del Deposito Locomotive di Bologna.
VALENTINI	Ing. Dott. Paolo	- Sorveglianza dell'Officina Rialzo di Bologna.

SEZIONE LAVORI

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

1° GRUPPO

ZANABONI	Dott. Ing. Pietro	- Capo del Gruppo
MATTIONI	Ing. Dott. Elio	- Capo Riparto Bologna Centrale
BORELLO	Ing. Dott. Giuseppe	- Riparto Bologna Centrale
NASCIA	Ing. Dott. Vincenzo	- Riparto Bologna Centrale
DIANA	Ing. Dott. Eino	- Capo Riparto Bologna Smistamento
BELLETTI	Ing. Dott. Pietro	- Riparto Bologna Smistamento
SAVINO	Geometra Agostino	- Capo Riparto Modena

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Trazione.

CAMPOSANO	Ing. Dott. Paolino	- Trattazione delle pratiche relative alla riparazione delle locomotive
RIGUZZI	Ing. Dott. Francesco	- Sovraintendenza del Deposito Locomotive di Bologna.
VALENTINI	Ing. Dott. Paolo	- Sorveglianza dell'Officina Rialzo di Bologna.

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NASCIA	Ing. Dott. Vincenzo	- Riparto Bologna Centrale
DIANA	Ing. Dott. Gino	- Capo Riparto Bologna Smistamento
BELLETTI	Ing. Dott. Pietro	- Riparto Bologna Smistamento
SAVINO	Geometra Agostino	- Capo Riparto Modena
MERUCCI	Ing. Dott. Pietro	- Capo Riparto Parma
AVOGARO	Ing. Dott. Guido	- Capo Riparto Direttissima Bologna-Prato.

2° GRUPPO

PULGA	Ing. Dott. Pietro	- Capo del Gruppo. 5418
GUIDI	Ing. Dott. Mario	- Capo Riparto Porretta Terme
ROTTER	Ing. Dott. Giorgio	- Capo Riparto Rimini
GIOVANNONI	Dott. Alberto	- Capo Riparto Ferrara
BINI	Ing. Dott. Brunetto	- Capo Riparto Bologna-Verona.

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SEZIONE MOVIMENTO

ANGELINI	Ing. Dott. Alfredo	- Incaricato della Dirigenza della Sezione.
OCCHIALINI	Dott. Roberto	- Capo dell'Ufficio 1°
STRACI	Dott. Calogero	- Coadiutore dell'Ufficio 1°
MONTANI	Ing. Dott. Mario	- Capo Riparto Bologna
CAPPELLI	Carlo Alberto	- Capo Riparto Movimento Modena
FOLCARI	Ing. Dott. Colzio	- Capo Riparto Movimento Parma.
MARTELLI	Dott. Libero	- Capo Riparto Movimento Ferrara
MANELLI	Carlo	- Capo Riparto Movimento Rimini

UFFICIO IMPIANTI ELETTRICI E DI SEGNALAMENTO

MAZZONI	Ing. Dott. Alfredo	- Capo dell'Ufficio
BIGNARDI	Ing. Dott. Umberto	- Capo 2° Ramo e sostituto del Capo dell'Ufficio-Esercizio apparati centrali e segnalamento
BERNARDI	Ing. Dott. Giuseppe	- Capo del 1° Ramo-Esercizio Elettrificazione
MIRONE	Ing. Dott. Luigi	- Capo del Gruppo Costruzioni Elettrificazioni.
GOLINELLI	Ing. Dott. Bruno	- Capo del Gruppo Apparati Centrali
NANNI	Ing. Dott. Otello	- Capo del 1° Riparto.
CECCHIERI	Ing. Dott. Lamberto	- Capo del 2° Riparto.
ORSI	Ing. Dott. Giorgio	- Capo del 3° Riparto.
PELUSO	Ing. Dott. Aldo	- Capo del 4° Riparto.
CAPUANO	Ing. Dott. Guido	- Capo del 5° Riparto.
BERTINI	Ing. Dott. Raul	- Capo del Riparto Telefoni Telegraf
BECCHERUCCI	Per.Ind. Carlo Alberto	- Capo Impianti Luce e Forza Motrice

SEZIONE COMMERCIALE E TRAFFICO

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

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MARTELLI	Dott. Libero	- Capo Riparto Movimento Ferrara
MANELLI	Carlo	- Capo Riparto Movimento Rimini

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BERNARDI	Ing. Dott. Giuseppe	- Capo del 1° Ramo-Esercizio Elettrificazione
MIRONE	Ing. Dott. Luigi	- Capo del Gruppo Costruzioni Elettrificazioni.
GOLINELLI	Ing. Dott. Bruno	- Capo del Gruppo Apparati Centrali
NANNI	Ing. Dott. Otello	- Capo del 1° Riparto.
CECCHIERI	Ing. Dott. Lamberto	- Capo del 2° Riparto.
ORSI	Ing. Dott. Giorgio	- Capo del 3° Riparto.
PELUSO	Ing. Dott. Aldo	- Capo del 4° Riparto.
CAPUANO	Ing. Dott. Guido	- Capo del 5° Riparto.
BETTINI	Ing. Dott. Raoul	- Capo del Riparto Telefoni Telegraf
BECCHERUCCI	Per.Ind. Carlo Alberto	- Capo Impianti Luce e Forza Motrice

SEZIONE COMMERCIALE E TRAFFICO

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

OFFICINE MATERIALE MOBILE = BOLOGNA

BARBIERI	Ing. Dott. Umberto	- Capo dell'Officina

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1260

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

COPY

FROM : R & H COMPOSITE RLY OP COY SAEC C/O 57 AREA

TO : DMRS ROME 031215B

. . . . . .

(SECURITY)

CLASSIFICATION . CONFIDENTIAL .

SERIAL 2. SECOND REPORT. POSITION IMPROVING FAST, TRAINS COMING THROUGH TO GENOA FROM POINT NEAR ALESSANDRIA. LOCOMOTIVE WATER SUPPLY SATISFACTORY. AM PROCEEDING VOGHERA ALESSANDRIA FRIDAY 4TH. SUGGEST UNIT BE RELIEVED OF COMMITMENTS AT FLORENCE AND UNIT MOVE FORWARD TO GENOA IMMEDIATELY. UNLESS INSTRUCTED TO CONTRARY WILL RETURN TO ROME LEAVING HERE MONDAY 7TH. FURTHER 300 TONS COAL AVAILABLE AT GENOA ALSO 1000 TONS COKE. ANSALDO GENOA 40 LOCOS UNDER REPAIR PIAGGIO AND BAGNARA GENOA NOW EXECUTING ORDER FOR 140 COVERED WAGONS. MATERIAL FOR APPROX HALF AVAILABLE. FIRM ALSO COMPLETING LAST 8 BOGIE FLATS OF A PREVIOUS ORDER. ANSALDO CAPABLE TO UNDERTAKE ANY TYPE OF REPAIRS. MACHINERY AND GENERAL CONDITION OF WORKSHOPS GOOD. APART FROM LARGE NUMBER OF DAMAGED WAGONS HAVE AVAILABLE IN AREA FOR IMMEDIATE USE 111 PASSENGER COACHES 26 BAGGAGE VANS 193 COVERED WAGONS 527 OPEN WAGONS 8 BOGIE FLATS AND 54 OF MISCELLANEOUS TYPES.

5416

1267

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COPY

WIRE

FROM: R AND H COMP RLY OPTG COY SAEC DATE & TIME: 009008

TO; DEPOT ROME

REF NO. 4 RESTRICTED

THIRD REPORT ON RAILWAY SITUATION IN GENOA AREA. ALL ELECTRIC SERVICE NOW OPERATING GENOA ARQUATA ALESSANDRIA ACQUATA TORTONA VOGHERA GENOA OVADA ACQUI. OVADA CASTELLAZO. COGALETO GENOA NERVI. FOLLOWING TRAIN SERVICE OPERATED ON THE 8TH INST. GENOA ALESSANDRIA 8 PASS 2 GOODS 2 ALLIED TROOP. GENOA VOGHERA 6 PASS 3 GOODS GENOA ACQUI 6 PASS 1 GOODS 1 ALLIED TROOPS GENOA COGOLETO 10 PASS 1 GOODS GENO NERVI 12 PASS OVADA CASTELLAZZO 4 PASS TOTAL 46 PASS 7 GOODS 3 TROOP. LOCOMOTIVES AVAILABLE FOR SERVICE ???? PASS 5 GOODS 40 SHUNTING 6 TOTAL 61 REPEAT 61. STEAM PASS 15 GOODS 14 SHUNTING 34 TOTAL 63 REPEAT 63. TOTAL COACHES AND BAGGAGE VANS REMAINS 111 AND 26. TOTAL NUMBER WAGONS 342 BOX, HIGH SIDERS 639, FLATS 179, MISCELLANEOUS 11 TOTAL 1171 REPEAT 1171. RECONSTRUCTION OF SIDINGS IN DOCK AREA AND CLEARANCE OF TRACKS HAS COMMENCED.

5415

COPY

341/6

TO/TN INC for TN SUB COMMISSION ROME

for Major STREET

FROM TN AC RAILS VENICE DIVISION

CONFIDENTIAL (.)

RAIL AND BRIDGE TO PORT WORKABLE (.) VENICE-TREVISO OK (.) TREVISO PIAVE OK (.) BRIDGE PIAVE SUGANO ALL DOWN (.) SACILE STAT BRIDGE, PORDENONE STAT AND UDINE RIVER BRIDGE ALL DOWN (.) TREVISO-TRIESTE SINGLE TRACK BRIDGES AT FAGARE MOTTA DOWN (.) MESTRE-TRIESTE BRIDGES AT FOSSATA CEGGIA DOWN THENCE TRIESTE COMPARTIMENTI NO NEWS YET (.) TREVISO-CALALZO- BRIDGES AT VITTORIO VENETO CADOLA - SOSSHER FAE FORTOGNA, CASTELLAVAZZO DOWN (.) TREVISO-BUSCHE LENTI AL PONTE NELLE ALPI BDGS AT BUSCHE SAN GIUSTINA DOWN (.) VENICE TRENTO BDG CISONE DOWN (.) VENICE PADOVA BDG AT VIGONZO DOWN (.) PADOVA-VICENZA-VERONA BDGS AT BERINO MONTEBELLO VERONA DOWN (.) PADOVA CASTEL FRANO BDG AT VIGO DONZA (.) TREVISO VICENZA BDGS FONTANIVA SAN PIETRO DOWN (.) PADOVA-ROVIGO-OCCHIOBELLO BDGS AT MONSELICE ROVIGO ARGUA (.) VERONA-ISOLA SCALA-LEGNAGO WORKABLE (.) PHONE LINES BEING REPAIRED (.) LOCOS STEAM FIT FOR SERVICE AT VENICE 12. MESTRE 10, TREVISO 7, PADOVA 15, BAZZUNO 12 (.) ELECTRIC ABOUT 20. NO REPORT ON CONDITION YET (.) AUTO ELECTRIC AND LITTORINAS ABOUT 9 ALL TO BE REPAIRED (.) ROLLING STOCK FIT FOR SERVICE (.) PASS 42 (.) BAGGAGE CARS 42 (.) TANKERS OIL 8, FREIGHT CARS ALL TYPES 1350, NEEDING REPAIRS, PASS 610, BAGGAGE 190, TANKERS 93, FREIGHT 2680 (.) NO COAL (.) LUB AND FUEL OIL (.) ARMY REPAIRING BRENNERO-OSTIGLIA (.) VERONA-VICENZA (.) VERONA-BRESCIA (.) NOT REPORT YET VERONA COMPARTIMENTO (.) PASS ON MESSAGE BUCLEY (.)

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AT FOSSATA CEGGIA DOWN THENCE TREISTE COMPARTIMENTI NO NEWS YET (.) TREVISO-CALALZO- BRIDGES AT VITTORIO VENETO CADOLA - SOSSHER FAE FORTOGNA, CASTELLAVAZZO DOWN (.) TREVISO-BUSCHE LENTI AL PONTE NELLE ALPI BDGS AT BUSCHE SAN GIUSTINA DOWN (.) VENICE TRENTO BDG CISMONE DOWN (.) VENICE PADOVA BDG AT VIGONZO DOWN (.) PADOVA-VICENZA-VERONA BDGS AT LERINO MONTEBELLO VERONA DOWN (.) PADOVA CASTEL FRANO BDG AT VIGO DONZA (.) TREVISO VICENZA BDGS FONTANIVA SAN PIETRO DOWN (.) PADOVA-ROVIGO-OCCHIOBELLO BDGS AT MONSELICE ROVIGO ARGUA (.) VERONA-ISOLA SCALA-LEGNAGO WORKABLE (.) PHONE LINES BEING REPAIRED (.) LOCOS STEAM FIT FOR SERVICE AT VENICE 12. MESTRE 10, TREVISO 7, PADOVA 15, BAZZUNO 12 (.) ELECTRIC ABOUT 20. NO REPORT ON CONDITION YET (.) AUTO ELECTRIC AND LITTORINAS ABOUT 9 ALL TO BE REPAIRED (.) ROLLING STOCK FIT FOR SERVICE (.) PASS 42 (.) BAGGAGE CARS 42 (.) TANKERS OIL 8, FREIGHT CARS ALL TYPES 1350, NEEDING REPAIRS, PASS 610, BAGGAGE 190, TANKERS 93, FREIGHT 2680 (.) NO COAL (.) LUB AND FUEL OIL (.) ARMY REPAIRING BRENNERO-OSTIGLIA (.) VERONA-VICENZA (.) VERONA-BRESCIA (.) NOT REPORT YET VERONA COMPARTIMENTO (.) PASS ON MESSAGE BUCLEY (.)

5414

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1270

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24165

TRANSPORTATION SUB-COMMISSION
(RAIL DIVISION)

TIME RECEIVED 16.30 DATE 12/5

TO NOTE	FOR ACTION		INITIALS
		LT.COL.O.H.LINDBERG	
V		MAJOR A.C. PENC	
		Admin.Officer MAJOR W.G.FLETCHER	
		Civil Engineers MAJOR A.H.STREET	
		MAJOR E.J.MOLE	
		MAJOR G.F.BUCKLEY	
		CAPT.M.A. GREANY	
		Mechanical Engineers MAJOR S.L. BATSTER	
		MAJOR E.N.B.JEFFREY	
		LIEUT.R.C.BOWIE	
		Traffic MAJOR P.G.MATSON	
		Stores & Equipment MAJOR C.M. LONG	
		SGT.C.GREEN	
		MOVEMENTS	
		SICILY	
		REGGIO	
		BARI	
		NAPLES	
		ROME	
		FLORENCE	
		ANCONA	5410

NO: FILE:

COPY OF A REPORT FROM BOLOGNA COMPARTMENTAL INSPECTORATE TO ROMA GENERAL INSPECTORATE MCTC .

From the last information received it results that a certain improvement has occurred in the situation of the public transportation services in concession in comparison with that outlined in my report of 26 April ult. S.E.F.T.A., Modena has been able to re-operate, with electric traction, the lines: Modena-Vignola,Modena-Sassuolo,and Modena-Mirandola; it is anticipated that the reoperation of the extra-urban tramway lines Parma-Fornovo and Parma-Marzolara (electric traction) will be a matter of a few days, and this applies also for the Piacenza-Bettole railway (also electric traction).

All urban tramways at Bologna,Modena,Parma and Piacenza have been put into operation again in these last days.

More serious is the situation of the rail transportation facilities in the provinces of Bologna,Ferrara and Forli owing to war damages.

In so far as the Padane Railways (under governamental operation) are concerned, I am of the opinion that in a few months' time it will be possible to reopen to traffic the Ferrara-Codigoro line, which is by far the most important one, while it will not be possible to rehabilitate the other two, that is the Ostellato-Porto Garibaldi and the Rimini-Novafeltria lines. But these are rather old-fashioned railways, narrow gauge, with scarce traffic.

For the reoperation of the Ferrara-Codigoro line it would be necessary that a loan of three millions lire were promptly arranged for in order to permit the re-employment of the personnel, presently dismissed for the greatest part,a nd the execution ofessential rehabilitation works. To this purpose I have officially written to-day (file n.471/r-1).

In so far as bus-services are concerned, from the last information received it appears that more than 100 buses might be soon available for traffic, out of some 540 existing in Emilia region at the date of the armistice. With above buses the most important services might be reoperated as soon as AMG's approval will be granted.

The Chief of the Depgt.

Sottile

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More serious is the situation of the rail transportation facilities in the provinces of Bologna,Ferrara and Forli owing to war damages.

In so far as the Padane Railways (under governamental operation) are concerned, I am of the opinion that in a few months' time it will be possible to reopen to traffic the Ferrara-Codigoro line, which is by far the most important one, while it will not be possible to renabilitate the other two, that is the Ostellato-Porto Garibaldi and the Rimini-Novafeltria lines. But these are rather old-fashioned railways, narrow gauge, with scarce traffic.

For the reoperation of the Ferrara-Codigoro line it would be necessary that a loan of three millions lire were promptly arranged for in order to permit the re-employment of the personnel, presently dismissed for the greatest part,a nd the execution ofessential renabilitation works. To this purpose I have officially written to-day (file N.471/r-1).

In so far as bus-services are concerned, from the last information received it appears that more than 100 buses might be soon available for traffic, out of some 540 existing in Emilia region at the date of the armistice. With above buses the most important services might be reoperated as soon as AMG's approval will be granted.

The Chief of the Depgt.

Sottile

2 copies DMRS for info

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1273

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State of railways in FILING

COPIA

Northern Italy - PRIVATE

12/5

Dalle notizie pervenutemi in questi giorni risul= ta un certo miglioramento nella situazione dei servi zi pubblici di trasporto in concessione rispetto a quanto Le scrissi con la mia lettera del 26 aprile u.s.Infatti la S.E.F.T.A. di Modena ha potuto riatti vare l'esercizio delle ferrovie a trazione elettrica Modena-Vignola,Modena-Sassuolo e Modena -Mirandola e potranno tra breve essere riattivate le tramvie e estraurbane =arma-Fornovo e Parma-Marzolara e forse anche la ferrovia Piacenza-Bettola anch'essa a tra= zione elettrica. Hanno ripreso l'esercizio in questi giorni le tramvie urbane di Bologna,di Modena,di Par= ma e di Piacenza.

Più grave è la situazione delle ferrotramvie in provincia di Bologna,di Ferrara e di Forlì più dura= mente provate dalla guerra.

Per la gestione governativa delle Ferrovie Pedane (ferrovie Ferrara-Codigoro,Ostellato-Porto Garibal= di e Rimini-Novafeltria) ritengo che potrà essere riaperta all'esercizio tra qualche mese la ferrovia Ferrara-Codigoro,la linea cioè di gran lunga più im= portante,mentre non sarà più possibile riaprire al= l'esercizio la Ostellato-Porto Garibaldi e forse an= che la Rimini-Novafeltria. Trattasi però di due fer= rovie a scartamento ridotto;a scarso traffico e con caratteristiche tecniche antiquate.

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341

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Per la riapertura all'esercizio della ferrovia Ferrara-Codigoro occorrerebbe che il Ministero mi inviasse subito un accreditamento di lire 3 milioni onde procedere alla riassunzione del personale in gran parte licenziato e alla riparazione dei danni più gravi. In tal senso ho inviato la lettera n.471/r-1 in data odierna.

Per quanto riguarda gli autoservizi, da notizie recentemente pervenutemi sembra che potranno forse rimettersi in servizio oltre un centinaio di autobus nell'Emilia, sui 540 esistenti all'8 settembre 1943. Con questi si potrebbero già iniziare i servizi pubblici più importanti appena ciò sarà consentito dal Governo Militare Alleato .

COPY

7/5/45

INCOMING MESSAGE
Headquarters Allied Commission

Date & Time of Origin : MAY 071530B

Message Centre N. E/38
Date Time Recrd. :
MAY 081430B
Precedence: Immediate

From: Tn Sub-Comm. (RAIL) CE GENOA
To : D(ATT STREET) TN SC (RAIL) ALCOM ROME

RESTRICTED -

Position to date. Routes open to MILAN from GENOA.

1. ALESSANDRIA CASALE - VERCELLI - NOVARA - MILAN.

2. VERCELLI - MORTARA - VIGEVANO - MILANO. BOZZOLE - MORTARA bridge over Po one span to launch steel not on site but being brought up. Both sides ready remainder of bridge repaired. ACQUATA - TORTONA both lines electrified. TORTONA - VOGHERA two lines electrified to PONTE-CURONE after this only one line elctrified. VOGHERA - PAVIA small bridge almost ready PO bridge out 5 arches of 100 feet down only one span badly damaged and this above water line. VERCELLI - SANTHIA ST. GERMANOcanal bridge out one week to complete. VOGHERA - PIACENZA VILLAFRANCA to bridge at ST. NICOLA. Already in hand. ALESSANDRIA - TURIN open to VILLAFRANCA. TURIN - BUSSOLENO - MODANE 5 bridges cut work in progress. CASALE - ASTI small bridge blown. OZZANO blown no work yet. Lack of transport is slowing down work as there is plenty of materials and labor. Have contacted AMGOT LIGURIA but no help. Urgent demand for ? 3 tonners for use one month ? would enable completion of GENOA - VENTIMIGLIA and commencement of GENOA - SPEZIA plus completion of small jobs. Can you assist please.

Note : Message received corrupt. Check and repeat has been requested.

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Note : Message received corrupt. Check and repeat has been requested. Corrections will be forwarded as soon as received.

5410

Dist
Action - Tn SC 2
Info - A/President
Chief Commissioner
Econ Section
File 2
Float.

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341/2

RESTRICTED

Report submitted by the acting Capo Compartimento of Venezia to Ing. di Raimondo, Director General ISR.

Venezia, 5 May 1945

I want to express my personal joy and that of the entire personnel of this Compartment for the end of the nazi oppression and for the restitution of Venezia to the Fatherland.

We are all eager to put ourselves entirely at disposal of the ISR Administration for securing a speedy recoperation of the rail services, within the limits of our possibilities, considering what has been destroyed by the war.

I take the opportunity offered by my first contacts with Col. Evans, Chief of the Rehabilitation Dept., in order to make you acquainted with the situation in this Compartment.

1) Organization

By order of the National Liberation Committee (Railway Committee) following officials have been temporarily relieved from their functions and replaced with following others :

Removed: Capo Compartimento , Ing Rizzo
Commercial Section: Chief, Dr Rivalta
Movements " " Ing Gugliotta
Traction " " " Folin
Works " " " Toderini
Electric Equip." " " Fabris
Health " " Dr. Aulizio

Replacements : Capo Compartimento : Bazan

Operating Sections : (Orsi
(Zennari
(Ghirotti
(Lambusta

By order of the former General Direction ISR - Verona, and on request of the German Railways Direction, this Compartment has been extended toward south to include all lines north of the Po river, and toward west to include the section Verona-Ponte S.Marco; all lines and sections of lines falling under the province of Udine have been handed over to Trieste Compartment.

The same Committee has moreover ordered that all "squadristi", "neo-fascisti", "sciarpa littorio", as well as all personnel belonging to Verona HQ or otherwise compromised with politics be relieved from duty and in accordance with Lieutenancy Decree 30 July 1944 they will be granted the entire salary and the indemnity for active duty, pending the final judgement.

In spite of above removal of personnel, the remaining staff

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In spite of above removal of personnel, the remaining staff will be quite sufficient to cover the requirements of the limited service that it will be possible to operate at the beginning.

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2) State of the lines and plants.

Present information is not a definite one, as we have no up-to-date news concerning the last destructions carried out by the war; xxx the most important lines and plants have been considered.

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Portogruaro-Mestre Line

Demolished: Livenza bridge near S.Stino; Piave bridge near S.Donà.

Mestre-Padova-Verona-Ponte S.Marco line:

Demolished: Brenta br. at Ponte di Brenta; Tesina br. at Vicenza; rail overbridge between Verona P.N. and Verona P.V.; Mincio bridge near S.Martino della Battaglia; we believe that also the bridge (Adige) between Verona P.N. and Verona P.V. has been damaged at the last minute.

Mestre-Sacile (Udine) line :

Demolished; Piave bridge between Spresiano and Susegana.

Padova-Rovigo (Bologna) line :

Damaged: Gorzone bridge near Stanghella; Adige bridge near Rovigo; At Legnago, among other demolitions carried out by the Germans at the last minute, both Adige bridges over the Monselice-Legnago and Grisignano di Zocco-Legnago lines have been blown up.

(Bologna) Ostiglia-Verona-Trento)Bolzano-Brennero line :

Heavy damages suffered especially the line Verona-Brennero where many bridges, among others the Adige br. at Parona, were damaged; also the electric overhead system suffered heavily. A subsidiary,single track line, has been constructed by the Germans btw. Lavis and Ora.
All Po bridges have been seriously destroyed; also the Brenta bridges btw. Padova and Vigodarzere and at Piazzola sul Brenta have been demolished.

Station buildings and station facilities :

Following station buildings to cite only the most important of them, are but heaps of rubble and also the yards are seriously damaged: Treviso, Mestre, Padova,Rovigo, Vicenza, Verona P. Nuova, Verona P. Vescovo, Trento,Bolzano, Castelfranco, Montebelluna.

Other Lines :

The Venezia Santa Lucia - V.Mestre-Lison and Campo S.Piero-Castefranco-Susegana Lines have been reduced to single track lines

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Other Lines :

The Venezia Santa Lucia - V.Mestre-Lison and Campo S.Piero - Castefranco-Susegana Lines have been reduced to single track lines because the Germans dismantled and carried away the second track; but they could not carry out the further demolition planned.
Many minor works have been damaged but not beyond repair.

3) Tractive power and rolling stock available.

5408

Generally speaking there is scarcity of rolling stock especially in so far as the coaches are concerned. There is much stock waiting for repair as well as electro-trains, electromotrices, E-locos and steam locos, damaged, carried by the Germans from the South and remained here because they could not be forwarded to Germany.

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However we are of the opinion that a limited service could be reoperated provided that a prompt supply of coal were granted; present availability of coal at Venezia-S.Lucia, Mestre and Treviso, the only coal depots this Office has been able to contact to-date, is only some 500 tons.

Presently two round trips daily are being operated between Venezia and Mestre; some trains have been moreover operated between Treviso and Venezia and between Castelfranco and Venezia.

Instructions have been issued for all loaded and empty rolling stock abandoned by the Germans over the lines to be recovered into the stations; the same applies for the locos and other damaged stock. The loco depots at both Venezia-S.Lucia and Padua are nearly undamaged, while those at Mestre, Vicenza, Bolzano and Treviso suffered heavy damages; the loco depot at Verona is almost demolished; no information is available as to the other loco-depots.

As soon as I will be granted a circulating permit I expect on the 7th inst; I have planned to proceed to Verona together with the other Chiefs of the Operating Sections in order to contact those periferical offices and see what actually happened on the lines.

The Staff Office is continuously receiving applications from regular employees, temporary and auxiliary personnel, either discharged from the Army or who did not answer the draft for the Army or for the compulsory work service, even if this meant for them the necessity to resign their jobs in the FSR. In agreement with the national Liberation Committee (Railways Committee) it has been decided that for the time being only the employees who didx not serve under the Republican Army will be re-employed.

In accordance with what has been agreed upon with Col. Evans this Works Section asks the Works Dept. for instruction as to the provision of money for rehabilitation purposes; an early information as to the possibility of a regular coal supply would be appreciated in order to arrange for regular services to be operated over the most important lines; the population is anxiously waiting for above services as they have been compelled for a long time to rely only on their own bycicles or on some emergency transportation means to move from one place to another.

For the Capo Compartimento
Signed : Bazzan
acting C.C. appointed by the
National Liberation Committee.

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For the Cape Compartiments
Signed : Bazman
acting C.C. appointed by the
National Liberation Committee.

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[Rlys 12 Northern Italy]

Restricted

Venezia 5 Maggio 1945

Ill.mo Sig. DIRETTORE GENERALE

ROMA

OGGETTO:
Relazione

A nome mio e del personale tutto del Compartimento di Venezia mi permetto esternarle la nostra viva gioia per la cessazione dell'oppressione nazi-fascista e per il ricongiungimento del Compartimento alla Patria.

Il personale tutto anela di mettere le sue forze a disposizione dell'Amministrazione per il pronto ripristino di un servizio ferroviario organico compatibilmente alle distruzioni operate dalla guerra.

Colgo l'occasione che mi è presentata dalla prima presa di contatto avuta col Sig. Colonnello Evans,

Capo del servizio ripristino dalle linee ferroviarie per renderla edotta, sia pure sommariamente, della situazione del Compartimento.

1°) ORGANIZZAZIONE - Per disposizione del C.N.L. (Comitato Ferroviario) il Capo Compartimento Ing. Rizzo, i Capi delle Sezioni dell'esercizio Dr. Rivata della Sezione Commerciale, Ing. Folin della Sezione Trazione, Ing. Guglielotta della Sezione Movimento, Ing. Toderini della Sezione Lavori, il Capo dell'Ufficio I.S.S. Ing. Fabris e Sanitario Dr. Sulisio, sono stati temporaneamente sollevati dalle loro mansioni e sostituiti rispettivamente quali reggenti dallo scrivente Ispettore Capo Dr. Bagan, Ispettore 1° Cl. Dr. Orsi, dall'Ispettore Capo Ing. Ghirotti , dall'Ispettore di 1° Cl. Ing. Gennari e dall'Ispettore 1° cl. Dr. Lamberta.

Il Compartimento per disposizione della ex Direzione Generale di Verona e su richiesta della Direzione Germanica delle Ferrovie si è esteso verso il sud assumendo tutte le linee a nord del Po e verso ovest assumendo il tratto di linea da Verona a Ponte S.Marco, mentre ha ceduto al Compartimento di Trieste le linee o tratti di linea facenti parte della Provincia di Udine.

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Per tutti gli squadristi, neo-fascisti, ascarpe littorio, appartenenti alla Direzione Generale di Verona ed altre persone compromesse politicamente, dallo stesso Comitato è stato disposto o verrà disposto il sollevamento dal servizio per cui in relazione al disposto

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dell'art.72 del Decreto Luogotenenziale 30 luglio 1944 in attesa di disposizioni definitive verrà conservato agli agenti in questione durante tale periodo lo stipendio e l'indennità di servizio attivo.

Ciò nonostante il personale che rimarrà sarà sempre sufficiente all'espletamento del limitato servizio ferroviario che in un primo tempo potrà essere eseguito.

2° - STATO DELLE LINEE ED IMPIANTI.

Le presenti notizie non hanno valore assoluto in quanto che mancano informazioni sulle recenti distruzioni operate dalla guerra e si riferiscono alle linee principali ed ai danneggiamenti più importanti.

Linea Portogruaro-Mestre - Distrutti i ponti sul Livenza a S.Stino e Piave a S.Donà di Piave;

Linea Mestre-Padova-Verona-Ponte S.Marco - Distrutti il ponte sul Brenta a Ponte di Brenta, sul Tesina a Vicenza, il cavalcavia fra Verona P.Vescovo e P.Nuova ed il ponte sul Mincio fra Desenzano e S.Martino della Battaglia; si ha motivo di ritenere che anche il ponte sull'Adige fra Verona P.Nuova e P.Vescovo sia stato all'ultimo momento danneggiato.

Linea Mestre-Sacile (Udine) - Distrutto il Ponte sul Piave tra Spresiano e Susegana.

Linea Treviso-Castelfranco-Cittadella-Vicenza - Distrutto il ponte sul Brenta fra Fontaniva e Carmignano di Brenta.

Linea Padova-Rovigo (Bologna) - Danneggiato il ponte sul Gorzone a Stanghella e sull'Adige a Rovigo. A Legnago fra i gravi danni prodotti dalla guerra e dalle distruzioni che si ha notizia esser state operate dai tedeschi all'ultima ora, è da notare in rilievo la distruzione dei ponti sull'Adige della linea Monselice-Legnago e Orsaignano di Lecco-Legnago.

Linea (Bologna Ostiglia-Verona-Trento-Bolzano-Brennero - Specie la tratta Verona-Bolzano ha subito gravi danneggiamenti ai ponti

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

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Linea (Bologna Bettolia-Verona-Trento-Bolzano-Brennero - Specie la tratta Verona-Bolzano ha subito gravi danneggiamenti ai ponti esistenti fra i quali quello sull'Adige di Verona Porona, le attrezzature elettriche sono fortemente danneggiate.
Dai tedeschi è stata costruita una linea succidiaria a binario unico tra Lavis ed Ora.
Tutti i ponti del Po sono distrutti in modo grave; i ponti sul

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Brenta tra Padova e Vigodarzere ed a Piazzola sul Brenta sono distrutti.

I fabbricati Viaggiatori delle stazioni di Treviso, Mestre, Padova, Rovigo, Vicenza, Verona P.Nuova, Verona P.Vescovo, Trento, Bolzano Castelfranco, Montebelluna, per citare le maggiori stazioni, sono ridotte in buona parte a cumuli di macerie, i relativi piazzali sono gravemente danneggiati.

La linea Venezia S.Lucia - Mestre - Mogliano e Camposampiero-Castelfranco Cusegana sono state ridotte a binario unico per asportazione dei binari da parte dei tedeschi, fortunatamente è mancato loro il tempo per eseguire le altre demolizioni progettate.

Molti manufatti di modesta luce sono deteriorati ma non in modo irreparabile.

3° - MEZZI DI TRAZIONE = MATERIALE DISPONIBILE.

In genere scarsi, specie per quanto riguarda le carrozze, si ha una elevata rimanenza di materiale riparando, vi sono elettrotreni, elettromotrici, locomotori e locomotive guaste portate dal sud dai tedeschi e rimaste sulle nostre linee, perchè non potute inoltrare in Germania.

Si ritiene in ogni caso che si possa essere in condizione di iniziare un servizio ridotto qualora vengano date assicurazioni per il rifornimento a breve scadenza del carbone la cui scorta per i depositi di Venezia S.Lucia, Mestre, Treviso, unici depositi coi quali si sono potuti ristabilire dei contatti, ammontano a tonnellate 500 circa.

Attualmente è stato disposto per due coppie di treni fra Venezia e Mestre, si è effettuato qualche treno fra Treviso e Venezia S.Lucia e fra Castelfranco e Venezia S.Lucia.

Sono state date disposizioni per il ricovero nelle stazioni del numeroso materiale carico e vuoto lasciato abbandonato in piena linea dai tedeschi e per il ricupero delle locomotive e del materiale disastrato.

I depositi locomotive, di Venezia S.Lucia e Padova sono pressochè intatti, danneggiati gravemente quelli di Mestre, Vicenza e Treviso, Rovigo

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in buona parte a cumuli di macerie, i relativi piazzali sono gravemente danneggiati.

Le linee Venezia S.Lucia - Mestre - Lido e Campoampiero-Castelfranco Succursale sono state ridotte a binario unico per asportazione dei binari da parte dei tedeschi, fortunatamente è mancato loro il tempo per eseguire le altre demolizioni progettate.

Molti manufatti di modesta luce sono deteriorati se non in modo irreparabile.

3° - MEZZI DI TRAZIONE = MATERIALE RIMOSSO.

In genere comesi, specie per quanto riguarda le carrozze, si ha una elevata rimanenza di materiale riparando, vi sono elettrotreni, elettromotrici, locomotori e locomotive queste portate dal sud dai tedeschi e rimaste sulle nostre linee, perchè non potute inoltrare in Germania.

Si ritiene in ogni caso che si possa essere in condizione di iniziare un servizio ridotto qualora vengano date assicurazioni per il rifornimento a breve scadenza del carbone le cui scorte per i depositi di Venezia S.Lucia, Mestre, Treviso, unici depositi coi quali si sono potuti ristabilire dei contatti, ammontano a tonnellate 500 circa.

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5404

Non appena verrà concesso il permesso di circolazione, ciò che dovrebbe avvenire lunedì 7 c.rrente, mi riservo di recarmi coi reggenti la Ge-

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zioni a Verona per meglio rendermi conto dello stato delle linee e prendere contatto con la periferia.

All'Ufficio Personale affluiscono numerose le domande di agenti di ruolo, contrattisti e sussidiari, reduci dalle armi o che non risposero alla chiamata alle armi o del servizio del lavoro, pur essendo costretti ad abbandonare il Servizio ferroviario. Sentito anche il parere del Comitato Ferroviario del C.N.L. è stato stabilito di riassumere per ora e con riserva solamente gli agenti che non prestarono servizio presso l'esercito repubblicano.

Con lo stesso mezzo, secondo gli accordi presi col Sig. Colonnello, la Sezione Lavori chiede istruzioni al proprio Capo Servizio circa il finanziamento dei lavori di ripristino linee e si gradirebbero informazioni sulle possibilità di rifornimento di carbone, ciò allo scopo di avere elementi per poter disporre una ripresa di servizio sulle linee principali con carattere di continuità, provvedimento tanto atteso dalla popolazione civile che da tempo ha dovuto fare assegnamento solamente sulla bicicletta o sui mezzi di fortuna per portarsi da un luogo all'altro.

Ossequiando distintamente

per IL CAPO COMPARTIMENTO
Il Reggente incaricato del C.N.L.
f° Bazan

5490

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Slip this

T R A N S L A T I O N

RESTRICTED

Report submitted by Ing. Rissone, Capo Compartimento Firenze, to General di Raimondo .

2 May 1945

SITUATION AT BOLOGNA :

Ing. Gilardi has been temprarily appointed as Capo Compartimento; following officials have been chosen for the other Sections :

Traction	Ing. Fiaschi
Movements	" Angelini
Works	" Zanaboni
Electric plants & signalling	" Massoni
Commercial	Avv. Janier

All above appointments have been made by a Compartmental Liberation Committee having its HQ c/o ISR Compartmental HQ.

In so far as the Staff is concerned, the situation of the Traction Section is particularly delicate, as the number of Officials presently on duty is too scarce; In have already informed Prof. Corbellini.

Installations and Plants
The situation is very serious; nearly all sleepers and fastenings are missing from the sidings as well as from the main lines arriving to Bologna.

Rolling Stock
Practically none is left. The few vehicles still at Bologna are in very bad condition, but I repeat that their number is exceedingly low.

Loco Depot & Repair Shops.
Only the walls and the metallic frame of the roof are left, with part of the sidings and the inspection pits; some crane could be repaired, though damaged; the turn table is also repairable; the water plant is very badly damaged.

Private Repair Shops; Casaralta Shops.
Practically undamaged. They can re-start working right now, provided they be supplied with material. 540

Speedometers Repairshops.
Heavily damaged, but they have been able to save all machinery from german robbery.

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following officials have been chosen for the other Sections :

Traction	Ing. Fiaschi
Movements	" Angelini
Works	" Zanaboni
Electric plants & signalling	" Mazzoni
Commercial	Avv. Jahier

All above appointments have been made by a Compartmental Liberation Committee having its HQ c/o ISR Compartmental HQ.

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Private Repair Shops; Casaralta Shops.
Practically undamaged. They can re-start working right now, provided they be supplied with material. 5402

Speedometers Repairshops.
Heavily damaged, but they have been able to save all machinery from german robbery.

Tools and equipment
Practically none is available, as everything was either taken away or sold by the Germans.

Transportation means
They have only one car in operating condition and they hope to be able to have another car available in a few days.

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Lines

From Faenza to Bologna and from Frignana to Bologna-very badly damaged, but MRS trusts that rehabilitation will be completed by the beginning of June. The reconstruction of the Reno bridge will be effected at some distance upstream; it has four piles seriously damaged and corresponding arches demolished. The Po bridge between Revere and Ostiglia is not too heavily damaged and Major Patterson trusts that it will be possible to rehabilitate it in a record-breaking time, as already done for the Arno bridge at Cemaiore.
I have no more direct information available, as our personnel has not been able yet to carry out regular surveys.

SITUATION AT VERONA -

Col. Moss has requested that a Compartmental HQ be established there. I have explained him the delicate situation of all Officials who followed the Fascist puppet Government but he was of the opinion not to take much notice of these considerations and he appointed Ing De Giuli as Capo Compartimento, telling Ing Nobili to wait for further instructions. Col. Michil, military Governor of the city, and the Presidence of the local National Liberation Committee were also informed of above appointment . Ing De Giuli submitted to Col. Moss the names of the Officials to be entrusted with the various branches of the Administration. He was instructed to start immediately with clearing of the yards, salvaging of material and rehabilitation of what can be repaired.

Some financial difficulties have arised to this subject and I am of the opinion that it would be necessary to promptly arrange for financial help; unless instructed not to do so (via radio, through MRS) I am going to utilise part of the 50 millions already destined to Bologna as they are not all necessary there, because Bologna Compartment has already enough money to cover the wages bill of April.

Situation of yards and lines.
Much better than at Bologna; all sleepers and [illegible] 54
practically undamaged; not all switches damaged. Adige bridge between Verona P.N. and Verona P.V. with only the outer arches damaged but already hastily repaired to allow the transit of tanks. The Adige bridge at Verona Porona (on the Trento line) with both piles and abutments undamaged, so that it can be easily repaired. The lines arriving from the various directions apparently in good condition or at

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Much better than at Bologna; all sleepers and rails, practically undamaged; not all switches damaged. Adige bridge between Verona P.R. and Verona P.V. with only the outer arches damaged but already hastily repaired to allow the transit of tanks. The Adige bridge at Verona Parona (on the Trento line) with both piles and abutments undamaged, so that it can be easily repaired. The lines arriving from the various directions apparently in good condition or at least with slight damages.

Materials
Many materials are available, most of which suitable for immediate re-utilisation, besid s the rolling stock, also many other materials are there, and particularly I-beams suitable for bridging purposes.

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Locc Depot
Damaged by bombardments. Furtherly damaged by the Germans, but it can be partially rehabilitated in a reasonable time.

Loco Major Shops.
Practically to be completely re-constructed. Severely damaged by the bombardments, and afterwards the destruction was completed by the Germans. Lot of useful material can be salvaged and then it will be possible to slowly rehabilitate the various sheds, one after another, as already done at Firenze.

To conclude, I am of the opinion that it is necessary to appoint a commission, endowed with ample powers, with the task to proceed first to Bologna and then to Verona to take all necessary deliberations in order that the rehabilitation works be started with as soon as possible, as requested by the Allies.

sgd: Riseone

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