

785021

PIETRAFITTA mine-Rail Link Reconstruction

785021

e - 1524 Link Reconstruction

10000/1198/1045
June '44

TRANSLATION

AS/11

Ref: M.340/26921/2 G.

Rome 16 Jan 1946

376/49

Subject: Movement of lignite by Railway.

To: Transportation S/C.

1. Answer to note 334/47703 of 7 January 46.
2. The situation of the Lignite Mine in Pietrafitta (Miera), Trasmiseno Coy, has been often examined together with the concerned people to whom it was demonstrated and made clear that the limited transport possibilities at our disposal do not permit us to fully accept their requests.

The reason for having asked your help aims at nothing else but to use your authority to force a situation of lack of means, at the expense of others.

3. Your Sub-Commission attentively follows our work, and knows perfectly of the efforts made by us to get the most out of the few means at our disposal, in order to satisfy the enormous requests which pressingly reach us from all parts, paying particular attention to priority as agreed with your Sub-Commission.

4. The requests for the movement of lignite are submitted to us by the "Ministero dell'Industria e Commercio", which, having present our impossibility to accept them all, makes a first selection and passes over to us those requests which approximately may be granted. This is of great help to us.

5. The following is an example.

For the week 14-20 Jan, the "Ministero dell'Industria e Commercio" has asked us for 637 wagons for the transport of lignite, for all the mines in South Central Italy, (43 for the Trasmiseno), of which we have granted 553, authorizing 36 wagons for the Trasmiseno.

As can be seen from the above example for the week 14-20 Jan, (Other weeks slightly differing), the concerned Ministry following instructions on priority, has requested 43 wagons for the Trasmiseno. To allocate 240 wagons weekly to the Trasmiseno Coy, almost all other requests should be disregarded, a thing which we believe

5130

1. Answer to note J16/47TnJ of 7 January 46.

2. The situation of the Lignite Mine in Pietrafitta (Elern), Trasimeno Coy, has been often examined together with the concerned people to whom it was demonstrated and made clear that the limited transport possibilities at our disposal do not permit us to fully accept their requests.

The reason for having asked your help aims at nothing else but to use your authority to force a situation of lack of means, at the expense of others.

3. Your Sub-Commission attentively follows our work, and knows perfectly of the efforts made by us to get the most out of the few means at our disposal, in order to satisfy the enormous requests which pressingly reach us from all parts, paying particular attention to priority as agreed with your Sub-Commission.

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The Chief of the Movement Section
sgd illegible

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MINISTERO DEI TRASPORTI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Navimonto

OGGETTO
Trasporto di lignite
per ferrovia.

Roma, 19-1-1954
N. 340/26927/13

ALLA SOTTOCOMMISSIONE TRASPORTI A.C.

R O M A

- 1*) - Risponde alla nota 334/47/Ta.3 del 7 corr.-
- 2*) - La situazione della Miniera di Lignite di Fig. trafitta (Miera) Società Tracimeno - è stata presa in esame molte volte insieme con gli interessati, ai quali si è dimostrato e chiarito che le scarse possibilità di cui disponiamo non ci consentono di accogliere in pieno le loro richieste.- Il fatto di esserci rivolti a questa Sottocommissione - dopo avere avuto le nostre spiegazioni - non ha altre scope che quelle di forzare, attraverso l'autorità di tutela, una situazione di deficienza di materiale, per ottenere di essere favoriti a danno di altri.-
- 3*) - Questa Sottocommissione segue attentamente il lavoro che noi svolgiamo e sa con quanta cura cerchiamo di aumentare, col nostro interessamento, le possibilità di sfruttamento degli scarsi mezzi di cui disponiamo per fare fronte alle rilevanti quantità di richieste di trasporti, che da tutte le parti ci vengono fatte con assillante insistenza, tenendo particolare conto della gravatoria di carico concordata con questa Sottocommissione.

5129

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1*) - I trasporti di lignite vengono a noi propo-
 sti dal Ministero dell'Industria e Commercio il quale,
 vista la nostra impossibilità ad accoglierle tutte, preve-
 vede ad un primo selezionamento delle richieste secondo
 un criterio discrezionale, e quindi passa a noi le richie-
 ste che, secondo un nostro conto approssimativo, possano
 essere accorate; ciò agevola molto il nostro compito.

5*) - Vi prospettiamo il seguente caso:

Per la settimana di carico dal 14 al 20 corr.,
 il Ministero dell'Industria e Commercio ci ha chieste 537
 carri di lignite, per tutte le miniere dell'Italia Centro
 Meridionale, di cui 43 per la Trasilum e ne abbiamo auto-
 riservati 53, di cui 16 per la Trasilum.

6*) - Come si rileva dall'esempio della settimana
 dal 14 al 20, che all'incirca si ripete nelle altre, il
 competente Ministero, che è in possesso di tutti dati pre-
 ferenziali, ci ha fatte una richiesta di 43 carri per la
 Trasilum.

7*) - Per accorare 240 carri settimanali a detta
 nostra, bisognerebbe trascurare quasi tutte le altre, ciò
 che non ci ritenne giusto.

IL CAPO DEL SERVIZIO MOVIMENTO

[Handwritten signature]

0 2 4 2

CFB/mb

MEMORANDUM ALLIED COMMISSION
APO 394
Transportation & Shipping Sub-Commission

Tele. Ref. 511

7 January 1946

DD/47/Ta.3.

SUBJECT: Movement of Lignite by Rail

TO: Sig. Decotti, I.S.R.
IV Sezione, Servizio Movimento.

W. L...
ELISA

1. The Pietrafitta Lignite Mine which has a potential output of 25,000 tons per month has practically ceased operating due to shortage of rail wagons.
2. It is essential that this mine is kept in production and to do this a minimum output of 10 to 12,000 tons per month is necessary and would require at least 20 wagons per day.
3. Under existing circumstances it is considered by this Sub-Commission that 20 wagons per day is a reasonable bid.
4. Will you please ensure that every effort is made to meet the bids of this mine up to 20 wagons per day and if this is not considered practicable by the I.S.R. will you please submit the reasons to this H.Q.

5128

CFB
O.F. BERNARDI,
Major, R.E.
Chief Movement Division

Copy to: Rail Division (Ta.4.)

TRANSMISSION & DELIVERY SUB-COMMISSION

INTERNAL SECURITY INFORMATION

Yell

Date: Oct. 5/44

334/44/70.3.

SUBJECT: Lignite production Italian Mainland

TO: Responsible Section - Supply Group

7 January 1946

The 10-30 December figures are from the 15th report and the 15th report is being reviewed. The 15th report is being reviewed. The 15th report is being reviewed.

Reference is made to attached letter reference 208/3 of 7 December.

The following figures indicate the position regarding the supply of wagons to the Lignite Mine at Pietrafitta during latter part of December.

Date	No. of wagons - IN STOCK	No. of wagons - SUPPLIED	Balance	Supplies
10 to 16	47	36	11	18
17 to 23	52	32	20	17
24 to 30	59	30	29	18
		<u>78</u>		<u>20</u>

The above figures show that the number of wagons requested or supplied would be quite inadequate to deal with the present potential production of 25,000 tons per month.

To justify the continued working of this mine, the Mining Division consider an output of 10 to 12,000 tons per month is required. This output would require a supply of 20 wagons per day. In our opinion this is a reasonable figure, bearing in mind the present wagon situation and the I.S.B. have been advised to this effect and requested to make every effort to meet this requirement.

It will be appreciated that there is a general wagon shortage throughout Italy and particularly the I.S.B. are failing to satisfy fully the wagon demands, even for essential traffic.

Therefore if wagons were supplied to this particular mine is enable it to work to full potential capacity, the supply of wagons for other essential traffic in other parts of Italy would suffer accordingly.

The supply and distribution of wagons is a function which is carried out entirely by the I.S.B. in accordance with a list of priorities agreed by the Allied Commission.

Under those circumstances this Sub-Commission is not in a position to insist that wagon demands at specified points will be met. If such orders were given it would upset the wagon distribution for the whole of Italy and the I.S.B. could no longer be held responsible for wagon

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Reference no. 4 and attached letter reference (22/7) of 7 November.

The following figures indicate the position regarding the supply of wagons to the Light Mine at Piteafitta during latter part of December.

DATE	No. of Wagons Available	No. of Wagons Required	Balance
14 to 16	47	28	19
17 to 23	12	32	-20
24 to 30	30	30	0
	89	90	-1

The above figures show that the number of wagons requested or supplied would be quite inadequate to deal with the present potential production of 25,000 tons per month. To justify the continued working of this mine, the Mining Division considers an output of 10 to 12,000 tons per month is required. This output would require a supply of 20 wagons per day. In our opinion this is a reasonable figure, bearing in mind the present wagon situation and the I.S.R. have been advised to this effect and requested to make every effort to meet this requirement.

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The supply and distribution of wagons is a function which is carried out entirely by the I.S.R. in accordance with a list of priorities agreed by the Allied Commission.

Under these circumstances this sub-Commission is not in a position to insist that wagon demands at specified points will be met. If such orders were given it would upset the wagon distribution for the whole of Italy and the I.S.R. could no longer be held responsible for wagon distribution.

It is considered our policy should be to maintain a position free which we can offer advice to the railway and ensure as far as practicable that wagons are being allocated in accordance with the agreed priority list. If we deviate from this policy, a position would result in which

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0243

- 7 -

each Sub-Commission in this Headquarters could support demands for
 wages for commodities in which it is particularly interested, and
 if this support had sufficient authority behind it, the I.A.B. would
 be inundated with orders from this Sub-Commission to supply wages
 to specific points at the expense of others. This would mean, in
 effect, that certain firms would receive favored treatment and there
 would be an equitable wages distribution under such conditions.

This Sub-Commission is giving every consideration to this subject,
 which is one of its major problems. An Officer of this Division is
 engaged wholly in supervision of the current wages position throughout
 Italy and holds daily meetings with the I.A.B. and U.S.S. on the
 subject.

R.A.H.

F.D.G. BURNHAM,
Director.

512

*See - [unclear] for
3/24/55*

ROUTING AND WORK SHEET

Subject: Lignite Production Italian Mainland

5125

1. 12/12 Supply Group

Ta. 5/5

This question has been investigated with Rail Division and the I.R.R. It appears that wagons have been supplied for fuel wood at the expense of this mine. Instructions have now been issued that the priority lists must be observed and in the future wagons will be provided for this mine.

Lignite is in priority 12, which in fact places it practically at the head of traffic which is moved in open wagons. It is considered unnecessary therefore to raise the priority listing of this traffic.

There is a general shortage of wagons throughout Italy and also a limitation on the amount of traffic which can move northwards through Bologna owing to the acute congestion there. These factors will limit the number of wagons supplied to the mine

(cont'd)

In. Sec. 1112
 2. 12/12 Supply Group

Tn. 3/5

although every effort will be made to meet these requirements. During November the difficulties were accentuated by the bridge at Castiglia being out of use between Nov. 8 - 12 affecting loadings between 8 Nov. - 20 Nov. and by other bridges being 'washed out' during the heavy floods towards the end of the month. These factors would all react on the supply of wagons to the mine.

(41)
 C.F. BERRIDGE.
 Major, R.E.
 Chief, Movements Div.

0248

170/ele

TRANSPORTATION & SHIPPING SUB COMMISSION

INTER OFFICE MEMORANDUM

Tel : 475701

11 December 1945

134/43/2b 3

SUBJECT : Movement of lignite by rail

TO : Mail Division (Rm 4)
(Attn. Lt. Jeffreys)

- 1. The enclosed copy of letter from the Mining Division is forwarded for comment please.
- 2. The following information has been obtained from perusal of IS Forms for Penicola Station :-

<u>Period</u>	<u>Wagons requested</u>	<u>Wagons loaded</u>	
29/10 - 4/11	70	49	
5/11 - 11/11	105	32	
12/11 - 18/11	50	12	
19/11 - 25/11	22	17	
	277	110	5127
TOTAL	277	110	

Taking 15 tons per wagon as an average load the tonnage bid for movement over these four weeks was 4155 tons and only 1650 tons were moved.

For Chief Movements Division

J.P. CLINGING,
Supt. R.E.

*Transportation
s/c
3-4/45*

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY DEPARTMENT

Tel: 489081
Ext: 559

DEK/cc.

Ref: Minne-824.3

7 December 1945.

SUBJECT: Lignite Production Italian Sardinia.

TO : Acting Vice President Economic Section,
Sq. Alcon

THROUGH: Mr. A. H. Sullivan

1. The Mining Division wishes to point out the unsatisfactory conditions now existing regarding movement of indigenous lignite production. This winter every potential pound of produced lignite is in great demand for bakeries, churches, hospitals and various industrial uses. However, because of the low priority given to the movement of lignite, some of our largest producers are shipping but a fraction of possible production.

2. One example given is that of Pietrafitta open-cut lignite mine. The potential production of this mine with further development is 100,000 tons per month. Present production could be 25,000 tons per month. Actual production in December, unless more wagons are allowed, will be possibly 6,000 tons. Every available space is filled with stacked lignite. Further this mine through the help of the Mining Division, A.C. has constructed a branch railroad siding making Pietrafitta one of three lignite mines situated on rail sidings, which means reduced cost to consumers because of eliminated road transportation.

3. During the period December 1st to December 6 only one wagon was placed at the disposition of this mine. This plus the previous lack of rail wagons has caused the mine to cease operations and lay off workers at a time when solid fuel is vital to Italian economy and comfort.

4. It is recognized that rail transportation is limited however, in the face of present coal shortages throughout the world, the amount of imported coal now being shipped to Italy. It is believed that this situation should be investigated.

DONALD S. SINGERY,
Capt. C.A.
Chief, Mining Division

5121

c/c -	Col. Green, American Embassy	(1)
	Coal Division, Alcoa	(1)
	Transportation B/C	(1)
	Ministry Industry & Commerce	(1)
	Pietrafitta Mine	(1)
	Float	(1)
	Files, Mining Division	(1)

001/00

Computer Aided Simulation
and
Simulation Sub-Committee

6 September 1966

File # 47870A
SIA/2A/70a.3

MEMORANDUM for files on volume and/or
interoffice ligature sheets.

1. Attached herewith, are four copies of

1. Reference is made to telephone conversations (and, possibly, to J. (unreadable)
2 Sept, and (del. received - to J. (unreadable)) copy.

2. The allegation made against this is that no action has been taken with
regard to the above personal accounts to suit satisfaction.

3. This DC's letter references 06/14/70, 2, dated 24 May, to Linda (unreadable), copy
to you, wherein the writer has not been employed or employed.

4. The following points must be considered:
(a) The cost of road mileage is a matter of negotiation between SIA and
USFSA's subcontractors and the above amount, and agreement must be provided
before agreement necessary.
(b) No reply has yet been received from SIA or office memorandum to
our letter referred to in para 3.

5. In accordance of para 4 (a) and (b) above, no firm bids for services have
yet been made by our (unreadable).

6. It is understood that the interoffice issues are likely to be well served in
the near future. Our (unreadable) have been so informed and agree that in
view of the limited amount of papers available in this country and in view
to preserve transcripts and tapes as far as possible, the supply of any ligature
to the north should be made from the interoffice issues drawn by SIA when
it has been established, following the receipt of an initial small quantity
sent. That the ligature is available.

7. Nothing stated in the foregoing is intended to be seen that it is essential to well
until a reply is received from SIA, but in the meantime your views on para 6
above are invited.

By Command of Group Captain (unreadable)

1. Reference is made to telephone conversations (with, enclosed, in, J. (unreadable) copy, and (with, enclosed, in, J. (unreadable) copy).
2. The allegation made up last time is that an action has been taken with regard to the above projected agreement in not satisfactory.
3. This is a letter reference in (with, enclosed, in, J. (unreadable) copy, to make it to you, aware that the action has not been completed or completed.
4. The following points must be considered:
 - (a) The need of good working in a matter of negotiation between and of affairs satisfactory and the like persons, and agreement must be reached before agreement is reached.
 - (b) No reply has yet been received from (with, enclosed, in, J. (unreadable) copy or letter referred to in page 3.
5. In connection of page 4 (a) and (b) above, as firm bids for agreement have not been made by (with, enclosed, in, J. (unreadable) copy.
6. It is understood that the restriction lines are likely to be not correct in the new future. Good relations have been as indicated and agree that in view of the limited amount of petrol available in this country and in order to prevent a shortage and agree as far as possible, the supply of any liquid to the north should be made from the (with, enclosed, in, J. (unreadable) copy. It has been established, following the receipt of an initial small amount, that the liquid is available.
7. Being agreed to the foregoing it will be seen that it is essential to reach with a reply to received from (with, enclosed, in, J. (unreadable) copy on page 4 above are available.

By consent of your shared agent

[Handwritten signature]
Director

copy to: local (with, enclosed, in, J. (unreadable) copy
 Full Division (with, enclosed, in, J. (unreadable) copy
 Special Division
 Office of the Representative of the Chief (with, enclosed, in, J. (unreadable) copy
 16, The (with, enclosed, in, J. (unreadable) copy
 File: 200/200.3
 200/200.3
 200/200.3
 200/200.3

08/01/60

COMMUNICATIONS SECTION

URGENT

3/10/60

TO : DIRECTOR

FROM : SAC, MILWAUKEE

24 August 1960

SUBJECT: Supply of lignite for Milan at Castellumero (Valdarno) Lignite Mine and/or Pietrafitta Lignite Mine

TO : Radio Division

1. Request has been received for the supply of lignite for the Milan District. It is suggested that the supply of lignite at present on hand at the Castellumero (Valdarno) Mine would meet requirements.

2. To supply lignite from the Valdarno Mine, it will be necessary to provide road transport to Florence, a distance of approx 23 miles, as at the present this mine is not fully served.

3/19

3. If it is found that to supply lignite from the Valdarno Mine is impracticable, an alternative would be to supply from the Pietrafitta Mine, loading station peninsula, which is again not fully served, but the distance by road from the mine to peninsula station is only approx 5 miles.

4. The average for movement would be a minimum of 1000, maximum 1000 tons per month.

5. Please inform this branch with the minimum of delay (a) whether DDC can provide the necessary road transport for

- (i) Valdarno Mine to Florence
- (ii) Pietrafitta Mine to peninsula

(b) what the cost of road haulage would be
(c) what is considered to be the maximum daily road lift.

For Chief Executive Division

To : Waste Division

1. Request has been received for the supply of lignite for the Valsava mines. It is suggested that the surplus stocks of lignite at present on hand at the Chalkovitsi (Valsava) mines would meet requirements.
2. To supply lignite from the Valsava mines, it will be necessary to provide road transport to Florinos, a distance of approx 25 miles, as at the moment this mine is not well served.
3. If it is found that to supply lignite from the Valsava mine is impracticable, an alternative would be to supply from the Petrosfitta mine, including station facilities, which is again not well served, but the distance by road from the mine to Petrosfitta station is only approx 5 miles.
4. The tonnage for movement would be a minimum of 10000, maximum 1000 tons per month.
5. Please inform this branch with the minimum of delay (a) whether you can provide the necessary road transport for
 - (i) Valsava mines to Florinos
 - (ii) Petrosfitta mines to Petrosfitta
 (b) what the cost of road haulage would be (c) what is considered to be the maximum daily road lift.

For Chief Wastecosts Division

R. C. O'Connell
 R. C. O'CONNELL
 after A.S.

Copy to : General Sub-Commission (Coal Division)
 Mail Division (En 4)
 Mr. Transportes Sub-Commission, Mining
 Regional Commissioner, Lauria Region
 Files 1 190/En 3 141/En 3
 141/En 3 144/En 3

MINERARIA DEL TRASIMENO
MINIERE DI PIETRAFITTA
MILANO

MINERARIA DEL TRASIMENO
S.p.A.
Via Venezia 12
Milano

MINIERE DI PIETRAFITTA
S.p.A.
Via Venezia 12
Milano

Milan, 26 July 1949

534/39

MEMORANDUM

In the attention of the Allied Commission - Transportation Sub-Commission Rome.

Dir: 1

Preamble:

- that the underground Mines at Pietrafitta (Prov. of Perugia) have delivered, during the past year's period, about 700,000 tons of fuel, 80% of which in the Lombard Region and the remainder in other districts of Northern Italy,
- that the daily output of said Mines, during the above period, ranged from 1,200 to 1,400 tons,
- that the daily output could have been raised up to 1,600 tons had the necessary ton of work in two of our Mines temporarily inactive, but owing to the short age of labor and materials for an adequate equipment, this program was forcedly given up, although it could be started again at any convenient time, provided free disposal of the operating means above listed to,
- that the industrial clientele of the Lombard Region, particularly the textile branch has always made large purchases of our fuel, thanks to the fittings and services applied to their boilers, suggested by the practice, as gas-producers, turbines, &c. thereby securing the highest result in combustion,
- that the consumption of our fuel is presently extended also to the population, particularly in the bulk of laborers whose prospects for the necessary cooking and heating in next winter are obviously not brilliant owing to the general shortage of gas, coal &c.

5114

The undersigned, Societa Minieraria del Trasimeno beg to state that they hold at present available at Pietrafitta (Prov. of Perugia) about 120,000 tons of brown coal, namely 1 about 20,000 tons already piled up and about 100,000 tons already "disentailed" and therefore ready for a speedy signing and piling up.

Of the said 120,000 tons, 5/6 are loaned to the City of Milan and 1/6 to the Municipality of Cesena (Prov. of Forli). It is to be said here that amongst the consumers waiting for our fuel at Cesena there is the "Anagnini Co." whose output, such as foodstuffs and special anti-malarial products, goes for a considerable share to the 5th and 3th Armies.

9 MOD. 1000 PER AZIONI 83

MINERARIA DEL TRASIMENO

MINIERE DI PIETRAFITTA
MILANO

MILANO
P. B. 1000
P. B. 1000
P. B. 1000

MILANO
P. B. 1000
P. B. 1000
P. B. 1000

The Municipality of Milan urge on their turn our Company to deliver at least 30,000 tons, as a quick account of the engaged 100,000 tons, within a term of 5 months hereafter, in order to meet with the first and most pressing needs of the population.

It is to be added that the engagement of our Company with both the above Municipalities, aggregating 100,000 tons., does not affect the consignments which are being daily sold out of our ordinary stock to the City of Rome which anyway is also supplied from other local Mines.

Referring to the deliveries to be executed for Milan and Caserta, there is a global of 30,000 tons to be conveyed in a term of 5 months, while the remaining 10,000 tons could be carried by the following sources of time.

For the delivery of said 30,000 tons of fuel within 5 months it is absolutely necessary to rely upon the disposal of:

- a) 10 tracks for the carrying of the fuel from the Mines to the nearest railway station (Panicale) *
- b) the required allotment of petrol for the above tracks
- c) about 1,200 railway wagons (upon, whenever possible) to be allotted within the above said term of 5 months for the transportation of the fuel from Panicale to Caserta, viz. 8 wagons per day.
- d) about 1,500 railway wagons to be allotted as above for the transportation of the fuel from Panicale to Milan, viz. 12 w. per day.

5114

As a total i.e. daily allotment of 20 wagons which should be sent to Panicale from the Railway Dept. of Rome.

He said that the provisions under lett. a) & b) may be considered of a temporary character, inasmuch as they will be eliminated within 363 months, that is to say after the completion (in advanced course) of the railroad track (about 12 miles) connecting the Mines with the railway station of Millere, which is in its turn already joined to the main lines reaching Caserta and Milano.

Anyway, in the event of difficulties arising even for a part-allotment of the tracks asked under lett. a) our Company will try and arrange the matter other way, provided that the adequate supply of petrol asked under lett. b) be at least granted.

SOCIETA PER AZIONI
MINERARIA DEL TRASIMENO
MINIERE DI PIETRAFITTA
MILANO

MILANO
PIETRAFITTA

MILANO

provided the granting of the adequate means for transportation, say railway
wagons.

Hoping that the above memorandum and the requests connected therewith will
meet with your kind approval and thanking you in advance,

Yours very truly
SOCIETA' MINERARIA DEL TRASIMENO
Amministratore Unico

Ungelhardt

Encl. 13 photostatic copies of certifying letters.

0258

Unclassified E.O. 12356 Section J.3/NND No.

785021

OFFICE OF THE ATTORNEY GENERAL
WASHINGTON, D.C.
20540

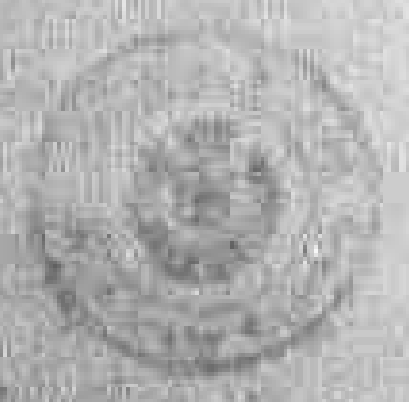
DATE: 28 JULY 1949

Dear Sirs: Enclosed for you are two copies of a report
made by the Institute of Public Health, in which it is stated
that the population of the United States is increasing at
the rate of one million annually.

It is noted that the report also states that the
population of the United States is increasing at the rate
of one million annually, and that this increase is due
to the fact that the birth rate is higher than the death
rate. It is also noted that the report states that the
population of the United States is increasing at the rate
of one million annually, and that this increase is due
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United States is increasing at the rate of one million
annually, and that this increase is due to the fact
that the birth rate is higher than the death rate.
It is also noted that the report states that the
population of the United States is increasing at the rate
of one million annually, and that this increase is due
to the fact that the birth rate is higher than the death
rate.

Very truly yours,
[Signature]



[Handwritten signature]



Municipio di Cesena

Comune di Cesena

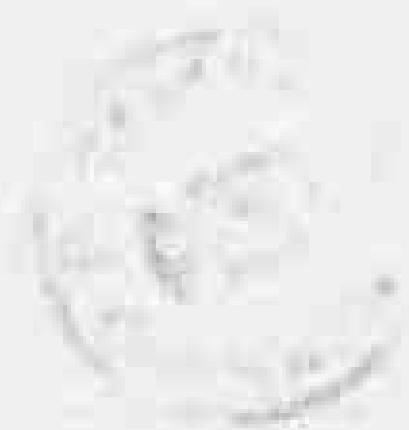
Il Sindaco, in esecuzione dell'art. 46 del Regolamento Municipale, ha deliberato di autorizzare il Sindaco a sottoscrivere e a depositare presso il Tribunale di Cesena, in esecuzione dell'art. 10 del Regolamento Municipale, il presente atto di autorizzazione.

Il presente atto di autorizzazione è stato deliberato dal Consiglio Municipale nella seduta del giorno 15/10/1954, in presenza di tutti i Consiglieri, e ha ottenuto l'approvazione unanime.

Il presente atto di autorizzazione è stato deliberato dal Consiglio Municipale nella seduta del giorno 15/10/1954, in presenza di tutti i Consiglieri, e ha ottenuto l'approvazione unanime.

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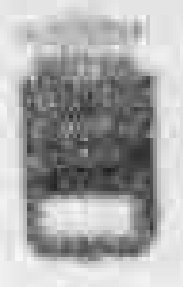
Il presente atto di autorizzazione è stato deliberato dal Consiglio Municipale nella seduta del giorno 15/10/1954, in presenza di tutti i Consiglieri, e ha ottenuto l'approvazione unanime.



Luca...

5116

0280



MUNICIPIO DI CESENA

UFFICIO TECNICO

Pratica n. 1078
del 21/1/77

Comitato di Urbanistica

CESENA

12000

Il sottoscritto ingegnere [nome] ha l'onore di riferire al
 Vostro Ufficio Tecnico che, in esecuzione dell'art. 17
 del Regolamento Urbanistico, ha provveduto a redigere
 il Piano Urbanistico Comunale (P.U.C.) e a sottoporlo
 alla deliberazione del Consiglio Comunale, che ha
 approvato il Piano Urbanistico Comunale (P.U.C.)
 con deliberazione n. [numero] del [data].
 Il Piano Urbanistico Comunale (P.U.C.) è stato
 depositato presso l'Ufficio Tecnico e, in
 esecuzione dell'art. 17 del Regolamento Urbanistico,
 ha provveduto a pubblicare il Piano Urbanistico
 Comunale (P.U.C.) e a sottoporlo alla
 deliberazione del Consiglio Comunale, che ha
 approvato il Piano Urbanistico Comunale (P.U.C.)
 con deliberazione n. [numero] del [data].



INGEGNERE CARO
(Firma)

5117

MINISTRE DES TRANSPORTS
470 394
TRANSPORTATION AND COMMUNICATIONS

10 June 1945

334/28

Subject : Sillers - Pistrifatta Line.

To : Public Works & Utilization Sub-Commission.

[Handwritten initials]

(1) Further to my 113/11/14/20.1 of 13 June '45.
The above line has been interrupted, progress is slow
for the following reasons:-

(a) A steam loco and coal are required to haul granite
from the quarry of Castellone della Valle north to Sillers
and south to Pistrifatta.

DETAILS: There are three lochs in the vicinity,
one each at Perugia, Magione and Foligno. The first two are
so badly silted up that they require heavy machinery repairs
before being rendered serviceable, the latter cannot be used
until the line between Sillers is completed; neither can it
be transported by road. M.V.L. trustees in any case cannot
relinquish it for the moment.

(b) The method of transporting ballast at the present
time by a local 6 HP starting engine which can only haul six
small heavy trucks half way to Sillers, owing to the incline,
and proceed with only three to destination and return for the
remainder. This unsatisfactory and slow way of operating is,
at least, better than nothing, but here again difficulty is
experienced owing to lack of fuel.

5112

(c) M.V.L. The contractor Martini and his engineer
Sposato are rendering little or no assistance from the
Comando di Genovese at Perugia. The Ministry of Public Works
allotted 2,700 litres of P.O.L. for fuel through the above
office at Perugia for the construction of this line and advised
their Technical Engineer Sobelini, located at Taveruzio, to

334/29

Subject : Bilera - Pistraville Line.

To : Public Works & Utilities Sub Committee.

(Handwritten initials)

(1) Further to my 23/11/74/Tn.1 of 13 June '75, the above case has been inspected, progress is slow for the following reasons:-

(a) A stone lace and soil are required to haul granite from the quarry at Castiglione della Valle north to Bilera and south to Pistraville.

Notes: There are three layers in the vicinity, one each at Ferugia, Magliana and Volpina. The first two are so badly shot up that they require heavy workday repairs before being rendered serviceable, the latter cannot be used until the line Bilera to completed; whether can it be transported by road. M.L.S. traction in any case cannot relinquish it for the moment.

(b) The method of transporting ballast at the present is by a local 6 HP starting engine which can only haul six small dump trucks half way to Bilera, owing to the incline, and proceed with only three to destination and return for the remainder. This manufacturer and slow way of operating is, at least, better than nothing, but here again difficulty is experienced owing to lack of gasoline.

5119

(2) F.O.L. The contractor Bonetti and his engineer Gasario are receiving little or no assistance from the Govern di Comarolo at Ferugia. The Ministry of Public Works allotted 2,700 Litres of F.O.L. for June through the above office at Ferugia for the construction of this line and advised their Technical Engineer Schiavini, located at Rovereto, to this effect. Allocation to include existing engine, carry machinery and trucks.

(3) Contractor Bonetti's representatives visit the sites to Ferugia to endeavour to secure delivery of this F.O.L., but on both occasions they were informed that although the F.O.L. had been allocated to them for the construction of this line, they must realize that there was such a call on F.O.L. in Ferugia district for the bridge of Federsaife and

other commodities that they could not expect any supply. However, after a visit of an engineer from the Comoro di Casarale di Perugia, on the 13rd June, that office allotted 1000 litres to last to the end of June, but nothing had been issued. I therefore, had to rely upon whatever P.O.L. the Pietrafitta mine could loan him to permit the minimum amount of work being done.

(4) Bridges, Ponte di Chini.

The road and rail bridges was finished over the river Chini. The road bridge has been destroyed by the retreating Germans and the road traffic has been diverted over the rail bridge.

No attempt has been made to rebuild the road bridge, therefore, on completion of the construction of the Salaria Pietrafitta line, the rail bridge will have to take both rail and road traffic.

(5) I need hardly stress again the urgency of this work and the necessity of maximum effort on the part of the Ministry of Public Works.

See the following points to be taken up with them for their immediate action:-

- (a) (ref. para 2) Insist upon P.O.L. allocation that they have authorized to Lanetti through the Comoro di Casarale di Perugia being utilized for the purpose of this line construction.
- (b) (ref. para 3) That P.O.L. is supplied immediately.
- (c) (ref. para 4) That explicit instructions be issued to those concerned that while this rail bridge is carrying both rail and road traffic, precedence must be given to rail traffic.
- (d) To avoid accidents, due to the narrowness of this rail bridge, that construction of the road bridge be put into effect immediately.

5111
J. R. Richardson
 J. R. Richardson, Major,
 Planning Staff,
 Transportation Sub Committee.

rail bridge.

No attempt has been made to rebuild the road bridge, therefore, on completion of the construction of the Miller Pisterfitta line, the rail bridge will have to take both rail and road traffic.

(5) I need hardly stress again the urgency of this work and the necessity of business effort on the part of the Ministry of Public Works.

The following points are taken up with you for their immediate action:-

- (a) (ref. para 2) Inset upon P.O.L. allocation that they have authorized to Insetti through the works di Comarcato di Perugia being allowed for the purpose of this line construction.
- (b) (ref. para 3) That P.O.L. is supplied immediately.
- (c) (ref. para 4) That explicit instructions be issued to those concerned that while this rail bridge is carrying both rail and road traffic, precedence must be given to rail traffic.
- (d) To avoid accidents, due to the narrowness of this rail bridge, that construction of the road bridge be put into effect immediately.

J. R. Richardson
5111

V. F. RICHARDSON, Major,
Planning Staff,
Transportation Sub Commission.

- copies to:-
- 1. Industry Sub Commission, Mining Division,
 - 2. Pub. Sec. A.F.S.U.
 - 3. Movement Division (attn. Lt. Col. J. E. Baker).
 - 4. Rail Division (attn. Maj. A. C. King)
 - 5. Rail Division (attn. Maj. G. H. Street)

ARB/ef

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

Tel : 843239
Ref : AC/Tn/23/43/C.E.

29 June 1945

SUBJECT : Bastia-Ellera reconstruction.

TO : The Director
Tn-Sub-Commission.

1. Further to my AC/Tn/23/37/C.E. of 12 June (copy attached).
2. Attached is copy of letter received from CI/C E.S.D. (Northern Section SO E.S.W. S.A.E.C. dated 25 June from which you will see, that the steel required for above work is not yet available.
3. Your intervention is requested.

J. D. Street
A.B. STREET, Major.

CO 2000
Release for June
See details
Books
Charts

Major Day
160 (plus 50)
240

1110

*Out of 1600 tons of steel...
 to be provided...
 transferred from.../...*

Office of the Attorney General
Northern Division
50 S.W. 2nd St., 3rd Fl.,
Miami, Fla.
1/16/44

D.L.A.D.
Th. Stone
Transportation Increment.
S.E.F.

Copy to H/V.P.T.
Industry Sub-Commission.

UNION 71 S.E. 2nd St. Release Order 2540.

1. Refer the attached Release Order No 2540 requesting steel to the (Mr) A.S.S. for use by the I.C.C.
2. Clarify information with the person addressed by telephone if you requested that no further action release price cancelled or application was made to S.E.C. for the release of material as required by Th. (Mr).
3. To wish to state that all steel releases are listed through S. (Mr) as Teacher action through this list and no other other than that. The only release number as here as had is 3/1039 for release to (Mr) S.E.C. by Transportation Authority, and as from July with the required amount as requested on 2/10/44 2540.
4. Will you please inform the representative from the I.C.C. the full details as to the release of this material, copies of letters will be required by us for the necessary action.
5. Kindly advise further.

14/ O.V. S.E.C. Northern Div.
80 S.W. 2nd St. 3rd Fl.

Copy.

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

Ref : 843239
Ref : AC/Tn/23/37/C.E.

12th June 1945

SUBJECT : Bastia-Ellera reconstruction
Delay in delivery of material.

TO : Chief of Rail Division.

1. Further to my letter AC/Tn/14/73/C.E. of 26th April.

2. I have been informed by the I.S.R. this morning that the release for steel required for the repair of the Chiascio bridge requested on March 19th has been obtained today 12th June although the actual material has not yet been obtained.

3. There has thus been an interval of 2 1/2 months in obtaining material for a priority job.

/s/ A.H. STREET, Major.

Ext. 613

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

FTR/en

334/16

Ref. 233/13/14/Th.2

19 June 1945

SUBJECT: Bastia - Ellera Line.
Branch line to Pietrafitta Lignite Mines.
TO : Public Works and Utilities Sub-Commission.

1. Further to my 233/10/14/Th.2 of 13 June 1945 and conversation Lt. Col. Thompson - Major Richardson of even date.

2. The following statements made by the Italian Minister of Public Works can be taken as correct:

- a. that the work on the construction of the Line Ellera to Pietrafitta Mine had not ceased.
- b. that the 6 millions Lire was sufficient to carry on the work until the 30 June 1945.
- c. that from the commencement of the new financial year 1 July 1945 there will be available moneys to complete the construction.

3. It is obvious from these statements that the Minister of Public Works does not realize how urgently this construction is required and has only permitted the minimum of labor to be employed so that the 6 millions Lire available should carry through the end of the financial year.

4. At a meeting held at the Ministry of Communications 11 May 1945 at which a representative of the Italian Ministry of Public Works was present, it was agreed that work would start immediately and the maximum of labor employed with a promise that the line would be completed by 30 June 1945 but it would appear that very

SUBJECT: Bastia - Elmera Line.
Branch line to Pietrafitta lignite mines.

TO : Public Works and Utilities Sub-Commission.

1. Further to my 233/10/14/Tn.2 of 13 June 1945 and conversation Lt. Col. Thompson - Major Richardson of even date.

2. The following statements made by the Italian Minister of Public Works can be taken as correct:

- a. that the work on the construction of the line Bastia to Pietrafitta mine had not ceased.
- b. that the 6 millions lire was sufficient to carry on the work until the 30 June 1945.
- c. that from the commencement of the new financial year 1 July 1945 there will be available moneys to complete the construction.

3. It is obvious from these statements that the Minister of Public Works does not realize how urgently this construction is required and has only permitted the minimum of labor to be employed so that the 6 millions lire available should carry through the end of the financial year.

4. At a meeting held at the Ministry of Communications 11 May 1945 at which a representative of the Italian Ministry of Public Works was present, it was agreed that work would start immediately and the maximum of labor employed with a promise that the line would be completed by 30 June 1945 but it would appear that very little has been done to meet that target date. At that meeting all present were made to realize the importance of opening the line on time and of the urgent need of the lignite owing to the cut in coal imports.

5. A.P.M.Q. are actively interested in the construction of this line and are investigating on site the reason for the delay. Too much stress cannot be laid upon the urgency of this work. Therefore, ask you to take an active stand with the Ministry of Public Works who is responsible for the finance and construction of this branch line and request that he instructs the Italian

Public works, to utilize the maximum of labor immediately on the construction of the permanent way, bridge repairs and quarrying for ballast and that sufficient funds be made available immediately that this may be achieved.

Wm. S. Taylor
WILLIAM S. TAYLOR
Director, T

Transportation Sub-Commission

Copies to:

- Finance Sub-Commission
- Expenditures Division (Tn.3) ✓
- Rail Division (Tn.4)

Ext:513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

FFW/14

Ref: 233/10/14/Fn.2

13 June 1945

Subject : Bastia-Silers Line,
Branch line Pietrafitta Lignite Mine.

To : Public Works and Utilities Sub Commission.

Further to our conversation on 11th May on the above subject, the outcome of which was that the Italian Ministry of Public Works wrote to the Italian Ministry of the Treasury, under reference 2nd section Division 3 of the Ministry of Public Works Protocols 1118-2 dated 12th May; the letter was signed personally by the Minister of Public Works.

This letter gave explicit detail of the work entailed, at the estimated cost of 18,000,000 lire (eighteen million lire).

A copy of the above letter was sent to Finance Sub Commission under our reference 233/8/Fn.2, of 14th May, pointing out that the Public Works in Perugia had 6,000,000 lire (six million lire) at its disposal and that it could carry on work for fifteen days only; and asked that a special request for immediate steps be taken for a decree to be passed for the 18,000,000 lire (eighteen million lire) within the next fifteen days.

Information has been received from Perugia that work will have to be suspended unless immediate action is taken to finance this project. The situation is serious as it is essential that this mine be working by late summer, as imports of coal are being cut down; this country will therefore have to rely upon every possible local supply this winter.

From a conversation Major Timens - Major Richardson of even date, it would appear that Finance Sub Commission

- 2 -

cannot further press the Ministry of the Treasury for this decree to be passed. They have requested that the Italian Ministry of Public Works be asked to address a further letter to the Ministry of the Treasury, stating the seriousness of holding up this work for the reasons mentioned above.

On our part, we have insisted that the work was put in hand but did not anticipate that difficulties would arise from the Ministry of the Treasury.

It must be understood that the Ministry of Public Works is responsible for the construction of this branch line and it must be financed by them.

My suggestion that the Ministry of Public Works immediately supply Italian Public Works, Perugia, from their existing funds until the above decree is passed so that the construction on this line may be continued.

Could you please ask the Ministry of Public Works to let us have a copy of the letter they address to the Treasury.

F.P. Richardson Maj.

F.P. RICHARDSON, Major,
 Planning Staff,
 Transportation Sub Commission.

- copies to :-
1. Finance Sub Commission
 - ✓ 2. Movements Division (Pa.3)
 3. Industry Sub Commission
 4. Commerce Sub Commission
 5. Mail Division (Pa.4)

Acknowledge your AG/TN/21/35/O.S. of 11 June '49.

5106

TRANSPORTATION SUBCOMMISSION, A.C.
1215 (REVISED)
c/o Transportation Department,
O.S.T.

11th June 1945

Zel 1 243019
Our ref 1 AC/EN/21/38 S.S.

TO : Director Transportation Subcommission.

SUBJECT : Easton-Willars line
branch line to Pietrafitta Coalmine.

1. At the suggestion of 10.14.2 letter 233/14/7/En 2 of 12d May a joint meeting was held to discuss the responsibility for completion and financing of the above line.

2. On 14th May, letter 233/14/2 to 21 June 1945 - Commission requested that arrangements should be made to finance the work, the responsibility for carrying out the work being the Mining Company's, under the direction of the Ministry of Public Works.

3. Although the above quoted letter made it clear that funds were only available for 15 days, no advice has yet been received that further funds have been made available.

4. Major Street, on enquiring today from the Financial Subcommission, was informed, that the Financial Subcommission were not in a position to ensure that this money would be available.

5. In view of the above, it is probable, that it will be necessary to stop all work, and consequently delay the opening of the line and the transport of lignite.

Alindberg & Co. 5107
D.S. LINDBERG, I.A. COL.

COPY : Planning Division A.C.
Financial Subcommission
Public Works and Utilities.

Doc ref : 40/74/11/35 C.S.

TO : Director Transportation Subcommission.

SUBJECT : Pacific-Alaska line
branch line to Fairbanks, Alaska.

1. At the suggestion of A.C.S. 2 letter 23/11/50 2 of 1st day a joint meeting was held to discuss the responsibility for completion and financing of the above line.

2. On 14th May, letter 23/11/50 2 to Finance Sub-Commission requested that arrangements should be made to finance the work, the responsibility for carrying out the work being the Mining Company's, under the direction of the Ministry of Public Works.

3. Although the above quoted letter made it clear that funds were only available for 15 days, no advice had yet been received that further funds have been made available.

4. Major Street, on enquiring today from the Financial Subcommission, was informed, that the Financial Subcommission were not in a position to ensure that this money would be available.

5. In view of the above, it is probable, that it will be necessary to stop all work, and consequently delay the opening of the line and the transport of limits.

M. Lindberg, Esq. 5109
O.S. LINDBERG, Lt. Col.

Copy 1 Planning Division A.C.
Financial SubCommission
Public Works and Utilities
Movements A.C. (Rail).
Industry Subcommission A.C.

M/L

4273

785021

60

INDUSTRY SUB-COMMISSION

U.S. DEPT. OF COMMERCE

INDUSTRY SUB-COMMISSION

WASH., D.C.

May 1948

16 May 1948

Mr. [Name]

234/2

1. Reconstruction of Railway Line No. 1, Berlin-Kielce

2. Transportation Sub-Commission (Attention: Major Technology) ✓

3. Telephone operations between Washington-Kelley Washington of 11 May 1948 147-14.

4. No information has yet been received in the correspondence files, with this letter which was to have been supplied to the Industry Sub-Commission for record purposes.

5. It is presumed that, as no further complaint has been made, this file may now be closed.

Very truly yours,

[Signature]

H. J. [Name],
Acting Director,
Industry Sub-Commission.

~~Mr. [Name]
[Address]
[City]
[State]
[Zip]~~

JWB/gfn

TRANSPORTATION SUB COMMISSION

INTER OFFICE MEMORANDUM

334/31

Tel : 475704

22 May 1945

SUBJECT : Lignite Mines & Rail Service

TO : Director

- 1. Pietrafitta Mine. Production 20,000/25,000 tons per month. Authority for reconstruction

Line 244 Bastia - Eliera and
the line from Eliera - Pietrafitta

signed by Director 22 Jan '45. Reconstruction understood to be largely a matter of steel for bridging, but cement required is 250 tons, and Tn. report cement is not available. E.T.O. 30 August '45.

- 2. Castellaccia (Marone) Mine. Located on Calabro-Iucane narrow gauge line Lagonegro-Spenzano. The reconstruction of Lauria Viaduct is essential to bring the mine into full production. Cement required - 160 tons. Time for job - 3 months. Production approx. 500 tons per day or approx. 15,000 tons per month. Stockpile 16,000/12,000 tons. E.T.O. 3 months after provision of cement.

MJS

M.J. BIRBY, Colonel

Copy to file 334/Tn }
351/Tn }

1
Tel. 237

334/30 HRLP/HR

Ref. AD/5615/101/IND.

2 May 1945

SUBJECT : Reconstruction of Railway Line
244, Bastia-Elora.

TO : Transportation Sub-Commission ✓
(Attention: Major Northington)

FROM : Industry Sub-Commission.

It would be appreciated if an answer could
now be given to our AD/5615/101/IND of 14th April 1945.

W. J. Maskrey

W. J. MASKREY
Lt. Colonel
Deputy Director
Industry Sub-Commission.

Copy to -
Secretary General

*Left to be done
by [unclear] at 15
[unclear] to [unclear]
[unclear] [unclear]
[unclear] [unclear]
[unclear] [unclear]*

0274

CRW/alo

INTER-OFFICE MEMORANDUM

Tel : 478704

20 April 1945

314/29/Tn 1

SUBJECT : Boston-Killera Reconstructed - Line 244

TO : Transportation Sub-Commission,
Rail Division

- 1. Further to my 314/27/Tn 1 dated 13 April '45.
- 2. The attached copy of letter from No 1 District forwarded by Industry Sub-Commission is sent you as verification of the telephase report from 1 District outlined in my letter of the 13 April '45.

For Chief Movement Division

J. E. BAKER, Lt. Colonel
Movement Division, Rail

Copy to : Economic Section
Planning Section

✓ Filed 27 + 28 Apr

5099

Tel. 237

334/28
NR 1.28

Ref. AC/6415/101/IND.

14 April 1945

SUBJECT : Reconstruction of Railway
Line 244, Bastia-Ellora.

TO : Transportation Sub-Commission ✓
(Attn: Major Worthington)

FROM : Industry Sub-Commission.

1. Herewith enclosed is copy of letter
from No. 1 District dated 12 April 1945 ref. ID/
2000/16/2.

2. Your recommendation and remarks would
be much appreciated.

1 Incl. 1
As per para 1 above.

Copy to :
Economic Section.

[Signature]
S. S. VAUGHAN
Director,
Industry Sub-Commission.

Incls 27 + 29 refer

ALTO
5/19
10/19

CONF

SUBJECT: Occupied Railway Premises

1D/2000/15/3

12 APR 45

Allied Commission,
Industry Sub-Commission

Ref. your AC/0413/IND dated 19 Mar 45, addressed in error to No. 2 District, and conversation MacDonald/Frampton.

1. This matter has been investigated and it appears that the factory consists of a group of buildings built round a rectangular open space. The open space ("hard standings") and two small office buildings by the main entrance are used by 'B' Pl of the 193 W Coy. The remaining buildings are used by the FRANCHI undertaking, for the repair of railway bridges. 193 W Coy are co-operating, and in no way impeding this work of re-construction. They are willing to re-arrange their berths etc., if necessary, to help the FRANCHI factory.

2. If you wish to press the matter, alternative accommodation can be found for this unit, but it appears from the above report that no such action is necessary at present.

END

Major General,
Commanding,
No. 1 District.

Copy to:- 71 Sub-Area

CRK/ele

INTER-OFFICE MEMORANDUM

Tel : 478704

13 April 1945

134/21/TA 3

SUBJECT : Bastia - Milera
Reconstruction - Line 244

TO : Transportation Sub-Commission
Rail Division

1. Reference your AG/TA/21/TO C.S. dated 10 March '45.
2. This matter has been taken up with 1 District who have reported verbally that whilst troops do occupy a part of the workshops at Bastia, the normal working of the workshop can still be carried on.
3. Please therefore have this matter further investigated with the I.S.A. and if any further action is necessary the matter will again be referred to Industry Sub-Commission.

Chas Collocator
M.S. THOMAS, Colonel
c/o Deputy Director
Transportation Sub-Commission

Copy to : Economic Section
Planning Section
Industry Sub-Commission (attn. Capt. Mac Donald)

0282

400/01

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

22/36

30th March 1946

Tel : 843229
Our reference: AC/In/20/10.C.F.

TO : The Director
 : The Sub-Commission
SUBJECT : Bastia-Ilers
 : Reconstruction -line 244.

1. Under reference U.S. 107 of March 11th a request was received from the I.S.R. for the derequisitioning of a workshop, the property of Impresa Franchi situated at Bastia close to the river Chiascio.
2. This firm has been awarded the contract for the repair of the steel bridges on above line, and it is essential for the carrying out of the work.
3. The workshop has been requisitioned by 434 Coy. C.A.S.C. and it is understood that it is being used as a Garage and billets.
4. Request was made to Industry Sub-Commission by the Rail Division, reference 100/244 R/Pn 4 of 13th March for the release of this building. Copy to Provincial Commissioner Perugia.
5. Under reference AC/56157 R 15 of 19th March the Industry Sub-Commission requested No 2 District C.M.F. to release this building.
6. A reply reference FER/AM/106 of 25th March from Provincial Commissioner Perugia states: "Letter from R.Q. 71 Sub Area informs this office that it is not possible to derequisition the workshop at Bastia formerly occupied by 1505 Artillery P 1 R.A.S.C. until the Sub Area moves to a new location".
7. No reason is given for the refusal to release this building without which considerable delay will ensue in the completion of the line, with consequent delay to the shipment of material from the Distrattoria mines.

22/36

SUBJECT : Bastia-Bilers
Reconstruction - Line 244.

1. Under reference C.S. 107 of March 11th a request was received from the I.S.S. for the derequisitioning of a workshop, the property of Impres Franchi situated at Bastia close to the river Chiaccio.
2. This firm has been awarded the contract for the repair of the steel bridges on above line, and it is essential for the carrying out of the work.
3. The workshop has been requisitioned by 494 Coy. I.A.S.C. and it is understood that it is being used as a garage and billets.
4. Request was made to Industry Sub-Commission by the Rail Division, reference 100/244 E/Tn 4 of 13th March for the release of this building. Copy to provincial Commissioner Perugia.
5. Under reference 15/5619/5 15 of 19th March the Industry Sub-Commission requested 402 District C.M.F. to release this building.
6. A reply reference 129/AIM/106 of 25th March from Provincial Commissioner Perugia states: "Letter from H.Q. 71 Sub Area informs this office that it is not possible to derequisition the workshop at Bastia formerly occupied by 1503 Artillery P I R.A.S.C. until the Sub Area moves to a new location". 5.95
7. No reason is given for the refusal to release this building without which considerable delay will ensue in the completion of the line, with consequent delay to the shipping of lignite from the Pietrafitta mines.
8. Your intervention is requested.

W. Lindley, Lt Col.
 O.B. MIDDLETOWN,
 Lieut-Colonel,
 19-Sub. Comm. I.S.C.

*Col. Chilton / 1st Staff 1910
 1st March, 1911
 19-Sub. Comm. I.S.C.
 (12)*

4/13/61

TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
C/o Transportation Department,
D.D.P.

334/25

22nd March 1945

Ref : 643239

Our reference: AC/Sn/23/12/7.1.

TO : Chief of Operations Division

In.S.C., H.Q., A.C.

SUBJECT : Pietrefitta Lapite Mines.

1. Reference your letter 234/25/Pn.3 of 17th March.
2. The following are the relevant dates in connection with this work.

a) Question of reconstructing line Bastia-Elleza brought up at New Works and contracts Sub-Committee on 17th Jan. by Major Ping.

Decision : To await instructions from Director Sn.Sub-Commission.

b) On 2nd Feb. authorisation was given, vide letter AC/160/294/244/260/Pn/4 to put this work in hand/.

c) As pointed out in my AC/Sn/23/11.C.2. on 16th March, contracts were let for the stielwork on 3th March, and for masonry the 10th March, and that cement was transferred from other works, so that the contractor would not be held up.

3. From the above, it is clear that the total lapse of time between the work being authorized and contracts let is 31 days, so it would appear that no undue delay has taken place, as you suggest.

4. 31 days is not considered an undue period in view of the fact that contractors have to inspect the work, put in tenders, and the contracts have to be awarded in order.

5. The date given in letter under reference, for authorisation is not correct, as the date should be 2nd Feb. and not, as stated, 22nd Jan. a difference of 11 days.

6. With regard to para 3, it is desired to draw attention that the time given in our letter of 22nd Dec. is 90 to 100

23

SUBJECT : Pietrafitta Ignite Mines.

- 1/ Reference your letter 201/23/74.3 of 17th March.
- 2/ The following are the relevant data in connection with this work.
 - a) Question of reconstructing line Jantia-Hilern brought up at New Works and contracts Sub-Committee on 17th Jan. by Major Ping.

Decision : To await instructions from Director En. Sub-Commission.

b) On 2nd Feb. authorisation was given, vide letter AS/100/294/244/200/74/4 to put this work in hand/.

c) An printer out in my AS/74/23/11.2.5. on 16th March, contracts were let for the stailwork on 5th March, and for masonry the 10th March, and that cement was transferred from other works, so that the contractor would not be held up.

3. From the above, it is clear that the total lapse of time between the work being authorized and contracts let is 31 days, so it would appear that no undue delay has taken place, as you suggest.

4. It says is not considered an undue period in view of the fact that contractors have to inspect the work, put in tenders, and the contracts have to be screened in the ward.

5. The date given in letter under reference, for authorisation is not correct, as the date should be 2nd Feb. and not, as stated, 22nd Jan. a difference of 11 days.

6. With regard to para 3, it is desired to draw attention that the time given in our letter of 22nd Dec. is 90 to 100 days, which is naturally from the date of starting work, i.e. 10th to 25th June for completion.

7/. It is regretted if confusion has been caused to leading programmes, but this Division cannot accept responsibility for same.

[Signature]
 O.E. LINDSEY,
 Lieut-Colonel,
 En-Sub. Comm. A.S.

JWB/gra

INTER OFFICE MEMORANDUM

Date : 4/28/45

13 Mar 45

ISB/RA/DA 3

SUBJECT : Pietrafitta Lignite Mines.

TO : Industry Sub-Commission (Mining Division).

1. There has been some delay in letting the contracts for the reconstruction of Line 22a, Sestis to Elern, and the branch line to Pietrafitta Mines.
2. Firm date for completion will be given later, but it is expected work will be finished between 10 and 25 June '45.
3. Anything which Industry Sub-Commission can do to secure the release of the workshop belonging to the firm Yranchi, who are responsible for repair of steelwork, will be greatly appreciated. This workshop is located near the site of the bridge over the river Chissole and has been requisitioned by an A.S.C. unit, for use as a garage and billets.

[Signature]
 M.B. THOMAS, Colonel
 Deputy Director,
 Transportation Sub-Commission.

COPY TO: - Personnel Section
 Industry Sub-Commission (coal division)
 Planning Staff, Transportation Sub-Commission

HEADQUARTERS ALLIED COMMISSION
APO 396
Transportation Sub-Commission
(Government Division)

435/93

Tel. Yst. 315

17th March, 1943.

334/23/Tn. 2.

SUBJECT: Pietrafitta Lignite mines.

TO : Rail Division,
Transportation Sub-Commission.

1. Reference your letter 30/Tn/23/11/O.S., dated 16th March, 1943.

2. There appears to have been considerable delay in letting the contracts for the necessary work to connect up these lignite mines to rail, as authority was given on 22nd January, 1943.

3. Will you please try to prevent such delay upon future works are authorized, or advise this Division when such delay occurs. Otherwise there is a natural tendency to regard such work as actually in hand, and consequently incorrect impressions as to the state of progress become current.

M. J. Stiff

M. J. STIFF, Colonel,
Chief, Government Division.

115/11

TRANSPORTATION SUB-COMMISSION, A.S.,
(RAIL SECTION)
C/o Transportation Department,
S.M.S.

Tel : 6452219
Our reference: 13/70/25/11/10.6.
16th March 1960

TO : Chief of
Movements Division
SUBJECT : Estrefatta lignite
lines.

1. Reference your letter 354/19/74 3 of 11th March.
2. Contracts have been let for the repair of the metal spans on the 3th March and for the repair of the masonry on the 10th March.
3. To avoid delay, recent released for the Avellino-Senerente and Avellino-Bocchetta lines has been transferred to this work.
4. The workshop belonging to the firm Franchi which is situated near the site of the bridge over the river Chiascio, has been requisitioned by 494 S.A.S.C. who are using it for 4 garage and billets.
5. This firm has been given the contract for the repair of the steelwork, and the use of this workshop will greatly expedite the work.
6. Industry Sub-Commission have been requested to obtain the release of this building. Any help you can give will be appreciated.
7. The date for completion is 50 to ~~60~~ ⁴⁴ days from March 10th, i.e. 10th to 24th June.
8. In arranging loading programmes, it will be better to assume the latter date for the time being.
9. A firm date for completion will be given

Our reference: 12/23/1177.
TO : Chief of
Montevideo Division
SUBJECT : Pinarfiliis Ispolito
pipes.

1. Reference your letter 334/18/Th 3 of 11th March.

2. Contracts have been let for the repair of the metal spans on the 3th March and for the repair of the machinery on the 10th March.

3. To avoid delay, cement released for the Avellino-Servento and Avellino-Bocchetta lines has been transferred to this work.

4. The workshop belonging to the firm Franchi which is situated near the site of the bridge over the river Chiaecio, has been requisitioned by 494 R.A.S.C. who are using it for a garage and billets.

5. This firm has been given the contract for the repair of the steelwork, and the use of this workshop will greatly expedite the work.

6. Industry Sub-Commission have been requested to obtain the release of this building. Any help you can give will be appreciated.

7. The date for completion is 30 to 31 days from March 10th, i.e. 10th to 25th June.

8. In arranging loading programmes, it will be better to assume the latter date for the time being.

9. A firm date for completion will be given later.

A. Lindberg, Lt. Col.

C. H. LINDBERG,
Lieut-Colonel,
Tn-S. O. Comd. A. C.

1973
[Signature]

REGULATIONS AND COMMISSION
ACT 194
Industry Sub-Commission
Coal Division

CW6/JV

334/21

15 March 1945.

Tel: 470409

Ref: LC/IND/CU/55.37

Subject: Lignite ex Westfalia.

To : Transportation Sub-Commission.

1. Reference your letters 28 Feb. & 11 March, so very much regret that the information contained in your copy of letter 314/13/Tn.3, that the railway to the above mine was being repaired, was overlooked by this office.

2. Regarding production, we are informed by the Mining Division that the quantity of dried lignite that would be available would be 20/25 thousands tons per month and that it is not considered advisable to plan for a greater quantity without impairing the quality.

3. To agree that it is feasible to use this lignite (when dry) for hospitals and bakeries as well as for other industries but to prevent the supply, from mines more conveniently situated, except the demand, lignite is being used wherever it has been found possible and in all cases as a substitute for coal where the design of the plant has made it possible.

4. The forward programme of the output of all the lignite mines is being worked out and will be communicated to you as soon as possible. In the meantime will you please use the figures of our present weekly bids as a basis for March.

For the Chief Commissioner:

Whalley

S. W. VAUGHAN

5690

To : Transportation Sub-Commission

1. Reference your letters of Feb. 6 & 11 March, we very much regret that the information contained in your copy of letter JIA/13/En.1, that the railway to the mine was being repaired, was overlooked by this office.

2. Regarding production, as are informed by the Mining Division that the quantity of dried lignite that would be available would be 20,000 thousands tons per month and that it is not considered advisable to plan for a greater quantity without improving the quality.

3. We agree that it is feasible to use this lignite (even dry) for hospitals and bakeries as well as for other industries but at present the supply, from mines more conveniently situated, exceed the demand. Lignite is being used wherever it has been found possible and in all cases as a substitute for coal where the design of the plant has made it possible.

4. The forward programme of the output of all the lignite mines is being worked out and will be communicated to you as soon as possible. In the meantime will you please use the figures of our present weekly bids as a basis for March.

For the Chief Commissioner:

Whitely

3/11/43

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

[Handwritten signature]
3/11/43

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

AJS/vb

Tel: Ext. 318

11th March, 1945.

334/20/Tn.3.

SUBJECT: Lignite ex Pietrafitta Mines.

TO : Industry Sub-Commission
(Coal Division)

1. Reference this Sub-Commission's letter 334/18/Tn.3. dated 28th February, 1945, may a reply be given please.

2. It is now understood, from representatives of the Mining Division, that this lignite can be so dried that its use for bakeries, hospitals, etc. is fully feasible.

3. Your confirmation of the above is requested. Your programme of the main points to which the lignite will be sent is also requested because it is necessary for us to start working out our future movement programmes forthwith.

AJS
f- HERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

5059

HEADQUARTERS ALLIED COMMISSION
APO 354
Transportation Sub-Commission
(Movements Division)

AJB/vb

Tel. Ext. 318

11th March, 1945.

334/19/Tn.5.

SUBJECT: Pietrafitta Lignite Mines.

TO : Rail Division, Tn. S/O.

1. Reference letter 334/12/Tn.5, dated 22nd January, 1945, and conversation Lindberg/Sieff of the 10th March, 1945.

2. Can you please state the present position with regard to the reconstruction of the line to the Pietrafitta mines.

3. You will recall that when the discussions took place it was estimated that from 90 to 100 days would be required to complete this work, which would enable us to start hauling lignite by rail from these mines approximately the beginning of June.

AJB
A.J. SIEFF, Colonel,
Chief, Movements Division.

5088

HEADQUARTERS ALLIED COMMISSION
 APO 396
 Transportation Sub-Commission
 (Movements Division)

WJS/vb

Tel. Ext. 318

28th February, 1945.

334/13/Tn.3.

SUBJECT: Lignite at Pietrafitta mine.

TO: Industry Sub-Commission
 (Coal Division)

1. Reference your letter AC/TND/CD/35/25 dated 27th February, 1945.
2. Your statement that it was not known that the repairs to the railway line to this mine were in hand is not understood. This Sub-Commission's letter 334/13/Tn.3 to the Industry Sub-Commission Coal Division and Industry Sub-Commission Mining Division, dated 22nd January, 1945, stated quite clearly that authority had been given for the necessary reconstruction, and that the estimated time required for completion of the work was from 90 to 100 days.
3. Furthermore, with regard to your statement that the production figure of 1000 tons a day is not understood, this was the figure given by you as an easy standard which this mine could reach. This Sub-Commission's memo AC TX/97/6/RA, dated 8th January, 1945, (copy to Industry Sub-Commission Mining Division) stated in para 4 that the production of the mine could be increased to 1000/1500 tons per day. No query was made by you on this figure, in fact it was confirmed.
4. Despite these letters and the conversations which have subsequently taken place on the reconstruction of this line, no information was given by Industry Sub-Commission about the poor quality of the lignite, and that the bulk of it would not be required in the Rome area, as was unquestionably stated by you when the discussions took place in mid December and early January. This Sub-Commission learnt of the inferior quality of this *fuel* from outside sources.
5. This Sub-Commission is also informed by Coal Division APO, that information on the quality of the lignite could have

- 2 -

been obtained from them without difficulty.

6. Therefore the present position is apparently that considerable ~~laboratory~~ materials, which are in short supply, are being expended for a project the value of which is now largely in doubt. An explanation is requested please.

ARWITT H. TAYLOR,
Director,
Transportation Sub-Commission.

HEADQUARTERS ALLIED COMMISSION
APO 394
Industry Sub-Commission
Coal Division

CWO/34

Tel: 475445

27 February 1945.

Ref: AC/IND/C2/55/25

Subject: Lignite ex Pietrafitta.

To : Transportation Sub-Commission.

1. Reference to your letter 314/15/In.3 of the 24th February, it was not known that it was intended to proceed with the repair of the line to this mine. It was assumed that the project had been dropped in common with those for similar undertakings in Southern Region. Nor is the figure of a 1000 tons a day output understood. At a meeting at which Col. Stoff was chairman, the owners of the mine stated that the output would not exceed 700 tons per day and only 300 tons a day could be moved by road.

2. That the demand for this fuel will exceed the output, is based on information that previous contracts included 20,000 tons per month for cotton, silk and other industries in the North, 5000 tons for Rome Gas Works, 1600 tons per month for Modena Gas Works, in addition to the hospitals, bakeries, lime and brick works in Perugia and elsewhere.

3. The present delay in movement is at the request of the Ministry of Industry because it has been found that the quality of the lignite supplied is not up to standard. A recent analysis showed 60% of moisture against normal 48/50%. Buyers are refusing delivery and a request by Inter Ministerial Committee to reduce the price (high, because of road transport charges and poor quality) is at present before the Price Committee, Economic Section. In addition the seasonal demand for heating is now showing a tendency to fall. Then the question of price and quality have been solved, the reallocation to further consumers will be advised to you.

5085

To : Transportation Sub-Commission.

1. Reference to your letter 114/16/Th.3 of the 24th February, it was not known that it was intended to proceed with the repair of the line to this mine. It was assumed that the project had been dropped in common with those for similar undertakings in Southern Region. Nor is the figure of a 1000 tons a day output understood. At a meeting at which Col. Dierff was chairman, the owners of the mine stated that the output would not exceed 700 tons per day and only 300 tons a day could be moved by road.

2. That the demand for this fuel will exceed the output, is based on information that previous contracts included 20,000 tons per month for cotton, silk and other industries in the North, 5000 tons for Home Gas Works, 1600 tons per month for Ludens Gas Works, in addition to the hospitals, bakeries, lime and brick works in Perugina and elsewhere.

3. The present delay in movement is at the request of the Ministry of Industry because it has been found that the quality of the lignite supplied is not up to standard. A recent analysis showed 50% of moisture against normal 45/50%. Buyers are refusing delivery and a request by Inter Ministerial Committee to reduce the price (high) because of road transport charges and poor quality is at present before the Price Committee. Economic Section. In addition the seasonal demand for heating is now showing a tendency to fall. Thus the question of price and quality have been solved, the reallocation to further consumers will be advised to you.

4. Your assumption that the fuel would be used largely in the Home area is only partially correct, as it was stated that the 8th Army would take supplies forward. They have since refused owing to the poor quality.

[Handwritten signature]

F. S. VAUGHAN
Director,
Industry Sub-Commission.

For the Chief Commissioner:

5285

HEADQUARTERS ALLIED COMMISSION
 APO 394
 Transportation Sub-Commission
 (Movements Division)

LJR/vb

Tel: Wv. 318

24th February, 1945.

334/16/Tn. 3.

SUBJECT: Lignite ex Pietrafitta mines.

TO : Industry Sub-Commission,
 Coal Division.

1. Reference conversation Oxley/Sieff of yesterday's date.
2. The work of reconstructing the railway line between Bastia and Tilers and the laying of the necessary extension to the Pietrafitta mines was based on the assumption that the lignite from these mines would be largely required in the Rome area. This would have made an economic back haul from ~~the~~ rail heads in the north.
3. According to your estimates at the time, 1,000 tons of lignite per day could be usefully utilized to meet additional fuel requirements, or in place of imported coal.
4. It is now understood that this lignite is not suitable for utilization in bakeries, hospitals, etc., but only suitable for brick factories and cement works. May we, therefore, please have as soon as possible the destinations at which this 1,000 tons of lignite per day from Pietrafitta will be required, or that amount which can be usefully consumed. The operating picture given by you in the conversation referred to in para 1 above, is very different from that which this Sub-Commission had been led to believe existed when the rail reconstruction scheme was put in hand.

LJR

A. J. SIEFF, Col.
 Chief, Movements Division.

for Dir. in UK

785021

URGENT

402/10

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL SECTION)
C/o Transportation Improvement
O.S.P.

334/15

Tel. 241038
Our Ref. AC/233/78

26 January 1949

To : General di Salimonde
Director, ISE
Rattisat

Subject : Signals for Pietrafitta Line.

1. Careful consideration is being given to the advisability of extending the railway from the existing Bastia railroad through Ferugia to Aliera. It is understood the estimated cost of repair of this line is 15,000,000 lire.
2. The line from Aliera to the Pietrafitta line is by the railway line which was under construction at the outbreak of war by the Ministry of Public Works, on behalf of the ISE, to link Aliera and Pietrafitta, ~~Chiusa~~.
3. It is understood the Ministry of Public Works has already placed with the Contractor Smeati the contract for this section of the work.
4. This Sub-Commission is anxious that when authority is given, work shall proceed with the minimum of delay. It does not desire to have progress reports through any Agency other than your own Engineering Department, and expects that arrangements will be made accordingly.
5. It is noted that amongst other requirements for the section of the line Aliera-Pietrafitta, the following materials are required.

- 500 metres rail
- 2000 sleepers
- 4 tangent points 0.10
- 1 " " " 0.15
- 2000 flangeplates 381
- 500 kg Chairs Normal

22/1/50

It is presumed this will be obtained by ISE through existing channels, and it is desired to have this confirmed.

- 2 -

7. Please also confirm that the cost of repair of the section Sierra-Pietralitta is not a charge on the IRR, and that financial authority is not required for the work from this Sub-Commission or other Commission of AR.

W. H. ...
W. H. ...
Lt. Col. U.S.A.,
Chief, Mail Section.

DISTRIBUTION :

1 copy
1 copy to Sub-Commission
Major W.P. Richardson
Public Works Sub-Comm. 42 42
Major A.M. Street.

REORGANIZING ALLIED CONDITIONS
APO 39A
ECONOMIC SECTION

ES/1512

1-24-45

34
/14

My dear Mr. Minister:

You will remember that at our meeting of 4 January 1945 you mentioned the Pietrafitta Lignite mines and the importance of adequate rail facilities to transport the lignite to the consuming centers.

I am sure you will be interested to know that authority has now been given for necessary rail reconstruction forward of Bastia, to serve Pietrafitta Lignite mines. It is estimated 90 to 100 days will be required to complete this work.

Sincerely yours,



L. D. HARRISON
Colonel, FA
Acting Deputy Chief of Staff
Economic Section

H. S. Muccio Reini
Minister of Public Works
Ministry of Public Works
Pinnale di Porto Via
Rome

Distribution:
Econ Sec Files (2)
Econ. Dir. Econ Sec (1)
Transportation S/C

5051

0302

Ext. 543 REGIONAL COMMISSIONER
OF THE
TRANSPORTATION SUB-COMMISSION WEST

1/15/45 22 January 1945

SUBJECT: Pietrafitta Lignite mine

- 1. Economic Section
- Public Works & Utilities Sub-Commission
- Industry Sub-Commission (Mining Division)
- Industry Sub-Commission (Coal Division)

1. Authority has now been given for necessary rail recon-
struction forward of Bastia, to rail serve Pietrafitta Lignite
mine.

2. It is estimated 90/100 days will be required to
complete this work, but final completion dates will be advised
as such as all contracts are let.

HENRY H. TAYLOR
Director

cc: Regional Commissioner, Lazio-Umbria Region
Rail Division, To C/C

*Provincial Commission advised
by phone per [unclear]*

Let. 342

HEADQUARTERS ALLIED COMMISSIONS
AND THE
TRANSPORTATION SUB-COMMISSION

JCS/ah

134/18/78 3

20 January 1943

SUBJECT: Pietrafitta Lighted Lines

TO : Rail Division, Transportation Sub-Commission

1. Reference your 134/18/78 4 dated 19 January 43.
2. Authority is hereby given for the reconstruction of line 246 from Sestia to Silara (estimated cost 15,000,000 lire) and of the line from Silara Station to Pietrafitta lines, as soon as all contracts are let, please advise first dates for completion.
3. Consideration will be given to any proposals regarding the section of line 246 from Silara to Forantola, upon receipt of report covering suitability of Passigione factory for major repairs.

ROBERT H. TAYLOR
Director

cc: Economic Section
Finance Sub-Commission

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL SECTION)
U/A Transportation Investment
C.M.B.

ACB/12

Tel. 611215

our Reference: AC/204/204

19 January 1945

To : Mr Merritt H. Taylor
Director,
The Sub-Commission

204/11/12

SUBJECT : Pietrafitta Lignite Mine.

[Handwritten signature]

Reference is to submission by Movement Section AC/204/17/204
dated 2 January 1945.

1. If a decision is made that work shall proceed, it is suggested the best approach is by extending the line from Bastia to Millers via Perugia (estimated cost 15,000,000 lire, time 30/100 days).

Such a project would also meet the requirements of the Provincial Office, Perugia, whose claims are also supported by the Regional Commission for Lazio-Umbria Region.

2. It is recalled that beyond Millers, there is at Massigliano an aeronautical repair factory which is anxious to take up wagon repairs, although this is subject to MAI inspection and consent. The through line from Bastia via Perugia to Terontola, would afford a junction with the line SS Orte-draio, and would provide a useful secondary route, and also a means of tapping the empty wagon supply returning from the Orte line. Total cost of throughout repair of line 244 from Bastia to Terontola is estimated at 60,000,000 lire.

3. So far as the spur from Millers to the Pietrafitta Mine is concerned, this is in fact the first portion of a new line from Perugia to Ortoni via Millers, which was being constructed by the Ministry of Works when the war started, and was thus scheduled to become ISM property. So definite agreement had been reached with the Mining Company, and this would doubtless be necessary as between the Mining traffic, and supply of locomotive power, whilst the line remains solely operative for the production of the lignite.

[Handwritten signature]

ANNEX 1 Pistracitta Lighte Mine.

Reference is to submission by Marconis Section AG/28/17/88

dated 2 January 1945.

1. It is decided in note that work shall proceed. It is suggested that the line from Bastia to Eilers via Perugia (estimated cost 15,000,000 lire, the 50/100 days).

Such a project would also meet the requirements of the Provincial Office, Perugia, whose claims are also supported by the Regional Commission for Infrastructure Region.

2. It is mentioned that beyond Eilers, there is at Passignano an agricultural repair factory which is anxious to take up such a project, although this is subject to M28 inspection and consent. The through line from Bastia via Perugia to Terni, would afford a junction with the line to Orte-Arezzo, and would provide a useful secondary route, and also a means of tapping the empty wagon supply returning from the Orte line. Total cost of through-line of line 244 from Bastia to Terni is estimated at 50,000,000 lire.

3. So far as the spur from Eilers to the Pistracitta Mine is concerned, this is in fact the first portion of a new line from Perugia to Chiusi via Eilers, which was being constructed by the Ministry of Works when the war started, and was thus scheduled to become ISB property. An definite agreement had been reached with the Mining Company, and this would doubtless be necessary as between the Mining traffic, and supply of locomotive power, whilst the line remains solely operative for the production of lighte mine.

4. In respect of the difficulty of reaching the mine owing to the existing rail bridge being used for road purposes, whilst this would primarily be a matter to discuss with the Regional Engineer, the Ministry of Public Works, originally responsible for the construction of the rail trace, suggest that as a temporary measure, the existing bridge be used for both road and rail (as at the temporary Micolin bridge) suitable provision being given to the occasional rail traffic by guard rails and permanent watchman on duty.

v/v

4. In regard to the other ends of the line, the Central
 cable railway, that line is a light railway, running for the
 mile by the outside, and is not capable of bearing heavy tonnage.
 It was previously electrically worked, and the section now used
 is operated by a locomotive on iron from the Kernal Steel Company.
 Traffic joining the mainline at Kernal has to be hauled to the
 1200 foot engine beyond the private line boundary, and the use
 of this line as a connection with Plastrafite lignite mine is
 not recommended.

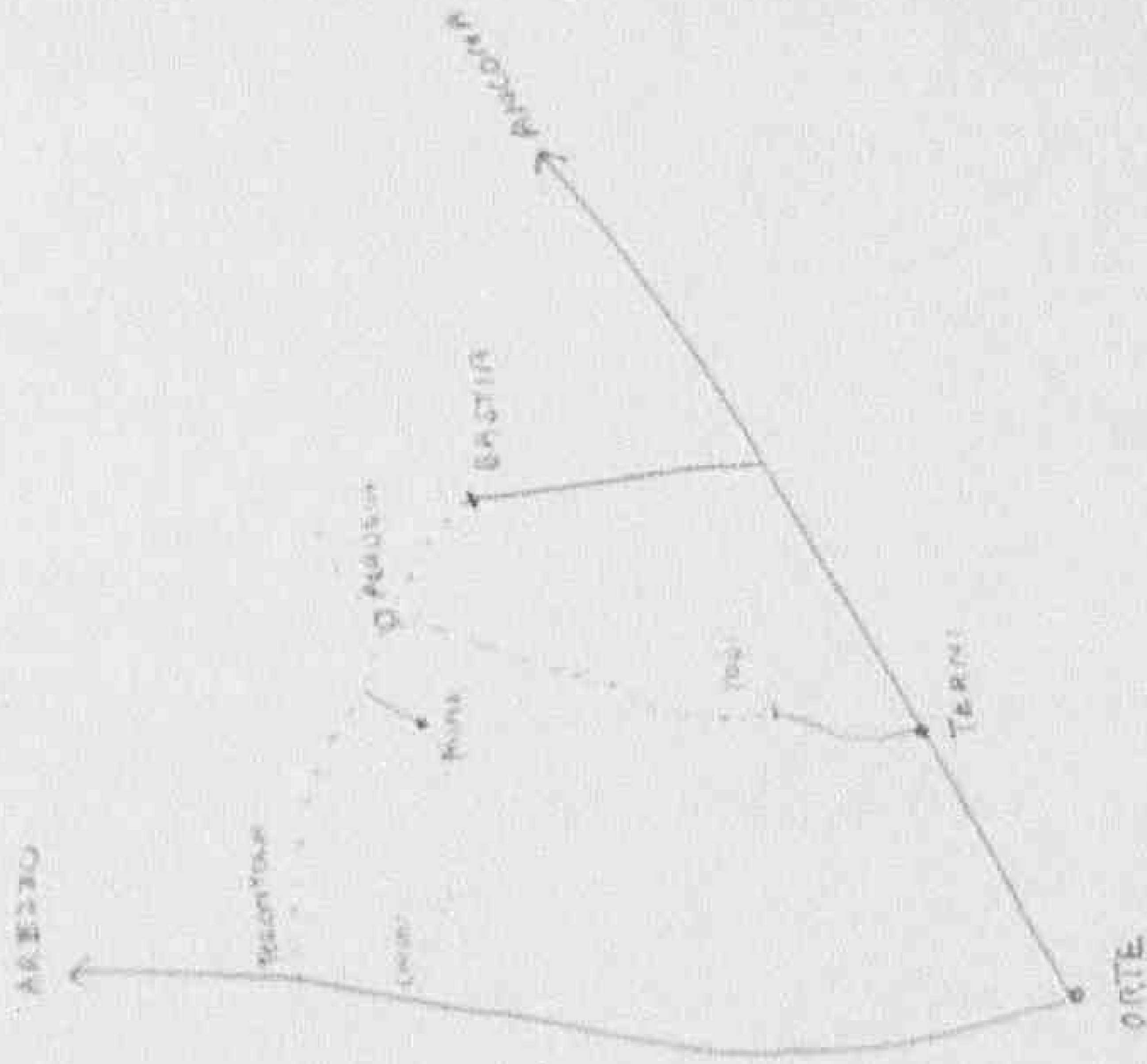
5. Upon receipt of the appropriate advice that Director's
 consent has been given for the construction of line Bantia-Kilera
 the construction of line Bantia-
 Serontola.

The appropriate action will be taken for advice to Minister in
 accordance to financial cover, and to 189 for commencement
 of the work.

W. H. ...
 W. H. ...
 Lt. Col. R.S.
 Chief, Mail Section

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HEADQUARTERS ALLIED COMMISSION
AFD 794
Transportation Sub-Committee

2 January 1945

AC 794/77/PRE

MINNEZ I Pietrafitta Lignite Mine.

23 i Director. ✓

1. Industry Sub-Committee, Coal Division, are anxious to re-open full production at Pietrafitta (Trasimeno) Lignite Mine.

2. Trasimeno Mine Company will be a.o.f. 3 Jan. '45, despatching 250 tons per day by rail, using own transport from Mine to Pianicale Railhead - road distance approx 15 kms. or approx 30 kms turn round. This can only be regarded as a temporary measure. With rail service from Mine, Industry Sub-Committee, Coal Division, view production can be stepped up to a minimum of 700 tons with a possible 1000 tons per day. Destinations will be either South or to 3 Army Areas.

3. Existing rail service does not extend beyond Bastia on line 244 or beyond Todi on line 496 (Central Umbria Railway). Nearest Railhead on line 65 is Pianicale.

4. Mr. Tocco report dated 12/7/44 states Trasimeno Mine is connected by single track line approx 15 miles in length to Elera Stn. on line 244. A rail bridge near the Mine was then blown, but it was reported this could be repaired by Trasimeno Mine Company with financial assistance from AMU. It was stated Lt. Newley, Sub Officer, Perugia Province AMU, had the matter in hand. A road bridge over Capenne had been demolished, and adjoining Rail bridge was being used for road traffic. Road bridge would need to be repaired before Rail bridge could be made available for rail traffic.

5. Rail Section report the earliest route to reach Elera Stn. would be from Bastia Stn. on line 244. Distance from Bastia Stn. to Elera Stn. is 30 kms. and repairs necessary are as follows :-

- Line 244.
- At Km. 19.507 Steel Bridge 3 spans of 16.04 metres to be rebuilt
 - 27.304 Viaduct 3 Arches of 10.00 metres to be rebuilt
 - 27.406 Viaduct 3 Arches of 6.00 metres to be repaired
 - 32.015 Culvert of 3 metres to be repaired
 - 35.199 Viaduct 5 Arches of 10.50 metres 3 Arches and 2 piers to be rebuilt
 - 43.511 Brick arch of 7.00 metres.

Estimated cost of this work approx L. 15,000,000.- and will take 90/100 days to complete.

6. A detailed inspection of damage on line 496 (Central Umbria Railway) has not yet been made, but reports show that damage is heavier than on line 244 Bastia - Elera. Damage on line 244 Terontola - Elera is very extensive and estimated cost of repairs is L. 15,000,000.-

5175

1. Trachinus Mine Company will be v.v.f. 5 Jan. 25, transporting 200 tons per day by rail, using own transport from Mine to Postville Railroad-head distance approx 15 kms. or approx 30 kms turn road. This can only be regarded as a temporary measure. With rail service from Mine, Industry Sub-Commission, Deal Division, stone production can be stepped up to a minimum of 700 tons with a possible 1000 tons per day. Destinations will be either Beulah or to 8 Army Area.

2. Existing rail services have not extended beyond Beulah on line 24a or beyond Tedi on line 43a (Central Inveria Railway). Beulah Railway on line 65 is Postville.

3. No. recent report dated 17/7/44 states Trachinus Mine is connected by single track line approx 15 miles in length to Eilers Stn. on line 24a. A rail bridge near the Mine was then blown, but it was reported this could be repaired by Trachinus Mine Company with financial assistance from A.M.S. It was stated by St. Seabury, Day Officer, Inveria Province A.M.S., had the matter in hand. A road bridge near Capjunta had been demolished, and adjoining rail bridge was being used for road traffic. Road bridge would need to be repaired before rail bridge could be made available for rail traffic.

4. Rail Section report the easiest route to reach Eilers Stn. would be from Beulah Stn. on line 24a. Distance from Beulah Stn. to Eilers Stn. is 30 kms. and repairs necessary are as follows:-

- Line 24a.
- At Sta. 19,507 Steel Bridge 3 spans of 16.00 metres to be rebuilt
- 27,304 Viaduct 3 Arches of 10.00 metres to be rebuilt
- 27,406 Viaduct 3 Arches of 6.00 metres to be repaired
- 32,815 Culvert of 3 metres to be repaired
- 35,199 Viaduct 3 Arches of 10.50 metres 3 Arches and 2 piers to be rebuilt
- 43,511 Brick arch of 7.00 metres.

Estimated cost of this work approx L. 15,000,000.- and will take 90/100 days to complete.

5. A detailed inspection of damage on line 43a (Central Inveria Railway) has not yet been made, but reports show that damage is heavier than on line 24a Beulah - Eilers. Damage on line 24a Beulah - Eilers is very extensive and estimated cost of repairs is L. 45,000,000.-

6. From the movements angle the best route for service to and from the Mine would be line 24a, as returning empty stock from lines 66 and 67 would be available from Pellymo.

7. The present shortage of shipping to this theatre will become more acute and it, therefore becomes essential that local resources be developed to the utmost limits.

8. Following recommendations are submitted for your approval:-
(a) Immediate inspection be ordered to ascertain current position on single

Track line Pietrafitta (Trasimeno) Mine to Eltera 280.

(b) Rail Section be instructed to report on possibility of providing up to 70 high-guns daily, additional locomotive power required and effect on existing line capacities.

(c) High priority be given for repairs to line 214, 220 to Eltera, together with repairs necessary between Eltera and Pietrafitta (Trasimeno) Mine.

10. If repair work is not in hand early this month, direct rail service to and from the Mine should be available during April 1943.

[Handwritten signature]
A. G. M. S. (M) Smith.
A. G. M. S. Baker Lt. Col.

Track line Pietrafitta (Tribunale) 2000 to Elterre

- (b) Rail Section be instructed to report on possibility of providing up to 70 high-gauss daily, additional locomotive power required and affect on existing line capacities.
 - (c) High priority be given for repairs to line 2000 station to Elterre, together with repairs necessary between Elterre and Pietrafitta (Tribunale) lines.
10. If repair work is not in hand early this month, direct rail service to and from the Mine should be available during April 1945.

[Signature]
 J.W. Baker Lt. Col.
 A.S.M.O. (M) Staff.

5074

jae/elo

INTER-OFFICE MEMORANDUM

HEADQUARTERS ALLIED COMMISSION
AUG 194
Transportation Sub-Commission
(Movements Division - Rail)

file
~~file~~

Tel : 478704

22 January 1945

IDA/10/ra 3

SUBJECT : Re-opening of the traffic lights mines.

TO : Tn. Sub-Commission (Rail Division)

1. Trainsac Mine Company letter HQ/01 dated 13 Jan and Ing. L. Gremignani's report, dated 13 Jan '45, together with translations in triplicate are forwarded for information and action as necessary.

M. J. Diney
Lt. Col.
M. J. DINEY Lt. Col.
Chief, Movements Div.

Copy to : Planning Staff (Major Richardson)

10/10

T E L E G R A M

MINISTRY OF FOREIGN AFFAIRS
MOSCOW, RUSSIA

Director General - Dept
Foreign Affairs
Tel: 1 2230

Ministry
Moscow, Russia

19 Jan '63

Ministry
Moscow, Russia

URGENT - 12356 - 12356

1. Referring to instructions received by you, we present a report of the
Director of Foreign Affairs, Moscow, dated 12.12.62, containing a plan of
action, approved by the Ministry of Foreign Affairs for the building of the above-
mentioned siding.

2. The time necessary for the completion of the work, we will your attention
that the Director (sub-point 4) wishes to ensure the possibility of working
three daily shifts which would produce the following results:

Daily production of flat steel 0.25, 300,
Thus for the production of 0.25, 30000 flat steel 3000, 300 = 77 days work,
with the amount of production, not ignoring other conditions, remaining in 25 days
work monthly in order to utilize one day weekly to overhaul the machinery of the
siding. The necessary time for finishing the siding, will be reduced to about 3
months, all other work requiring less time, and being effected within the duration
of the ballasting.

3. If we consider that the only necessity of the siding is to make the passing
of the trains on the siding, neglecting any other work not indispensable to the
purpose, we will your attention that, also according to the affirmation of the Ministry
of the Public Works the siding should be usable for trains even before the absolute
completion of the ballasting, i.e. as soon as the ground bed of flat steel is
set. The fitting of the third rail bed, the ballasting and settlement of the
rails could be effected even during the passage of the first daily train, which should
only limit their speed at unballasted points till the ballasting is fully set.

4. Regarding the supply of electrical power, we will your attention that after
the 13 Jan. of the report compiled by you. (enclosed), the power has been granted to
the siding by the Public Works of Foreign Affairs in sufficient quantity, but only with the
savings in previous flat steel necessary for upsets of the overhead rails. We there-
fore request (in the event of any delay of the work of the siding) to give
previous instructions to the subscribers of Foreign Affairs, that the quantity of flat steel
necessary for the work of the siding should not be taken away.

5. Regarding the necessary repairs to a locomotive existing in Moscow, we
enclosed in our report to the Transportation Sub-Commission, we will your attention
that allocation of flat steel would have place on the line by means of manual
workers, also during the time of repairs to the locomotives.

SECRET : SILOVA - VILHANTIE SILOVA SILOVA

1. Referring to instructions received by you, we present a report of the...
background of projects, technical manager of...
arrangements, charged by the Ministry of Public Works for the building of the above-
mentioned slings.

2. The time necessary for the completion of the work, we call your attention
that Mr. Comandant (number 6) called to consider the possibility of working
three daily shifts which would produce the following results:-

daily production of Flint stone 6,000, 360,
time for the production of one 1000 Flint stone 300, 60, 77 days with
with the utmost of production, not regarding other conditions, remaining as 25 days
each month in order to utilize our facility to produce the quantity of the
plan. The necessary time for finishing the slings, would be reduced to about 3
months, all other work requiring less time, and being effected within the framework
of the ballistics.

3. If we consider that the only necessity of the plan is to locate the printing
of the slings in the slings including any other work not indispensable to this
purpose, we call your attention that, also regarding the arrangements of the Ministry
of the Public Works the slings should be suitable for working even before the absolute
completion of the ballistics, i.e., as soon as the second lot of Flint stone is
with the printing of the third lot sent out, the reducing and settlement of the
slings could be effected even during the progress of the first lot, which should
only limit their speed at unfinished points till the ballistics is fully set.

4. Regarding the supply of electrical power, we call your attention that after
the 13 days of the report supplied by Ing. Comandant, the power has been granted to
the plan by the Ministry of Energy in sufficient quantity, but only with the
scope to produce Flint stone necessary for supply of the production. To there-
fore limit (in the event of our taking up of the work of the ballistics) to give
previous instructions to the authorities of Energy, that the priority of production
necessary for the work of the slings should not be taken away.

5. Regarding the necessary repairs to a locomotive existing in slings, as
mentioned in our report to the Transportation Administration, we call your attention
that distribution of Flint stone could take place on the line by means of aerial
transport, also during the time of repairs to the locomotives.

5679

Director's Signature and Printname

TRAINING

WOLFEVILLE AND TRAINING

WORK

On necessary work for the accomplishment of the railway line Wile - Pictouville and on the time yet necessary for the completion of the work.

It is provided:

(a) that the work is at present suspended owing to damage caused by wrecks to the locomotive of the I.R. in June last year, the lack of electric power necessary for operating the grinding mill and materials necessary for the completion of the work.

(b) that the reactivation of the quarry for the production of the flint stone and take place within a short time by the care of the Allied Command whose intention it is to take the quarry itself and the ballast to be used for the repair of roads.

(c) that for the accomplishment of the work, it is necessary to proceed to the execution of the following work:

1. Supply and fitting of about 20,000 cubic metres of ballast.
2. Ballasting of the line in Pictouville and for a stretch of 500 metres of the crossing of the Cains Terrent.
3. Various work of exchanging sleepers and rail along the line on the stretches damaged by bombing.
4. Reconstruction of a small bridge of 200 metres near the Cains Terrent.
5. Closing and work at level crossings, small protecting walls corresponding to the trenches.

(d) that the quarry can furnish the following quantities of flint stone to be used for the railway.

5071

1. With one single shift, 100 cubic metres daily, and foregoing 50 working days during the months of January and February 1900 cubic metres.

2. With two working shifts, starting not before 1st March 1900 cubic metres.

(b) that the resubmission of the quarry for the production of the flint stone was taken place within a short time by the care of the Allied Command whose intention it is to take the quarry itself and the ballast to be used for the repair of roads.

(c) that for the accomplishment of the work, it is necessary to proceed to the execution of the following work:-

1. Supply and fitting of about 20,000 cubic metres of ballast.
 2. Ballasting of the line in Pietrafitta and for a stretch of 200 metres at the crossing of the Cairns Torrent.
 3. Various work of exchanging sleepers and rail along the line on the stretches damaged by bombing.
 4. Reconstruction of a small bridge of 100 metres near the Cairns Torrent.
 5. Closing and work up at level crossings, small protecting walls corresponding to the trenches.
- (d) that the quarry can furnish the following quantities of flint stone to be used for the railway:
1. With one single shift, 100 cubic metres daily, and foregoing 50 working days during the months of January and February 5071 2070 cubic metres.
 2. With two working shifts, starting not before 1st March next, 200 cubic metres daily and with 50 working days every month, 6000 cubic metres monthly. As the total quantity required is 20,000 cubic metres, with two shifts approximately another 100 working days will be needed for the supply of 20,000 cubic metres, making a total of 20,000 cubic metres.

0317

785021

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100

The finishing of above-mentioned supply and work, considering the season could be effected with a number of 150 working days, equal to about 6 months, considering the non working days and provided that the work can be taken up again not later than 1st February next, and happening the following conditions:

1. that electric power be supplied at the rate of 170 kw. continuously for the operating of compressors, grinding mills and underdrains.
2. that the activity of the quarry should only operate for the supply necessary to the line with the exclusion of any eventual supply of material to the local Allied Command, also, it seems it wishing to employ it for road repairs. To the aforementioned Command could be furnished the product of the underdrives which generally could be produced in quantities of about 10% of the flint stone.
3. That it should furnished by the Administration of the I.S.A. all material still necessary (ballasting material and sleepers, sleepers etc.) besides a few thousand bricks, 10 tons cement and 50 tons lime.

signed [signature]

785021

287/210

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Morocco Division - Rail)

18 January 1945

Tel : 478704

154/2/tn. 3

334/8

MEMORANDUM : MARSAISO TIRE WORKS and
Central Uabris Railway

TO : HQ. APO.
Lesio Uabris Region

1. Reference year R/6060 dated 15 Jan '45.
2. The reconstruction of Line 244, from Bastia to Perugia and Sileri, is already programmed in connection with the development of Pietrafitta lignite mines. Completion is expected to be approximately end of April 1945.
3. A survey of the Central Uabris railway, from Todi to Perugia, reveals the following damage :-
 km 29.984 Brick culvert of 6.00 metres completely destroyed
 " 33.223 " " " 2.00 " damaged
 " 38.281 " " " 3.00 " destroyed
 " 50.854 Viaduct of 4 arches of 13.00 metres, of which 3 are badly damaged.
 Marsciano substation badly damaged
 km 55.117 steel bridge 2 spans of 20.00 metres badly damaged
 " 60.567 steel bridge 2 spans of 50.00 metres very badly damaged
 " 61.459 Madsless Tunnel, the entrance at Todi and very badly damaged. 3009
4. It will be seen that the reconstruction of the Central Uabris railway would be a lengthy and expensive matter.

334/8

785021

SUBJECT: Maroneano File works and Central Umbria Railway

TO: HQ. ASD, Lazio Umbria Region

1. Reference your A/6060 dated 15 Jan '49.
2. The reconstruction of line 244, from Bastia to Perugia and Illevo, is already programmed in connection with the development of Piazzaforte Lignite Mine. Completion is expected to be approximately end of April 1949.

3. A survey of the Central Umbria railway, from Todi to Perugia, reveals the following damage:-

- km 29.994 Brick culvert of 6.00 metres completely destroyed
- " 33.223 " " " 2.00 " damaged
- " 38.981 " " " 3.00 " destroyed
- " 50.854 Viaduct of 4 arches of 15.00 metres, of which 3 are badly damaged.

Maroneano substation badly damaged

km 59.117 steel bridge 2 spans of 20.00 metres badly damaged

" 60.567 steel bridge 2 spans of 50.00 metres very badly damaged

" 61.459 Maddalena Tunnel, the entrance at Todi and very badly damaged. 3/6/49

4. It will be seen that the reconstruction of the Central Umbria railway would be a lengthy and expensive matter.

5. In order that the problem of movement of files be from Maroneano to Terni may be fully considered, will you please give detailed information of traffic and daily tonnages involved.

By Command of Rear Admiral STONE

W.H.K.

WHERITT H. TAYLOR
Director, Transportation Sub-Commission

Copy to: In. Sub-Comm.
Rail Division
(for information)
File 334/Tn 3

2 (92)

Mr. [unclear] [unclear] [unclear]
[unclear] [unclear] [unclear]

47/7

6 January 1945

Subject: [unclear] of [unclear] [unclear] [unclear]
to [unclear] [unclear]

1. Reference is made to [unclear] [unclear] [unclear] dated 2 January 1945 [unclear] in all [unclear], every effort should be made to get this work completed as soon as possible.

2. Considerable difficulty is being experienced in meeting [unclear] in Italian [unclear] for fuel. The supply of fuel from extra Italian sources and the present shipping capacity is likely to continue, while the demand for fuel still increases.

3. The [unclear] [unclear] are still [unclear] [unclear] and [unclear] rail and road [unclear] [unclear] has been completed. They are located in an area to which [unclear] [unclear] [unclear] from [unclear] [unclear] [unclear] be diverted.

4. The rehabilitation of the Italian [unclear] industry is of [unclear] importance to the Allied war effort.

For the Director:

[Handwritten signature]

A. J. [unclear], Lt. Col., [unclear]
[unclear] Coordinator

cc: Mr. [unclear] Staff (for [unclear] [unclear])
[unclear] [unclear]
[unclear] [unclear]

5068

Se (92)

[Handwritten initials]

[Handwritten initials]

HEADQUARTERS ALLIED SUBCOMMISSION
AUG 37A
Investigation Sub-Commission

File

4 January 1945

Telex : 470704

to 06/774/100

SUBJECT : The Treflita Light Mine.

TO : Lt. Col. E. J. Kelly,
American (Canadian) War.

1. This work necessary to repair and re-open line 2114, Section to Mine, has been established by Joint Division, by being made that approximate cost will be 1.15.000/000 and will take 30/300 days to complete.

2. As regards the line carrying the wire from Mine station, the treatment line Company make the following report :-

(a) This line, approximately 15 km. in length, is not used by the Mine Company, but was constructed under arrangements of Minister of Public Works, Contractor - Sig. Bonetti. Treflita Mine Company contributed 1.3.000.000 towards cost.

(b) Of the 15 km. of line a total of 13 km is in good condition, remaining 2 km require ballasting and 600 metres of rail are missing.

(c) To complete the ballasting, it is reported 25,000 cubic metres of stone is required. This can be obtained from nearby quarry which supply original ballast. Quarry plant is in perfect order. 120 kw electric power require and request for explosives has already been lodged with Mining Division.

(d) To repair the line, following stores will be required from I & M Military stores :-

- 600 metres rail
- 2000 sleepers
- 4 Turnout 0.10
- 1 turnout 0.12
- 2000 Pickets of 1
- 500 Chairs normal
- Partenings for 600 metres of rail
- 4 Turnouts

5067

(e) require to level crossings etc. would necessitate provision of 600 q of line. This could be furnished by the Mine's Furnace.

(f) reconstruction of a small rail bridge would need a few thousand bricks (could be furnished by the Furnace of the Mine) and two (15) tons of cement.

(a) Road bridge near Spokane has been destroyed and road traffic is now using adjoining rail bridge. Reconstruction of road bridge essential.

(b) Diesel locomotive now at Millers station could be repaired in the warehouse at Piquetteville plant.

3. Treadway line company consider the work on the line from Illinois station could be completed within 90 days.

4. Production of mine, now only 300 tons per day, could be increased to 1000/1500 tons per day.

5. It is requested this matter be considered at next meeting (11 or 13 days) of the Works and Rehabilitation Committee, under Chairmanship of JONES. If approved, necessary authority for expenditure be obtained immediately from Finance Sub-Committee.

[Handwritten signature]
J. R. BAKER,
L.S. 2nd.

Copy to: 10/5/50.
Planning Staff
Rail Division, Transportation Sub-Committee
Industry Sub-Committee (Mining Division)
Finance Sub-Committee

5066

/elc

T R A N S L A T I O N

Rome, 27 December 1944

REPORT ON THE INSPECTION OF THE RLY SIDING ELLERA -
LINE OF PIETRATITTA WHICH TOOK PLACE ON THE 19 OF NOV.

TILL THE 22/11

Premised:

a) that the works have been entrusted by the Ministry of Public Works, to the Contractor Zanetti, represented by the General Trustee Avv. Lorenzo Romanello, office in Rome - Via Cassaria No 51

b) that the siding Ellera - Pietratitta is about 13 Km. long, 1) of which have been completed with ballasting, while for the remaining 5, the ballasting and 600 metres of rails is missing;

c) that the loading of lignite can be effected at Pietratitta only if the wagons can reach Ellera station, which is now impossible as the bridge on the line Ellera - Terontola has not yet been repaired;

d) that on the road Perugia - Pietratitta, a bridge of the siding is used for road traffic as the ordinary bridge has been blown up, together with the finishing of the siding the road bridge must be rebuilt. For this concern the Engineering (Civ) Section of Perugia should be interested;

e) that the uncompleted works represent the minimum indispensable to permit the loading of lignite at the mine, ignoring other works which may be taken in consideration also after the execution

list of the works necessary for the execution of the siding:-

1a) To complete the ballasting of the rails are necessary:-

- metres 600 of rail
- No 2000 sleepers
- " 4 tangent points 0.10
- " 1 " point 0.12
- " 2000 fishplates SB 1
- " 400 Rly Chairs normal

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Mutecrews and accessories for the aforesaid 600 m. of rail and rly points.

The material can be found by the I.S.R.

The necessary time for the laying down of the works, few days.

2a) To complete the ballasting there are 28000 metric tons of flint stones needed; the same can be had at the quarry which provided

works, to the Contractor directly, via the office in Rome - Via Cassaria No 51
 b) that the siding Miera - Pietrafitta is about 18 Km. long, 13 of which have been completed with ballasting, while for the remaining 5 the ballasting and 600 metres of rails is missing
 c) that the loading of lignite can be effected at Pietrafitta only if the wagons can reach Miera station, which is now impossible as one bridge on the line Miera - Terontola has not yet been repaired
 d) that on the road Perugia - Pietrafitta, a bridge of the siding is used for road traffic as the ordinary bridge has been blown up. Together with the finishing of the siding the road bridge must be rebuilt. For this concern the Engineering (Civ) Section of Perugia should be interested;

e) that the unscrupled works represent the minimum indispensable to permit the loading of lignite at the mine, ignoring other works which may be taken in consideration also after the execution of the works necessary for the execution of the siding.

To complete the ballasting of the rails are necessary:-

- metres 600 of rail
 - No 2000 sleepers
 - 4 tangent points 0.10
 - 1 " " point 0.12
 - 2000 fishplates SB 1
 - 400 Rly Chairs normal
- Nutscrews and accessories for the aforesaid 600 m. of rail and rly points.

565

The material can be found by the I.S.M. in the necessary time for the laying down of the works, few days.
 To complete the ballasting there are 20000 metriccubic of flint stones needed; the same can be had at the quarry which provided already for the 13 Km of rail, as seen in the Premised. The quarry possess all machineries in perfect order (compressors, stonefracturers, undersizers, etc.) for the working of these it is needed: 120 Kw of electric power.

The line for the transportation of tube power to the quarry is intact, the power should be assigned. The quarry needs also explosive material already requested through the Mining Division by the Company on account of the contractor Sig. Ismetti.
 For the finishing of the ballasting, when disposing electric power, material and necessary mandiciferi few weeks should be enough.

34) Repairs of a Diesel locomotor for uncovering actually near Allera's station.

This locomotor of normal gauge is indispensable for dragging cars of light stone and other material on the line. It was damaged by the Germans, but it can easily be repaired within few weeks also at the quarry's works of Pietrafitta.

4*) For construction of few hedge-walks, lever crossings, gates etc. we need:
500 Ql of lime which can be furnished by the quarry's furnace.

These works may need few weeks.

5*) Reconstruction of a little bridge blown up by the Germans.

A few thousand bricks, which can be furnished by the furnace of the quarry.

10 Tons of cement, which would be assigned and could be got at Spoleto (Consorzio Leganti Idraulici).

The time needed for effective work repair will take a couple of weeks.

SOCIETÀ MINERARIA DEL TRASIMENO

A. DIRETTORE GENERALE

ROMA, 27 dicembre 1944/

RELAZIONE SUL SOPRALUOGO FATTO AL RACCORDO FERROVIARIO MILERA-MINIERA DI PIETRAFITTA DAL 19 AL 22 DICEMBRE 44

Processo:

- a) che i lavori sono stati affidati dal Ministero LL.PP. all'Ing. presso Zanetti rappresentata dal Procuratore Generale Avv. Ignazio Romanelli, con Ufficio in Roma - Via Cassaria n° 5;
 - b) che il raccordo Milera-Pietrafitta è di circa 18 Km. dei quali 11 sono stati completati dalla massicciata d'armamento, mentre per gli altri 5 manca la massicciata stessa e circa 500 m. di binario;
 - c) che il carico della lignite potrà essere effettuato a Pietrafitta solo se i vagoni potranno raggiungere Milera il che per ora non è possibile in quanto non è stato ancora riparamentato un ponte sulla linea Milera-Terontola;
 - d) che sulla strada Perugia-Pietrafitta un ponte del raccordo ferroviario è stato adibito per il traffico stradale essendo stato fatto saltare il ponte ordinario. Contemporaneamente all'ultimazione del raccordo dovrà quindi essere ricostruito il ponte stradale stesso che non è però di grande mole. Della cosa dovrebbe essere interessato il Genio Civile di Perugia;
 - e) che i lavori sottelenati rappresentano il minimo indispensabile per poter effettuare il carico della lignite presso la Miniera, assicurando altri lavori che possono aver luogo anche dopo l'attivazione;
- si elencano i lavori da effettuare per l'ultimazione del raccordo.

1°) Completamento dell'armamento dei binari. Occorrono:

- * 500 m. di binario
 - * n° 2000 traverse
 - * 4 deviatori tangente 0.10
 - * 1 deviatore tangente 0.12
 - * 2000 piastre SS 1
 - * 400 gancie normali
- chiavarda e accessori per i 500 m. di binario e traversoni per i suddetti 5 deviatori.
- Il materiale può trovarsi presso le FF.SS.
Il tempo necessario per la posa in opera è di pochi giorni.

5,63

2°) Completamento della massicciata d'armamento. Occorrono:
mc. 28000 di pietrisco.

Si può ottenere da una cava che ha già prodotto il pietri
 500 per i 13 Km. di binario, di cui alle pressesse.
 La cava dispone di tutti i macchinari in perfetto ordine
 (compressori, frantoi, sottovagli, ecc.) per azionare i
 quali occorrono:

120 KW di corrente

La linea per il trasporto della corrente in cava è intatta.
 La corrente dovrebbe essere assegnata.
 Per la cava occorre ancora il materiale esplosivo già ri-
 chiesto attraverso la Mining Division della nostra Socie-
 tà per conto dell'Impresa Lanetti.
 Per il completamento della massicciata, disponendo della
 corrente, dei materiali e della mano d'opere necessari, basta
 20 poche settimane.

3°) Riparazione di un locomotore a nafta di manovre attualmen-
 te presso la Staggone di Aiera. Tale locomotore a scarta-
 mento normale è indispensabile per il traino dei carrelli
 per il trasporto del pietriaco e degli altri materiali sul
 la linea. È stato danneggiato dai tedeschi ma è facilmen-
 te riparabile in circa 1/2 settimane anche presso le offi-
 cine della Miniera di Pietrafitta.

4°) Costituzione di alcuni marciatori di calce, sistemazione di
 passaggi a livello, completamento di gallerie e fossi di
 guardia. Occorrono:
 q.li 600 di calce comune.
 Può essere fornita dalla fornace della Miniera.
 I lavori possono richiedere alcune settimane.

5°) Riparazione di un piccolo ponte distrutto dai tedeschi.
 Occorrono:
 alcune migliaia di mattoni che possono essere forniti dalla
 fornace della Miniera;
 q.li 100 di cemento che dovrebbero essere assegnati. Otte-
 nibili da Spoleto (Consorzio Leganti Idraulici).
 Il tempo per effettuare questo lavoro è di un paio di set-
 timane.

Luigi Affari

JD/gfb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

File

Tele : 478701

31 December 1944

AC TA/97/RS/

97/3

SUBJECT : Lignite from Pietrafitta

TO : Ministry of Commerce, Industry & Labour.
Rome

Reference your 719/5419 of 18 Dec. arrangements are in hand for the supply of the expties for Pennicale station in accordance with bids already submitted.

FD

Capt.

for HERBERT H. TAYLOR,
DIRECTOR.

5062

TRAFFIC LIGHTS

Industry of Lignite Industry and Lignite
mine and lignite extraction
Div. VII

Industry of Lignite
mine and lignite extraction
Div. VII

1944 - 1945 Jan. 1944

Ref: 119/5415

TO : Allied Commission
Transportation Sub-Commission
1944

Subject: Lignite from the mine of Pietrarița (Petroșeni)

1. Pursuant our note ref. 051/5371 of December, we point out that the Traianko Mine Company, which operates the lignite mine of Pietrarița (Petroșeni), because the availability of 15,000 tons of lignite, which has already been digged out, it has begun in these days the extraction of 100 tons per day, which could be increased to 1,000 - 1,500 tons per day.

2. This Company requires the daily arrangement of 15 wagons at the station of Petroșeni, on the Arad - Iasi line, which is now operating.

The above mentioned rail-cars, include the five wagons per day for supplying the "Carucioara" of Arad, while the 10 remaining wagons will be dispatched to the Accompany Company of Arad.

While we inform of all this that Sub-Commission, we beg it to issue the necessary instructions, in order that, after having considered the rolling stock availability, it will be possible to separate to meet the quantities of lignite which are at Pietrarița, especially owing to the critical situation of some of combustible material.

For Minister
(Sgd. Allegre)

561

1000 - 20th Dec. 1954

1. Allied Commission
Investigation Sub-Committee
SHE

1. Letter from the mine of Fikriddin (Zarandj)

1. Payment of 1000 rub. 05/12/44 of December, on joint
with the investigation mine company, which operated the light
mine of Fikriddin (Zarandj), besides the availability of
15,000 tons of lignite, which had already been mined out, it has
begun to mine the extraction of 300 tons per day, which will
be increased to 1,000 - 1,500 tons per day.

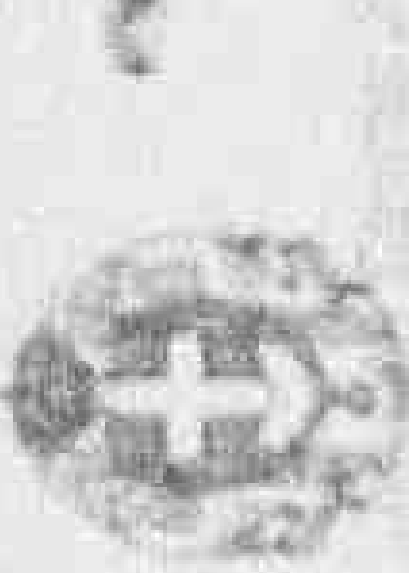
2. This company requires the daily assignment of 15 wagons
at the station of Farkhala, on the line - Moscow - Baku, which is now
operating.

3. The above mentioned rail-cars, include the five wagons
per day for supplying the "Carroll" of NKVD, while the 10
remaining wagons will be transferred to the Accanto Company of
Baku.

4. While we inform of all that Sub-Commission, we
are to issue the necessary instructions, in order that, after
having considered the mining stock availability, it will be
possible to inspect to meet the quantities of lignite which
are at Farkhala, especially owing to the critical situation
of some of combustible material.

The number
(app. slightly) 5161

- Copy to 1 - Allied Commission
- Industry Sub-Commission - Coal Division - NKVD
- Provincial Office for Commerce and Industry 14 - Moscow
- "Farkhala" Coal Company - via Public Office 14 - Moscow
- ref. letter 310/102/ dated 12/12/44
- ref. letter 310/102/ dated 12/12/44
- ref. letter 310/102/ dated 12/12/44
- ref. letter 310/102/ dated 12/12/44



Ministero dell'Industria

Dir. VII
Sez. I

DIREZIONE REGIONALE DELLE ATTIVITÀ ECONOMICHE
di Bari

Roma 20 luglio 1949

Al. S. A. - Sottosviluppato
Industria

20.11.1

È per conoscenza :

All. S. A. - Sottosviluppato che ha in-
caricato l'ing. **Antonio**

20.11.1

All. S. A. - Sottosviluppato del cog-
nominato dall'industria

20.11.1

All. S. A. - Sottosviluppato del Sottosviluppato
di 7,1a classe Sottosviluppato, 11

20.11.1

(rif. nota n. 1107/40/ una del 12/11/49)

All. S. A. - Sottosviluppato Sottosviluppato
via del Gesù, 55

20.11.1

(rif. note 16/1/1244)

1 - Fornito e dato alla voce n. 51/531 del glossario n. 44 al-
to presso che la caratterizza del Sottosviluppato, che descrive
con la misura di lignite di fusione (carbonia), oltre
alle disponibilità di 12.000 tonnellate di lignite già es-
istente, ha indicato, in questi locali l'assegnazione di
500 tonnellate di lignite, che potrebbe essere portata a 1.000-
1.500 tonnellate/giorno.

2 - Nella stessa occasione che sono andati a non disponibile
15 wagoni di lignite alla stazione di Foggia, sulla linea
Benevento-Caserta, con ripartizione.

3 - In tutti i wagoni sono espressivi dei 9 wagoni giornalieri ri-
espresso, come in nota qui si è detto, per la fornitura
di lignite alle carriere di lignite, presso gli stabilimenti
che vengono essere operati alla S. A. - Sottosviluppato e presso di Sottosviluppato.

Ministero delle Corporazioni

Espresso

T. O. P. A.

DIV. VII*

Aut. N. 732/3433 allegato

0 per esentazione
All. A. S. - sottocategorie in
doppio rispetto

T. O. P. A.

Operaio lignite dalle
miniere di Pietradefesa (Firenze) -

All'Ufficio provinciale del con-
sumo e dell'industria

T. O. P. A.

Alle Soc. Mineraria del Trentino-
Sud - Via Giulio Cesare, 14

T. O. P. A.

(rif. nota n. 1107/34/oss del 13/1/44)

Alle Soc. Frattocose Sordani
Via del Gesù, 52

T. O. P. A.

(rif. nota 16/1/1944)

- 1 - Tenuto conto alla nota n. 651/519) del dicembre u.s., ed
fa presente che la locazione del terreno, con servizi
con la riserva di lignite di Pietradefesa (Firenze), oltre
alla disponibilità di 15.000 tonnellate di lignite già es-
istente, ha iniziato, in questi giorni l'escavazione di
300 ton. giornalieri, che potrebbe essere portata a 1.000-
1.500 ton./giorno.
- 2 - Nella località suddetta che sono nati a sua disposizione
15 vagoni al giorno alla stazione di Fiesole, sulla linea
Livorno-Roma, ora ripartite.
- 3 - Tutti i vagoni sono occupati dai 5 vagoni giornalieri ri-
chiesti, con la nota qui di seguito, per la fornitura
di lignite alla minerale di Sordani, mentre gli altri 10
serviranno essere spediti alle Soc. minerarie sempre di Sordani.

campio

7/7/44

5060

1.

I - L'attuale copia di questo è stata perfezionata con
 l'assistenza di voler pervenire, in base alle disposizioni
 di materiale tecnico delle ferrovie, perché possano affluire
 in la zona I commissari di legge di fronte alla
 doverosi, in considerazione delle critiche di natura
 appropriate di questo tipo, nella in detto modo.

11 luglio
 [Signature]

TRANSPORTATION SUB-COMMISSION A.C.
(RAILSECTION)
C/o Transportation Increment
C.H.F.

J. M. J.

To/ Our reference :
TO : Movement Section
Transportation Sub-
Commission.
SUBJECT : Repair of railway
Terni-Ferugia.

Date, 22 Dec. 1944

27/2

1. Appended are brief details of the damage caused on the following lines :

- a) Private line from Terni to Ferugia
- b) State Railway Poligno-Ferugia, route 244.

2. The Central Umbria railway is operating from Terni to Todi, a distance of 39 Kilometres.

From Todi to Perugia a distance of 37 Kilometres the following is the damage suffered to the larger bridges etc.

- Km 23.934 brick culvert of 6.00 Mts completely destroyed
- Km 33.223 brick culvert of 2.00 Metres damaged.
- Km 38.981 brick culvert of 3.00 Metres destroyed.
- Km 50.654 Viaduct of 4 arches of 15.00 Mts, 3 of which are badly damaged.
- Marsciano substation badly damaged.
- Km 53.117 Steel bridge 2 spans of 20.00 Metres badly damaged
- Km 60.567 Steel bridge two spans of 50.00 Metres very badly damaged
- Km 51.459 Mafdaleus tunnel, the entrance at Todi end very badly damaged.

An inspection of the damaged works has not been made but a rough estimate of the time for the repair would be between 90 and 100 days if the damage to the steel bridges is not too serious.

No record of damage to electrical installation is available.

Our reference :

Date, 22 Dec. 1944

TO :Government Section
Transportation Sub-
Commission.

SUBJECT :Repair of railway
Terni-Ferugia.

1. Appended are brief details of the damage caused on the following lines :

- a) Private line from Terni to Ferugia
- b) State Railway Foligno-Ferugia, route 244.

2. The Central Umbria railway is operating from Terni to Todi, a distance of 39 Kilometres.

From Todi to Ferugia a distance of 37 Kilometres the following is the damage suffered to the larger bridges etc.

Km 29.984 Brick culvert of 5.00 Mts
completely destroyed

Km 33.223 Brick culvert of 2.00 Metres
damaged.

Km 36.981 Brick culvert of 3.00 Metres
destroyed.

Km 50.854 Viaduct of 4 arches of 15.00
Mts, 3 of which are badly damaged.

Marciano substation badly damaged.

Km 59.117 Steel bridge 2 spans of 20.00 Metres
badly damaged

Km 60.567 Steel bridge two spans of 50.00 Metres
very badly damaged

Km 61.459 Maddalena tunnel, the entrance at Todi
end very badly damaged.

An inspection of the damaged works has not been made but a rough estimate of the time for the repair would be between 90 and 100 days if the damage to the steel bridges is not too serious.

No record of damage to electrical installation is available.

3. The junction with the railway to the mine is at Ellera station, between Ferugia and Terontola.

This station can be reached on route 244 either by re-
pairing northward from Bastia or southward from Terontola.

4. The following is the damage on the two section of the
lines:

- a) Bastia to Ellera, 30 Kilometres
- Km 19.807 Steel bridge 3 spans of 16.04
Metres to be rebuilt

Km 27.304 Viaduct 3 arches of 10.00 metres to be rebuilt.
 Km 27.406 Viaduct 5 arches of 6.60 metres to be repaired
 Km 32.613 Culvert of 3.00 metres to be repaired
 Km 35.199 Viaduct 5 arches of 10.50 metres 3 arches & 2 piers to be rebuilt
 Km 43.511 Brick arch of 7.00 metres.

Estimated cost of above work 15,000 000 approximately and will take 90 to 100 days to complete.

b) Illere-Terontola 32 Kilometres

Km 53.535 Steel bridge 4.00 metre spans to be rebuilt
 Km 56.115 Steel bridge 13.5 metres to be rebuilt
 Km 60.240 brick arch 5.00 metres to be repaired
 Km 61.802 Magione tunnel repairs to entrances and in centre of tunnel
 Km 63.506 Rail bridge 2.50 metres to be rebuilt.
 Km 68.889 Steel bridge 3.00 Metres to be rebuilt
 Km 69.491 Passignano tunnel rebuilding of entrances
 Km 70.495 Rail bridge of 2.50 metres to be rebuilt
 Km 70.996 Rail bridge 2.50 metres to be rebuilt
 Km 71.659 Steel bridge 4.00 metres to be rebuilt
 Km 72.214 Rail bridge of 2.50 metres to be rebuilt
 Km 72.630 Rail bridge of 2.50 metres to be rebuilt
 Km 72.911 Rail bridge 2.30 metres to be rebuilt
 Km 73.321 Rail bridge 2.30 metres to be rebuilt
 Km 73.545 Rail bridge of 2.50 metres to be rebuilt

Km 73.609 Steel bridge of 4.00 metres to

b) Ellera-Toronola 32 Kilometres

- Km 53.536 Steel bridge 4.00 metre spans to be rebuilt;
- Km 56.115 Steel bridge 13.5 metres to be rebuilt;
- Km 60.240 brick arch 3.00 metres to be repaired
- Km 71.802 Magonese tunnel repairs to entrances and in centre of tunnel
- Km 63.606 Rail bridge 2.50 metres to be rebuilt.
- Km 68.669 Steel bridge 1.00 Metres to be rebuilt
- Km 69.491 Passignano tunnel rebuilding of entrances
- Km 70.435 Rail bridge of 2.50 metres to be rebuilt
- Km 70.995 Rail bridge 2.50 metres to be rebuilt
- Km 71.559 Steel bridge 4.00 metres to be rebuilt
- Km 72.214 Rail bridge of 2.50 metres to be rebuilt
- Km 72.530 Rail bridge of 2.50 metres to be rebuilt
- Km 72.911 Rail bridge 2.30 metres to be rebuilt
- Km 73.321 Rail bridge 2.30 metres to be rebuilt
- Km 73.545 Rail bridge of 2.50 metres to be rebuilt
- Km 73.893 Steel bridge of 4.00 metres to be rebuilt
- Km 74.258 Steel bridge of 3.00 metres to be rebuilt
- Km 75.506 Steel bridge of 6.00 metres to be rebuilt
- Km 75.450 Steel bridge of 2.50 metres to be rebuilt
- Km 77.257 Qualandro tunnel entrances to be rebuilt.

5658

1.

Estimated cost of this section 45,000,000 lire and about 100 days will be required to complete the work.

5) It is clear from the above that the easiest way to reach the junction with the main railway at Ellera is to continue the repair of the State Railway from Bastia to Ellera.

[Handwritten signature]

O.S. LINDBERG,
Lieut-Colonel
Deputy Director
Transportation Sub-Commission
& Chief of Rail Section

5057

785021

subject : Recon report -
Line 24 -
Poligno - Parentola.

Military Railway Service,
C.M.F.

rel; Firebox et.
Outside Line 84326.
REF: TOWA-4/140.

To : Mrv.
Base Area.

21 December 1944.

97/1

Reference conversation this morning (Lt. Col
Baker - Major Williams).
I enclose herewith copy of detailed recon report
of Line 24 : Poligno - Parentola.

(Signature)
(C. Williams) Major R.E.
for Brigadier.
Director, Military Railway Service.

5056

TOR 22115

0340

Handwritten initials

Ref: HCS. 480/25.

Headquarters,
Railway Construction Engineers,
J.A.N.C. B.O.F. C.M.F.

26 June 44.

Subject: REPAIRS TO TRACKS
ON THE RAILROAD

D. No. (Br.),
Adv. A.S.B.Q.,
C.M.F. - 3 copies.

Copy for A.D. No. HOW NIGHA ARMY.

The following is a report on a recon carried out by Capt. Moyers of my H.Q. on the above line between Follino and Perugia on 24 and 25 June.

Follino (0 Sta.) incl. to Spello (4.6 Sta.) incl.

0.3 Sta. Junction to lines 244 and 47. 17 sleepers burnt out.

0.6 Sta. Level crossing. 220-ft track and ballast removed. Trench dug at right angles to track 6-ft deep x 4-ft wide. Four USAs lying on surface.

0.8 Sta. Culvert prepared for demolition with bombs and Teller mines.

0.9 Sta. 3/8-section skew arch bridge prepared for demolition with charges in the piers. Small arch in South abutment damaged by bombs and partly repaired by filling and strutting. Requires another 50 cu.yds. of earth and 150-ft of track lifted and packed.

0.95 Sta. Bomb crater nearly refilled. 300-ft track requires lifting.

1.0 Sta. Bomb crater filled. 20-ft track requires lifting.

1.4 Sta. 100-ft track requires lifting over bomb crater.

3.35 Sta. 3/8-section arches possibly prepared for demolition.

4.6 Sta. Spello Station.

See sketch. Four bomb craters to be filled and minor track repairs.

Spello Sta. (4.6 Sta.) incl. to Casare (8.9 Sta.) incl.

5.8 Sta. Old bomb crater. 90-ft track requires lifting.

6.4 Sta. Demolished culvert has been filled in. 60-ft track requires lifting.

8.9 Sta. Casare Station.

Two bomb craters. South facing points to be replaced and 120-ft track.

The following is a report on a race carried out by Capt. Boyers of my B.O. on the above line between Pallas and Paragla on 24 and 25 June.

Volcano to San. to Guello (4.6 Km.) incl.

- 2.1 Km. Junction to lines 264 and 27. 17 sleepers burnt out. Level crossing. 260-ft track and ballast removed. Trench dug at right angles to track 6-ft deep x 4-ft wide. Four wires lying on surface.
- 2.4 Km. Culvert prepared for demolition with bombs and yellow discs.
- 2.9 Km. 3/12-metre arch bridge prepared for demolition with charges in the pier. Small arch in South abutment damaged by bombs and partly repaired by filling and strutting. Acquires another 50 cu. yds. of earth and 150-ft of track lifted and packed.
- 3.25 Km. Bomb crater nearly refilled. 200-ft track requires lifting.
- 3.0 Km. Bomb crater filled. 25-ft track requires lifting.
- 3.4 Km. 100-ft track requires lifting over bomb crater.
- 3.8 Km. 3/6-metre arches possibly prepared for demolition.
- 4.6 Km. Guello Station.
See sketch. Four bomb craters to be filled and minor track repairs.

Guello San. (4.6 Km.) excl. to Casares (9.9 Km.) incl.

- 5.3 Km. Old bomb crater. 40-ft track requires lifting.
- 6.4 Km. Demolished culvert has been filled in. 60-ft track requires lifting.
- 8.9 Km. Casares Station.
Two bomb craters. North facing points to be replaced and 130-ft track.

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Casares San. (9.9 Km.) excl. to Asisai (15.4 Km.) incl.

- 12.5 Km. 2-metre arch culvert. Investigations for demolitions.
- 14.2 Km. Crater on each side of line. Requires 20 cu. yds fill and 300-ft track to be altered and packed, and two new rails.
- 15.4 Km. Asisai Station.
12 frogs demolished representing 40% of total, but sufficient good crossings left to restore yard as finished. One bomb crater. 200-ft track to be repaired. Steam locomotive which appears to be in good order.

0342

785021

- 15.4 En. (15.4 En.) incl. to Bastia (19.2 En.) incl.
No demolitions to track between Chon stations. Five frogs demolished, representing 87% in yard. Replacements can be brought from other stations. Three bomb craters, requiring filling, and 300-ft track to be repaired. Both water columns at Bastia Station demolished. Storage tank also demolished.
- 19.2 En. (19.2 En.) incl. to Punta San Giovanni (25.2 En.) incl.
Bridges over Fluss Chiascio. 2/50-ft steel girder spans totally demolished. Piers and masonry un- damaged. Could require 3/80-ft U.C.S.B. deck spans to restore.
- 25.2 En. Over bridge demolished. Charges not completely detonated. Debris to be cleared.
- 27.4 En. Old craker. Track requires lifting for 100-ft.
- 27.5 En. River bridge. Brick arch bridge comprising 3/12-metre arches, 2/12-metre arches and 1/12-metre arches. 3/12-metre arches on North and demolished and two piers. Height of bridge about 40-ft. Would require two new piers. Sufficient German 2.3.3s are on site to span one gap and probably 2/45-ft sections of girders required for the other two, although it is possible that German steel joists may be found in the vicinity to do the job. Piers would probably be built in steel bracing.
- 27.6 En. Two bomb craters. Bank requires repairs.
- 27.7 En. Under bridge, 3/4-metre spans. One pier damaged and repaired unsatisfactorily by enemy. Would probably span old gap by 40-ft to 60-ft 2.3.3s. Ring walls require patching.
- 27.8 En. Bomb crater. Track should run from River River bridge to this point requires packing.
- 28.2 En. Punta San Giovanni.
12 frogs demolished out of 30, representing 40% of total number of crossings in yard. Sufficient good crossings left to make necessary repairs. Demolished ballast to be cleared.
- 28.2 En. Punta San Giovanni (28.2 En.) incl. to Perugia (37.5 En.) incl.
- 30.7 En. Tunnel approximately 300-ft long undamaged.
- 32.8 En. Partially damaged culverts, but sufficient left to take track. 300-ft track to be cleared and packed.
- 33.1 En. Tunnel approximately 1 kilometre long undamaged.

to evaluate.
 Over bridge demolished. Damage not completely
 as complete. Traffic to be cleared.
 Old crater. Track requires lifting for 100-ft.
 River bridge. Brick arch bridge spanning
 3/12-arches, 3/27-arches and 3/12-arches
 arches. 3/12-arches on north and demolished and
 two piers. Height of bridge about 45-ft. could
 require two new piers. Sufficient (German 1.5.5) are
 on site to span one gap and probably 2/40-ft sections
 elsewhere required for the other two, although it is
 possible that German steel joints may be found in the
 vicinity to do the job. Plans would probably be
 built in steel trussing.

Two bomb craters. Work required repairs.
 Under bridge, 3/4-arch spans. One pier damaged and
 repaired unobtainably by enemy. Would probably
 open old gap by 40-ft to 50-ft R.S.S. Sing walls
 require patching.
 Bomb crater. Track while way from river bridge
 to this point requires patching.

28.2 ft. Ponte San Giovanni.
 12 frogs demolished out of 30, representing 40% of
 total number of crossings in yard. Sufficient good
 crossings left to make necessary repairs. Demolished
 buildings to be cleared.

Ponte San Giovanni (28.2 ft.) expl. to Perugia (39.5 ft.) level.
 27.7 ft. Tunnel approximately 300-ft long undamaged.
 28.8 ft. Partially damaged culvert, but sufficient left to take
 track. 300-ft track to be cleared and packed.
 33.1 ft. Tunnel approximately 1 kilometre long undamaged.
 34.9 ft. Tunnel approximately 500-ft long undamaged.
 35.8 ft. Bridge consisting of 6/12-arches spans of which the
 centre three arches have been demolished, but two piers
 are sound for 20-ft from slightly level. To restore
 would require three additional 6-ft spans and repair
 of two piers. Total height of bridge approximately
 45-ft.

35.1 ft. Tunnel 100-ft long undamaged.
 35.9 ft. Tunnel 1000' long undamaged.
 38.5 ft. Perugia station.
 Total damage amounts to about five demolished rails.
 water columns, storage tank and most other facilities
 undamaged. One steam locomotive which appears to be
 in good order except for hole in water tank. Two steam
 locomotives which appear to be in good order except that
 connecting rods have been removed and placed in lanes.
 These, however, appear to be damaged.

MATERIALS AVAILABLE

The sections bridging required for the job will be 1/4" thick U.C.M.B. spans and 6/4"-ft sectional plate girder spans. It is possible that these latter spans can be reduced by the use of German R.S.B.s that may be found. Practically all other materials can be obtained locally.

CONSTRUCTION TIME

It is understood that Assini and Basia would be of value to the Eighth Army as millheads and, with the present resources at my disposal, it will be possible to provide them millheads by 30 July, which is the present opening date given for Poligno, the opening of that station being dependent upon the completion of a large bridge between Terri and Poligno.

It was not possible to continue the recon beyond Perugia as the battle was continuing in close proximity to it. It is possible that we may be able to complete to Perugia by 31 July, but this date will require to be confirmed later, depending on our future tasks and their priorities.

Sketches of station lay-outs are attached.

Alfred
Lieut. Colonel,
Engineer Consulting,
Railway Construction Engineers,
D.D.S.C.

Ref: 100-107779

Headquarters,
 Railway Construction Engineers,
 U.S.C. U.S.P. U.S.R.

6 July 44

Subject: RAILROAD ENGINEERING LINE
7001 - TAVELIA
SECTION FERRISIA - TAVELIA

D. W. (Mr.)
 U.S.C. U.S.P. U.S.R.

Copies to: 41.250. Near Right Way.
U.S. RAILROAD ENGINEERING LINE
7001 - TAVELIA
SECTION FERRISIA - TAVELIA

The following is a report on a recent section cut by Dept. Inspectors of
 U.S.C. on 4 and 5 July on the above line between Ferris and Tavelia.

Ferris (38.5 km.) encl. to Ellers (49.6 km.) incl.

41.2 km. 2 broken rails. 2 broken sleepers.

41.6 km. 3 broken sleepers.

42.6 km. 100' tunnel damaged.

43.5 km. 7-metre wooden bridge, arch almost completely demolished. Abutments
 damaged. Possible charges still in abutments.

43.6 km. One rail demolished.

43.8 km. to 44.0 km. About 6 rails demolished.

43.1 km. Level dressing requires clearance. 2 broken rails. 4 or 5 broken
 sleepers.

45.2 km. 20 cu. yds. debris from road retaining wall to be cleared from track.

49.6 km. Ellers station.

4000' track requires lifting. One frog and 100 burst out sleepers to
 be replaced. A certain amount of straightening of track to provide
 main line and 1 loop.

Ellers (47.6 km.) encl. to Ferris (67.7 km.) incl.

45.0 km. Over bridge demolished. 100 cu. yds. debris requires clearing.

51.6 km. 4-metre bridge over canal. Steelwork demolished. Very slight damage
 to abutments. 100' track demolished. Will be restored by 20' and span.

Order to: 43.0 Km. East of Killa
43.0 Km. East of Killa
43.0 Km. East of Killa

The following is a report on a train accident at 43.0 Km. East of Killa. The train was carrying a load of 1000 tons of iron ore. The train was derailed on 27 July at the curve line between Paragla and Killa.

43.0 Km. East of Killa to 43.6 Km. East of Killa

- 43.0 Km. 2 broken rails. 2 broken sleepers.
- 43.6 Km. 3 broken sleepers.
- 43.6 Km. 500' tunnel demolished.
- 43.7 Km. 200' track requires lifting. One frog and 100' burst out sleepers to be replaced. A certain amount of straightening of track to provide main line and 3' lanes.
- 43.8 Km. One rail demolished.
- 43.8 Km. to 44.0 Km. About 6 rails demolished.
- 43.9 Km. Level crossing requires clearance. 2 broken rails. 4 or 5 broken sleepers.
- 44.2 Km. 20' frog. One frog from road retaining wall to be cleared from track.
- 44.4 Km. Killa Station.

44.6 Km. East of Killa to 45.2 Km. East of Killa

- 44.8 Km. Over bridge demolished. 100' cu. yds. debris requires clearing.
- 45.6 Km. 4-metre bridge very small. Sleepers demolished. Very slight damage to abutments. 100' track demolished. Will be restored by 20' and sleepers.
- 45.8 Km. Old crater. 100' track requires probing.
- 45.8 Km. West of Killa to 46.1 Km. East of Killa Unchanged.
- 46.1 Km. 15-metre new bridge over canal completely demolished. To be restored by sleepers with abutments, or concrete, 20' and sleepers and filling bank.
- 46.8 Km. Debris from crater on line and slight sink in track.
- 47.0 Km. Damaged rail.
- 48.7 Km. Killa Station.

2 frogs, 1 left switch, demolished. 3 craters. 2000' track damaged.

60.5 En. Highline Station (cont'd.)

To restore main line and 2 loops, 2 frogs and 30 rails require to be replaced and 1500' track straightened and lifted.

60.7 En. embankment (70.2 Sta.)

400' track areas packing.
Distance to Highline Tunnel, 1300 metres long. Total clearance 100' from south portal. Apparently 30' lining demolished. Overburden 30'. Greater above tunnel 20' deep standing vertical. Overburden consists of very hard clay. 210' from north portal crater in track. 200' track demolished. 30 cu.yds. fill required. Least 100' of tunnel demolished. minimum overburden 4'. Can be restored by clearing. 600 cu. yds. spoil to be removed.

60.8 En. 1/2 metre under bridge completely demolished. To be replaced by 40' arched piping and 100 cu.yds filling.

60.9 En. 3-metre under bridge completely demolished. To be replaced by 60' arched pipe and 100 cu.yds. filling.

61.2 En. 30' retaining wall 14' high, above road, demolished. Repair will be by dry stone packing.

61.4 En. 3 sections of retaining wall approximately 10' long x 2' high to be replaced.

61.5 En. Distance to tunnel 175 metres long. 50' from south portal demolished. Practically no cover. Can be replaced by clearing. 200' from south portal three small embankments in areas of arch. Small quantity of loose material to be hauled down. Formation solid rock. 250' from south portal 20' arch lining demolished. Loose material to be hauled down. Formation solid rock. 200' to 410' arching demolished and portions of walls approximately 1000 cu.yds. debris to be cleared. Tunnel in solid rock. Least 15' demolished. 20' overburden. Can be replaced by clearing debris.

70.2 En. assignment station.

All points and crossings demolished. 250 cu.yds. rubble from station buildings and overhead water tank to be cleaned off tracks. To restore main line and 2 loops four sets points and crossings to be retained.

Assignment (70.2 Sta.)

70.5 En. Railway and 20' track demolished. Can be restored by arched pipe and 100 cu.yds. filling.

71.2 En. 1/2-metre culvert completely demolished and 60' track. Can be replaced by 40' arched pipe and 100 cu.yds. filling.

71.7 En. 1/2-metre culvert completely demolished and 60' track. Culvert can be replaced by 20' R.S.J. span and sleeper cross. 5051

72.1 En. 1/2-metre culvert and 60' track demolished. Can be restored by 60' arched pipe and 100 cu.yds. filling.

erector above tunnel 20' away standing vertical. Overburden consists of very hard clay. 20' from north portal center is track. 200' track demolished. 30 cu.yds. fill required. Last 10' of tunnel demolished. Station overburden 4'. Can be restored by clearing. 100 cu. yds. soil to be removed.

19-metre under bridge completely demolished. To be replaced by 60' arched piping and 100 cu.yds. filling.

3-metre under bridge completely demolished. To be replaced by 40' arched pipe and 100 cu.yds. filling.

30' retaining wall 14' high, above road, demolished. Repair will be by dry stone pitching.

3 sections of retaining wall approximately 10' long x 5' high to be repaired.

Substrate to tunnel 175 metres long. 80' from north portal demolished. Practically no cover. Can be repaired by clearing. 200' from north portal three small demolitions in drum or arch. Small quantity of loose material to be barred down. Formation solid rock. 230' from north portal 20' arch lining demolished. Loose material to be barred down. Formation solid rock. 200' to 410' arching demolished and portions of walls approximately 1000 cu.yds. debris to be cleared. Tunnel is solid rock. Last 12' demolished. 20' overburden. Can be repaired by clearing debris.

No. 2 10th. Alignment station.

All points and crossings demolished. 200 cu.yds. rubble from station buildings and program water tower to be cleared off tracks. To restore main line and 4 loops four sets points and crossings to be relaid.

Alignment (75.2 Sta.) to two (75.0 Sta.) track.

74.5 Sta. 6-metre and 60' track demolished. Can be restored by arched pipe and 100 cu.yds. filling.

74.7 Sta. 19-metre culvert completely demolished and 60' track. Can be replaced by 40' arched pipe and 100 cu.yds. filling.

74.7 Sta. 4-metre culvert completely demolished and 60' track. Culvert can be replaced by 20' R.R.J. span and slotted arch. 3/5/51

74.1 Sta. 19-metre culvert and 60' track demolished. Can be restored by 60' arched pipe and 100 cu.yds. filling.

74.3 Sta. 19-metre culvert and 60' track completely demolished. Can be restored by 60' arched pipe and 200 cu.yds. filling.

74.6 Sta. 19-metre culvert and 60' track completely demolished. Can be restored by 60' arched pipe and 100 cu.yds. filling.

74.8 Sta. 19-metre culvert and 60' track completely demolished. Can be restored by 60' arched pipe and 200 cu.yds. filling.

74.9 Sta. 6-metre culvert and 60' track completely demolished. Can be restored by 60' arched pipe and 200 cu.yds. filling.

- 17.0 En. 2-metre culvert and 60' track completely demolished. Can be restored by 50' gravel pipe suitable for filling.
- 17.1 En. 1-metre culvert and 60' track completely demolished. Can be restored by 50' gravel pipe and 200 cu.yds filling.
- 17.1 En. 3 main tracks destroyed. Some crater. 100' track demolished.
- 17.2 En. 2-metre subway and 60' track completely demolished. Requires 200 cu.yds. filling.
- 17.3 En. Burnt out tracks. 100' track damaged.
- 17.0 En. Future station.
 all frogs blown. Subway demolished and 900' track damaged. To restore main line and one loop 2 frogs and 500' track to be replaced, and 200 cu. yds. fill to subway.
- 17.4 En. Crater. Requires 200 cu.yds. filling and 150' track.
- 17.5 En. 1/8' subway. 1/10' bridge over canal and 1/8' subway to one bridge totally demolished. To be restored by 2/10' light steel trusses on slab foundations, 1/20' A.S.T. spans and 300 cu.yds. filling.
- 17.6 En. Old crater. 100' track requires lifting.
- 17.6 En. Old crater. 100' track requires lifting. 100 cu.yds. fill required.
- 17.4 En. 6-metre subway and 300' track totally demolished. To be restored by 300 cu.yds. filling.
- 17.5 En. 3-metre subway and 300' track completely demolished. Requires 300 cu. yds. filling.
- 17.2 En. Tunnel 530' long. North portal demolished. 30' overburden. Can be repaired by clearing debris and building new portal.
- 17.1 En. Old crater. 100' track to be lifted.
- 17.2 En. 20 cu.yds. rubble from overbridge requires clearing.
- 17.3 En. 2 rails to be replaced.
- 17.2 En. Peronials station.
 To be completely rebuilt.

5/5/0

Remarks:

The following materials will be required to restore the line:

75.0 Km. Puerto Station

All frogs shown, shown demolished and 200' track damaged. To restore mile line and one loop & frogs and 500' track to be replaced, and 200 cu. yds. fill to subway.

75.1 Km. to Teranola (M.I. St.)

crater. Requires 250 cu. yds. filling and 130' track.

75.2 Km. 1/8' subway. 1/10' bridge over creek and 1/8' subway to one bridge totally demolished. To be restored by 4/10' light steel trusses on slab foundations, 1/20' R.S.J. spans and 300 cu. yds. filling.

75.3 Km. Old crater. 100' track requires lifting.

75.4 Km. Old crater. 100' track requires lifting. 100 cu. yds. fill required.

75.5 Km. Centre subway and 300' track totally demolished. To be restored by 300 cu. yds. filling.

75.6 Km. Symmetrical subway and 200' track completely demolished. Requires 300 cu. yds. filling.

75.7 Km. Tunnel 230' long. Both portals demolished. 30' overburden. Can be repaired by clearing debris and building up portal.

75.8 Km. Old crater. 100' track to be lifted.

75.9 Km. 20 cu. yds. rubble from overbridge requires clearing.

76.0 Km. 2 rails to be replaced.

76.1 Km. Teranola Station

To be completely rebuilt.

200'

MATERIALS:

The following materials will be required to restore the line:

Bridging:

1/20' R.S.J. spans.
4/20' R.S.J. spans, two of which are being released from line 50 about 10 July so that two additional spans will be required from stores.
2 light steel trusses approximately 12' high, 1 bay x 2 bays each.

ARMOR PIPE:

Approximately 700' of armor pipe of which 400' is on hand here.

It is anticipated that all other materials required for the job will be obtained locally.

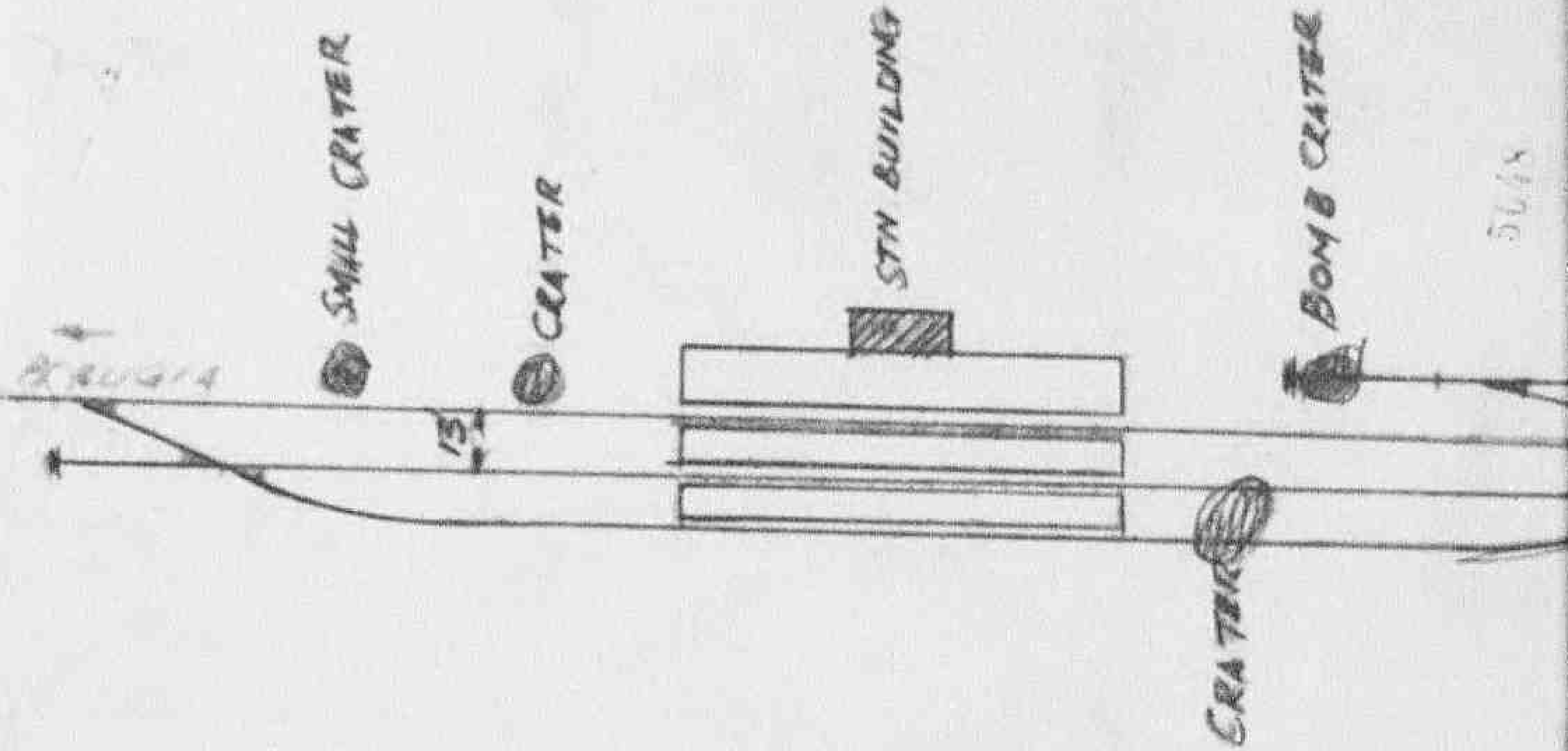
CONSTRUCTION TIME

Assuming that it is possible to place both the bit and sand tunneling rigs on the job ready to start work by 10 July, it will be possible, with the resources of this group and the 9 former Labor Days already promised, of which I am sure with us, to complete the Peruchis estimate by 3 August. If this is done, we will have no resources available for other work until 20 July work with the 50th and with Railway Construction Days would be available. The 15th day will be fully absorbed until 3 August.

Although this estimate is not equal to the study estimate, it must be regarded with reserve until I am able to make a survey of the tunnel at 0.8 km and verify that the total bridge construction are available only.

The estimate, of course, excludes the reconstruction of Peruchis station, which, if it is assumed, would form the task of some other group.

(sgt) R. L. Evans, Lt. Colonel,
 Officer Commanding,
 Railway Construction Engineers,
 W. A. S. C.



SPELLO STATION. 4-C

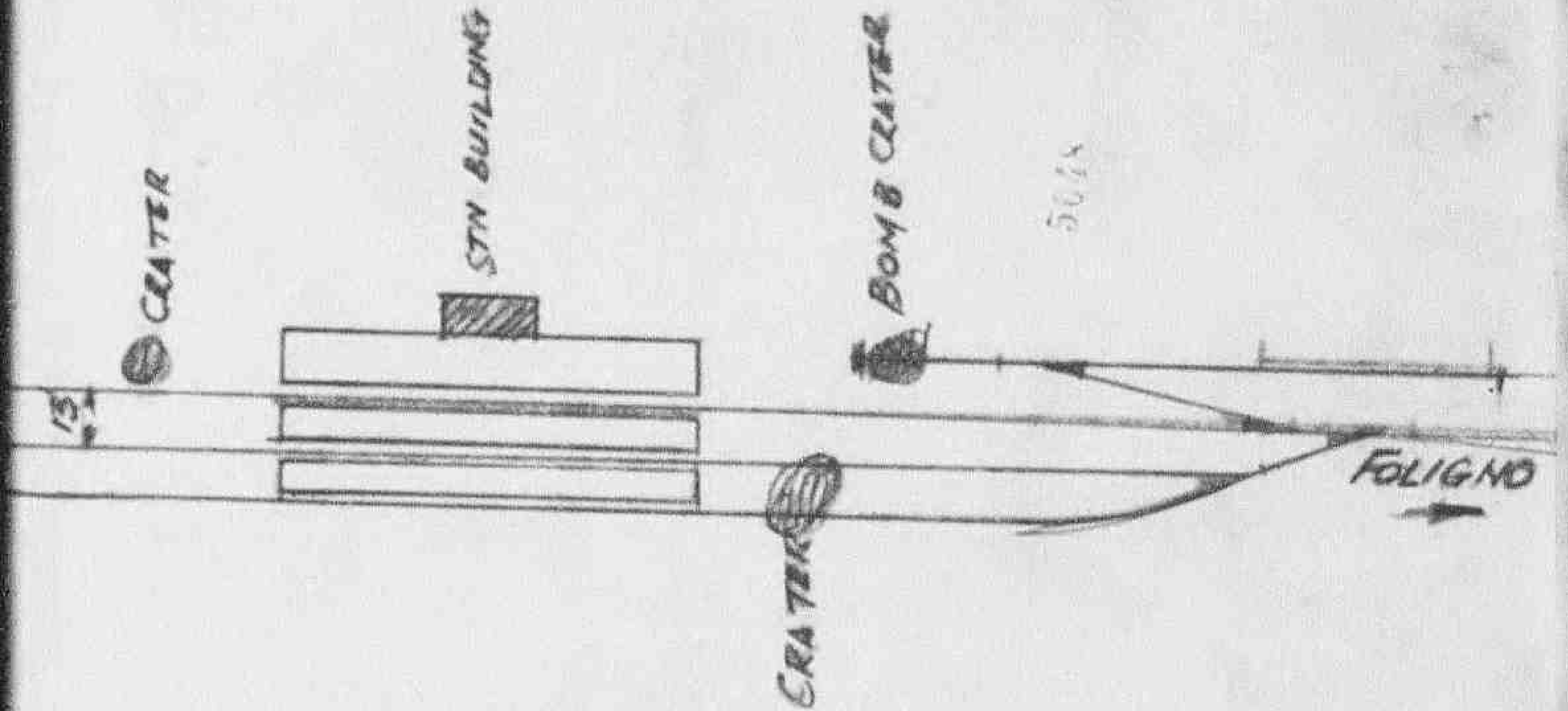
NOT TO SCALE

26-8-01 H.D.R.

0353

Classified R.O. 12356 Section 3.3/NND No.

785021



SPELLO STATION. 4.6 KM
NOT TO SCALE

26.10.42 H.D. R.C.E.S.A.E.C.

U.S.S.A.

5047

Carroll
29



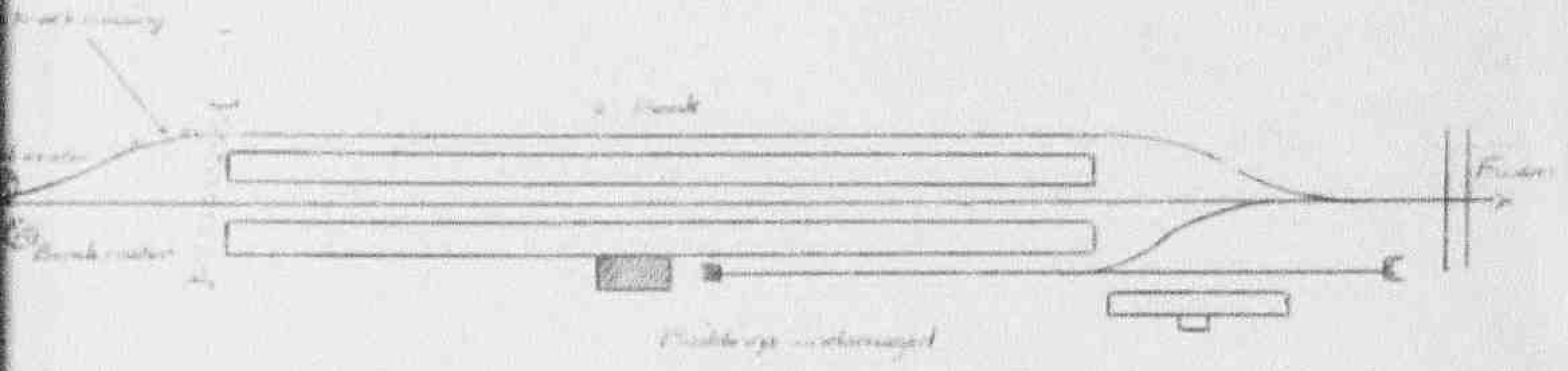
Carroll's signature

1

0335

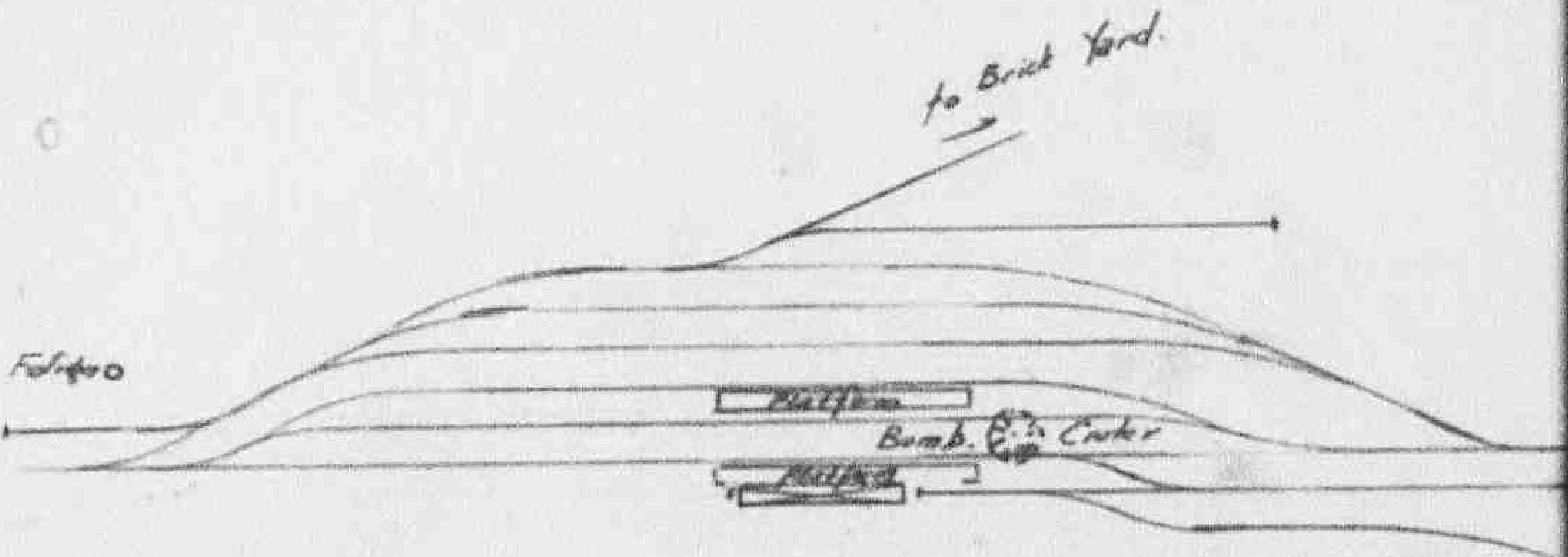
5147

Carroll
H. 3.9



H. D. R. C. E.
S. P. E. C.
26. 6. 44.

504R



10 Frogs Demolished.
 2 Leads + Switches Demolished.

↙
 To Factory

Sketch of Assisi Station;
at 15.4 Km.

H0

5146

to Brick Yard
→

Aerostat

Platform

Bomb C. in Center

Platform

to Factory
→

10 Frogs Demolished.
2 Leads + Switches Demolished.

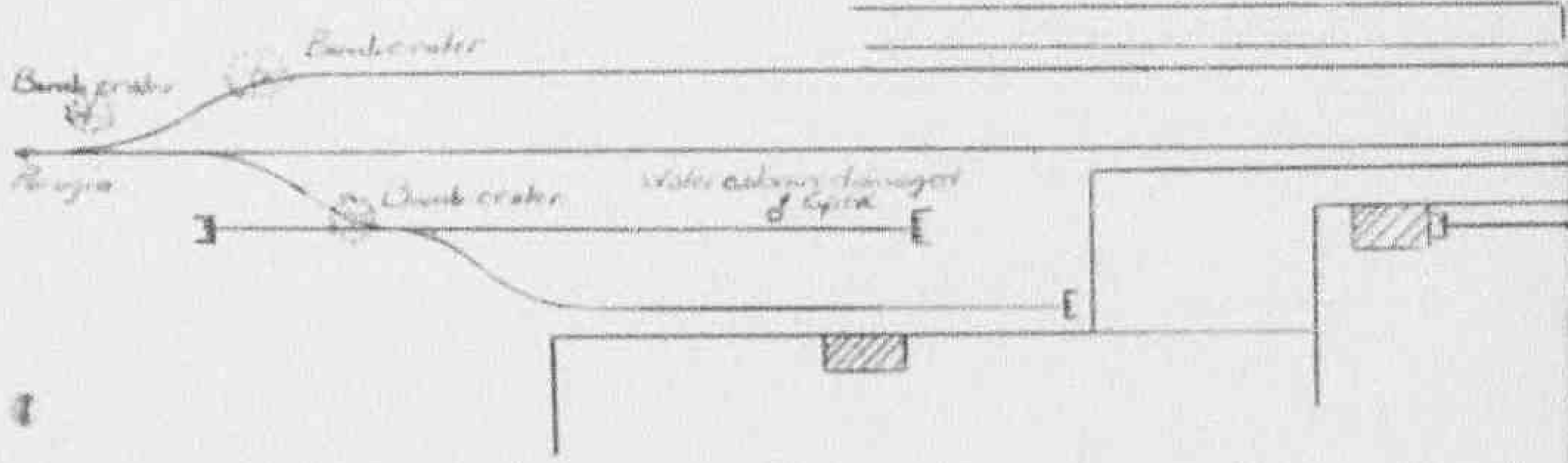
Sketch of Assisi Station;

at 15.4 Km.

JLS
H&RCE S.P.E. 26.6.44

5045

BIRSTIA - H 19



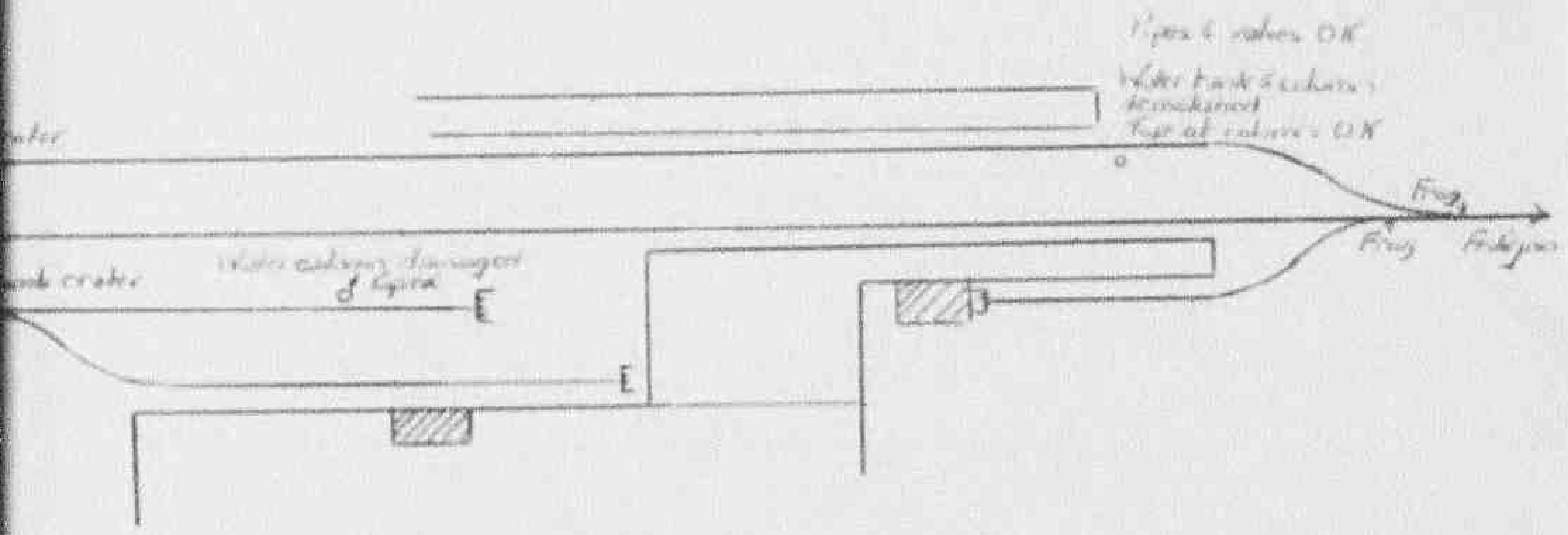
H.P.

0359

5045

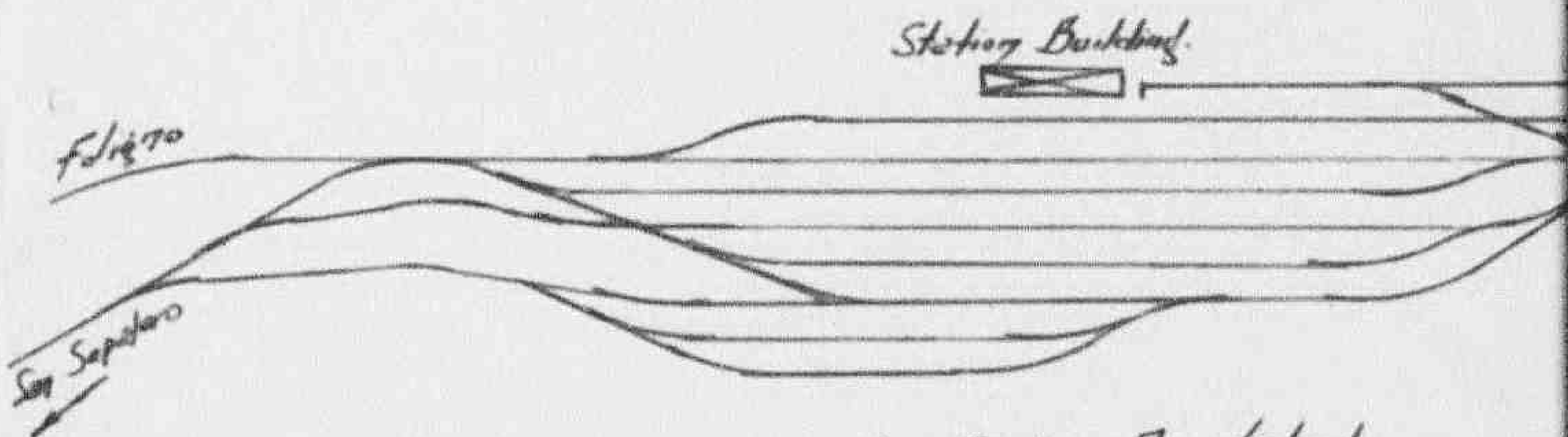
BOSTON - K 13

Date 25-6-44



H.P. R.C.E. S.A.E.C.
26. 6. 44

5061



14 Frogs Demolished
 2 Leads + Switches Demolished

PONTE
Diagram of a SAN GIOVANNI STA
AT 20.2 Km.

H d.

5064

Station Building.

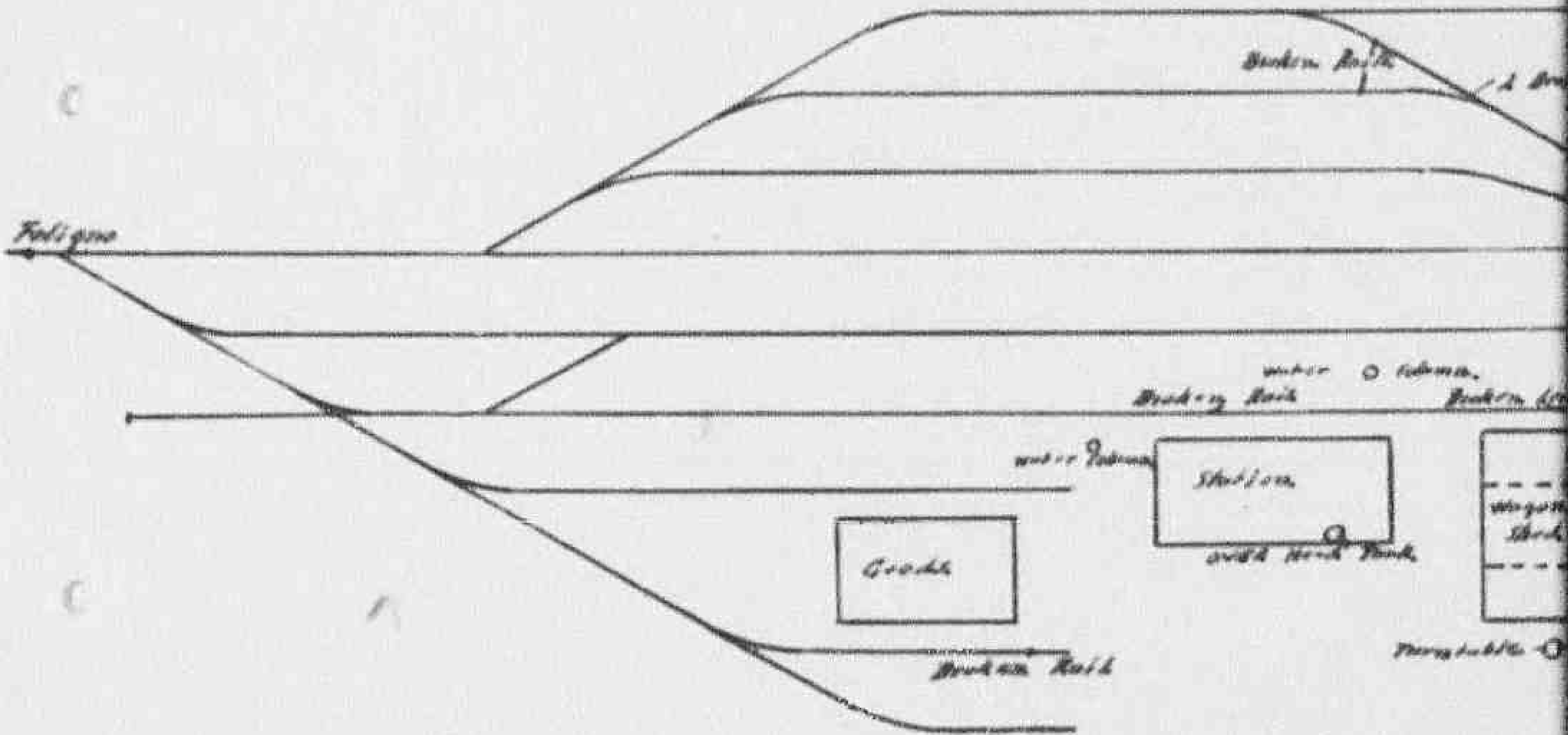


14 Frogs Demolished.
 2 Leats + Switches Demolished.

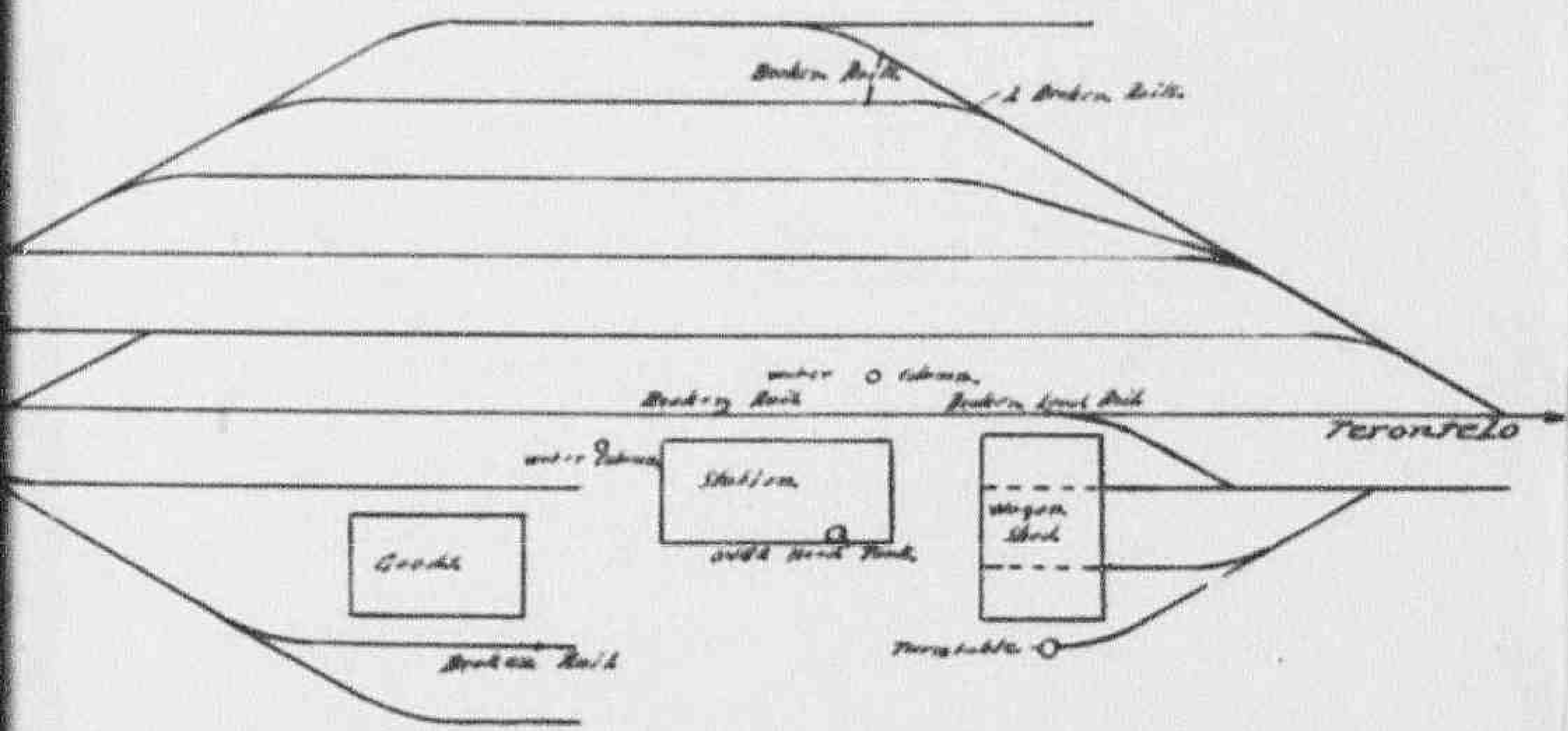
ROUTE
Diagram of a SAN GIOVANNI STATION
AT 28.2 Km.

H & R.C.E. 26.699.966

Peruvia 39.5 Km.

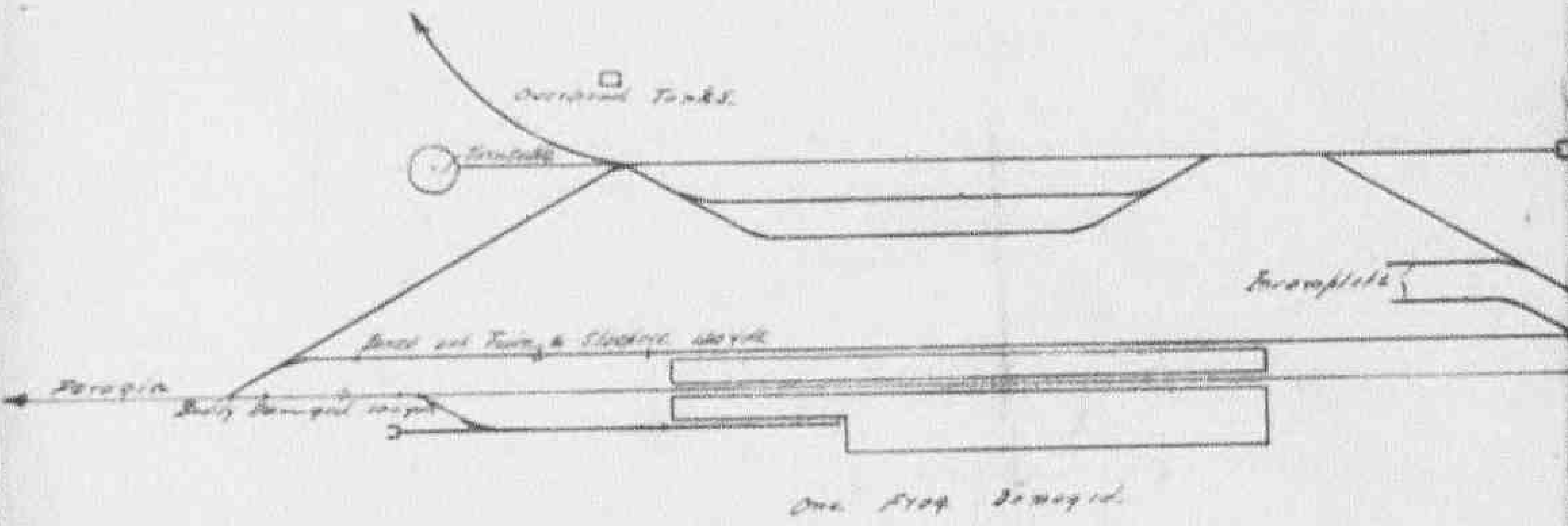


Peruvia 39.5 Km



H.P.R.C.E. S.I.E.C.

25-6-4919



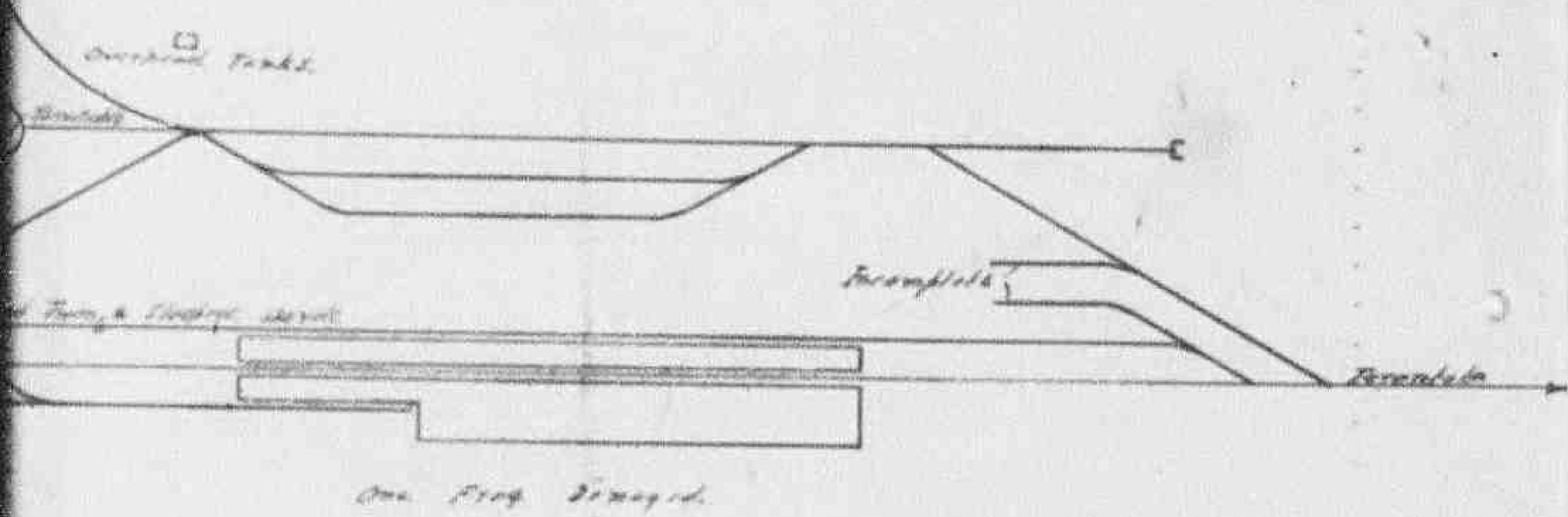
Faligno - Terontala (Line 244)

Elleira Corciara Station (Km. 49.62)

Not To Scale

5145

H. 2.



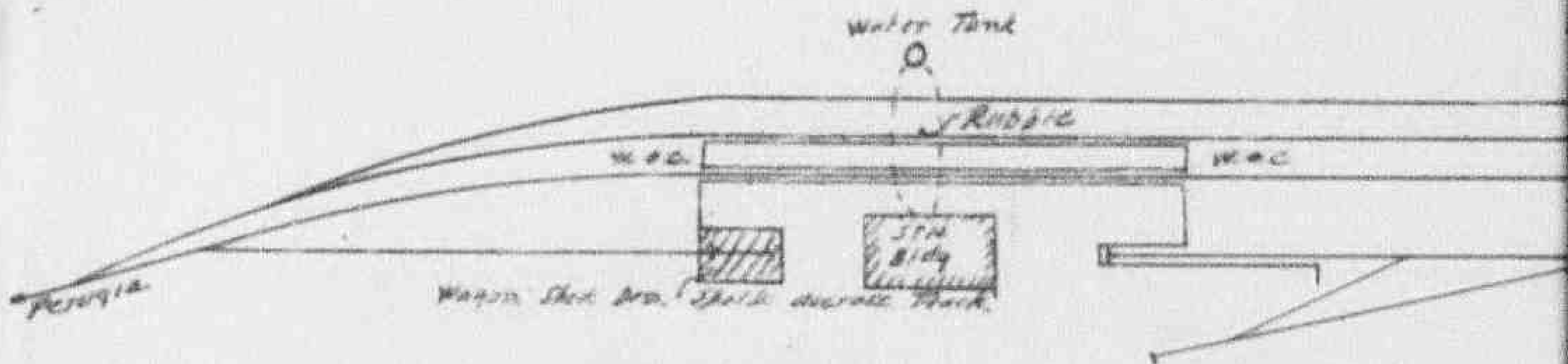
Faligno - Terentola (Line 299)

Elleca Corciano Station (No. 99-60)

Out to Scale

5119

H.R. P.L.E. S.A.R.C
6-7-99
R.L.S.



HYG Frogs & L. Switches Damaged 2 RT. 2 L.
 Two Water Columns Demolished.

Feligno - Terontola (Line 24)

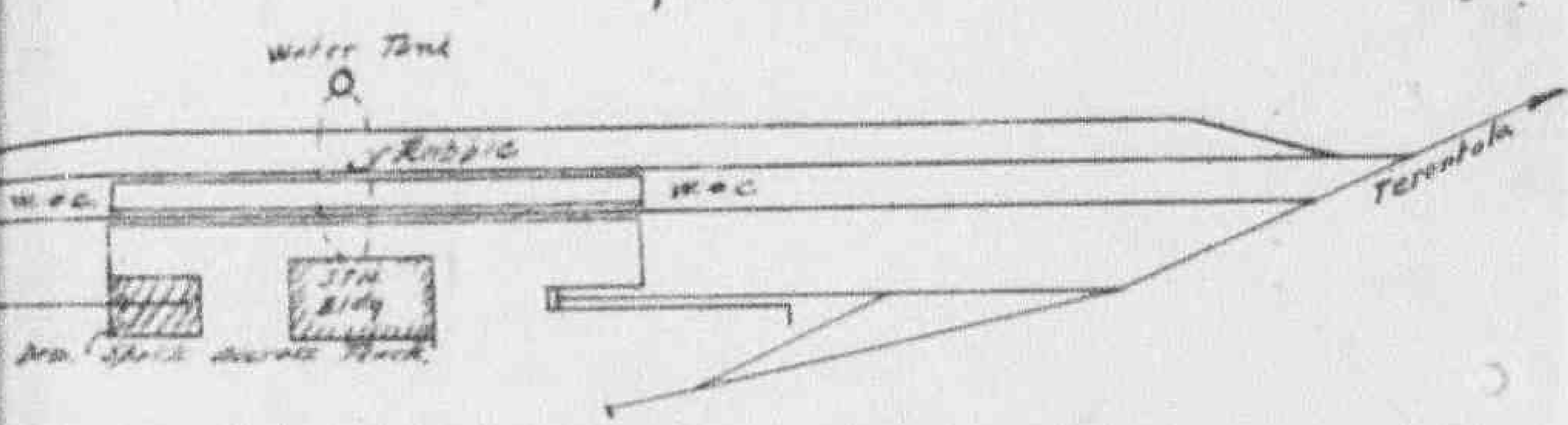
Pasignano Sub TRASIMENO Station (Km. 70.2)

Not To Scale

5611

H.R. P.C.
 6-
 R.

0307



FIVE Fuses & 2 Switches Damaged 2 AT. & 3 LT.
 Two Water Columns Demolished.

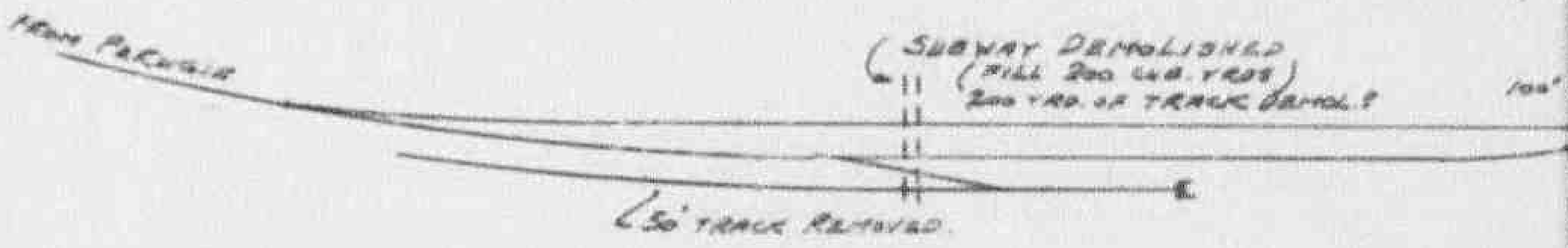
Two - Terontola (King St.)

Sub Trasimeno Station (Km 20-20)

Not To Scale

H.R. R.C.E. S.P.E.C
 6-7-44
 R.L.S.

3358



4 FROGS & SWITCHES DAMAGED.

FOLIGNO - TERONTOLA

TUORO SUL TRANNIENO STN. (KM. 75.0)

5000

H.A.

SUBWAY DEMOLISHED
(FILL 200 CUB. YDS)
200' RD. OF TRACK DEMOL.

CRATER
100' TRACK DEMOL.

TO TERONTOLA

50' TRACK REMOVED.

4 CROSS & SWITCHES DAMAGED

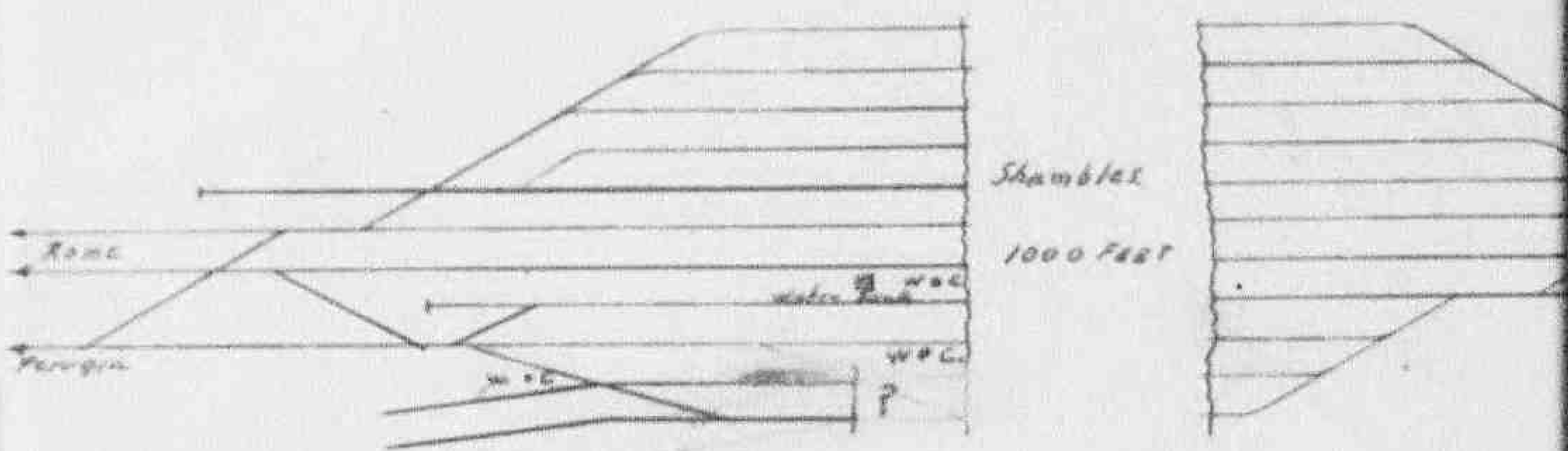
FOLIGNO - TERONTOLA

TUORO SUL TRANNIENO STN. (KM 75.0)

5/11/44

H.Q. R.C.R. S.A.R.C.
6.7.44
L.S.

8370



- Damaged {
- 27 Frays
 - 13 left hand
 - 3 Right
 - 1 Lead Rail

Feligno Terontola (Line 244)

Cortona Terontola Station (N)

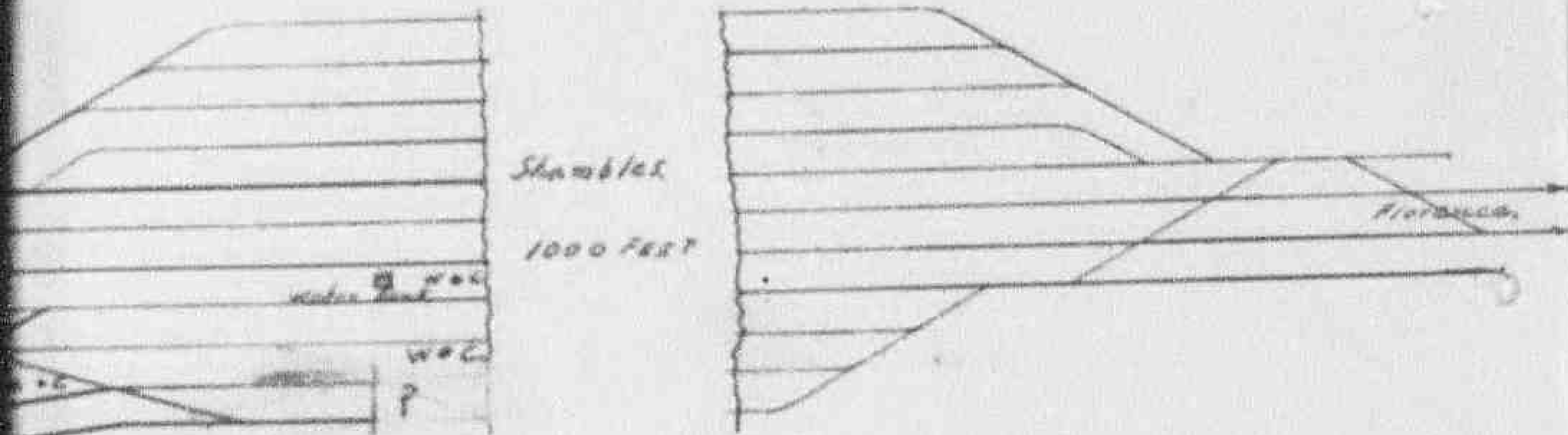
Not To Scale

6779

H.O.

0371

785021



- 17 frog
- 18 left switch
- 3 right "
- 1 lead rail

Feligno Terantofa (Km 244)

Cartona Terantofa Station (Km 92-10)

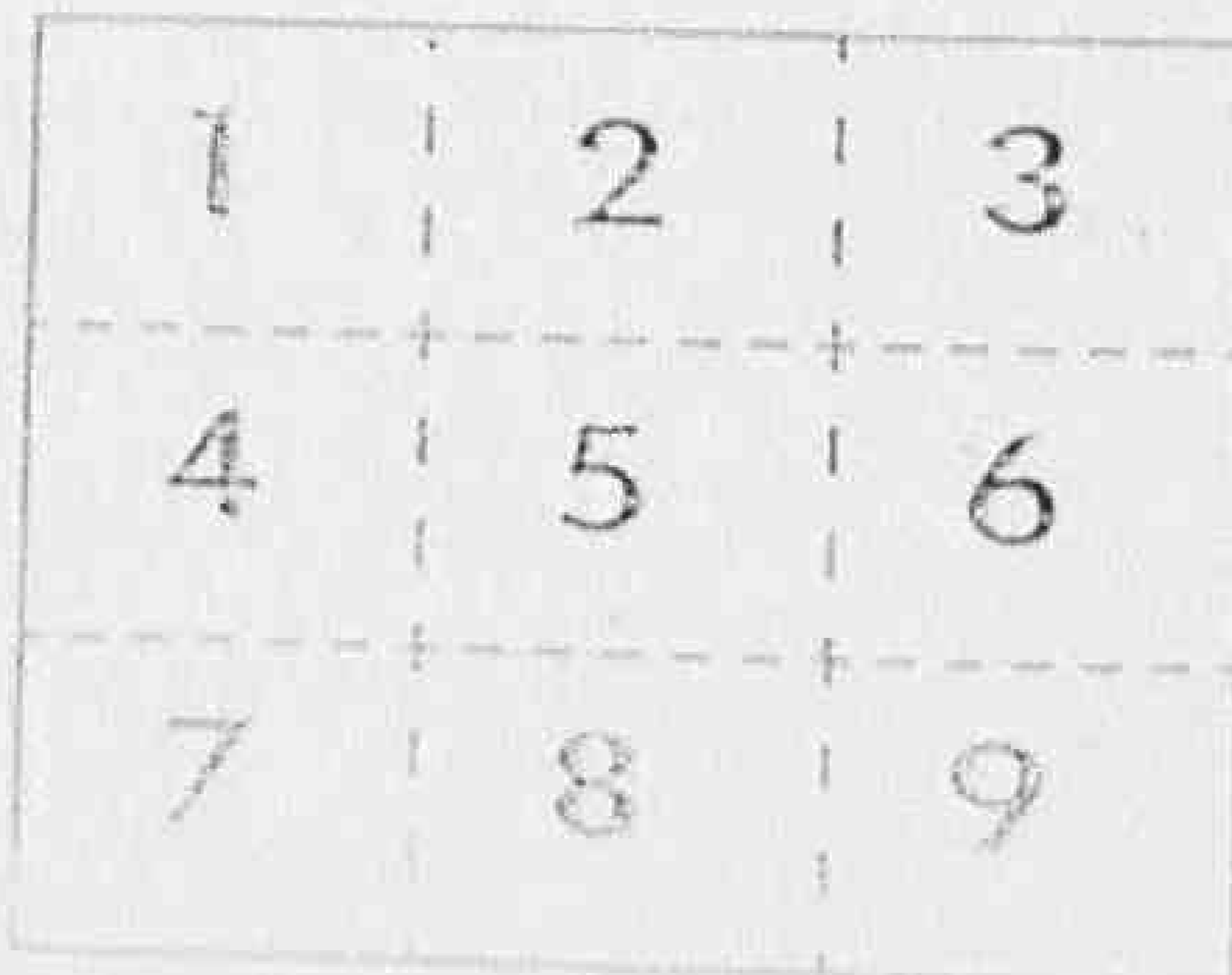
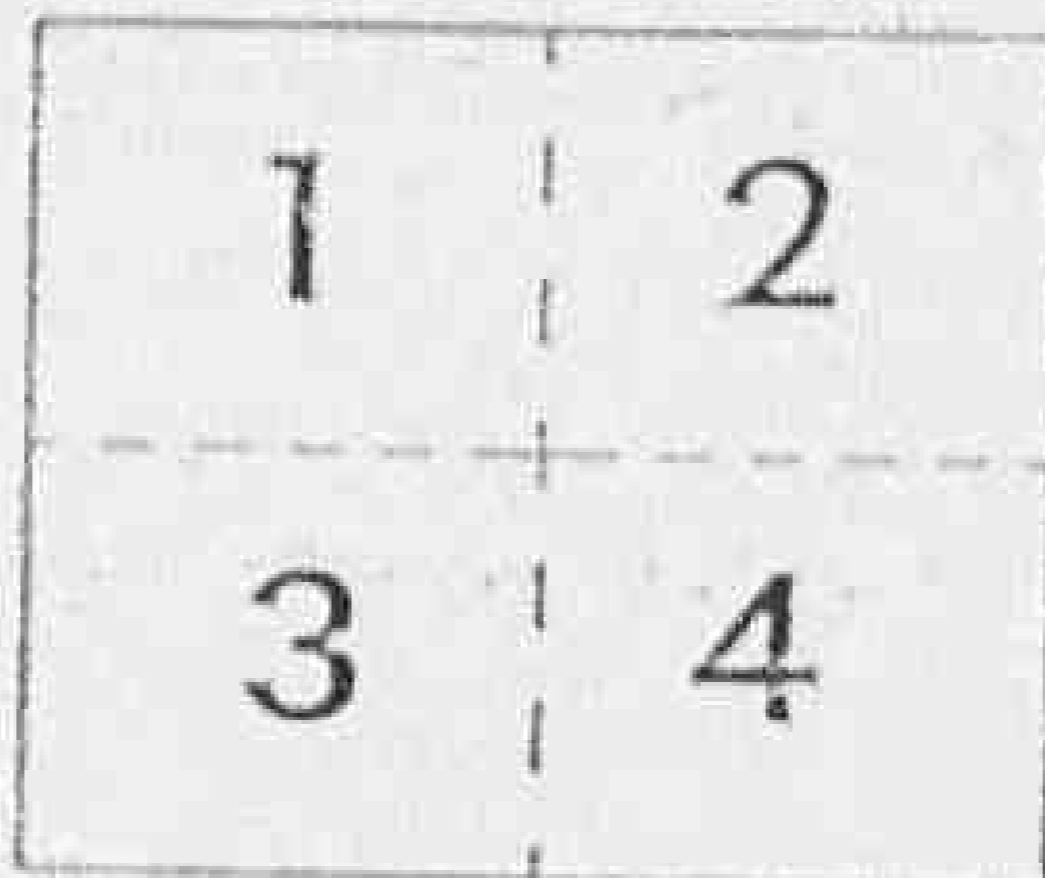
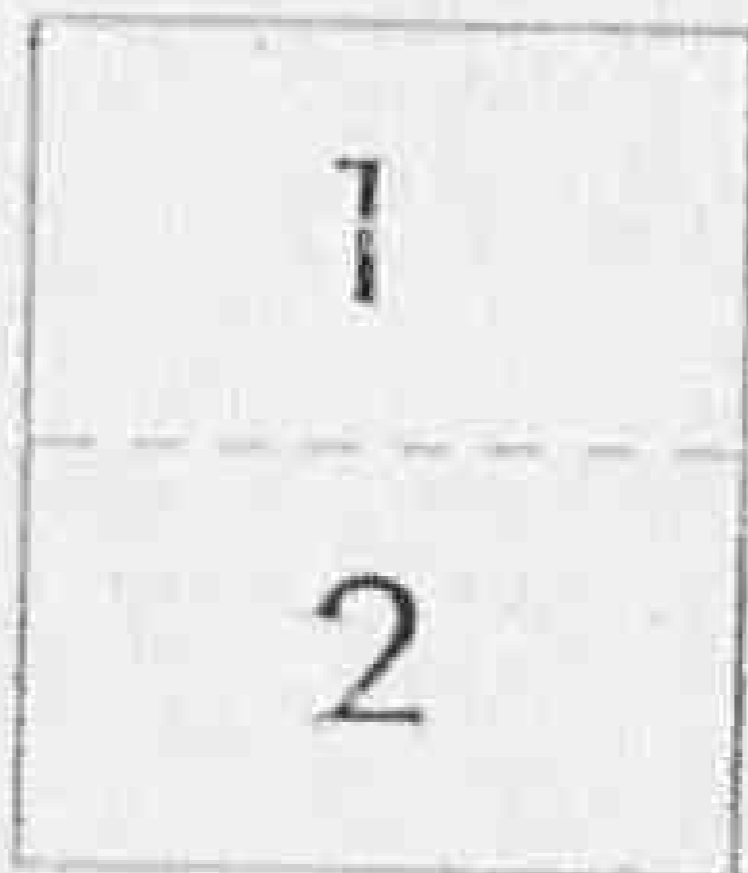
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5/2/74

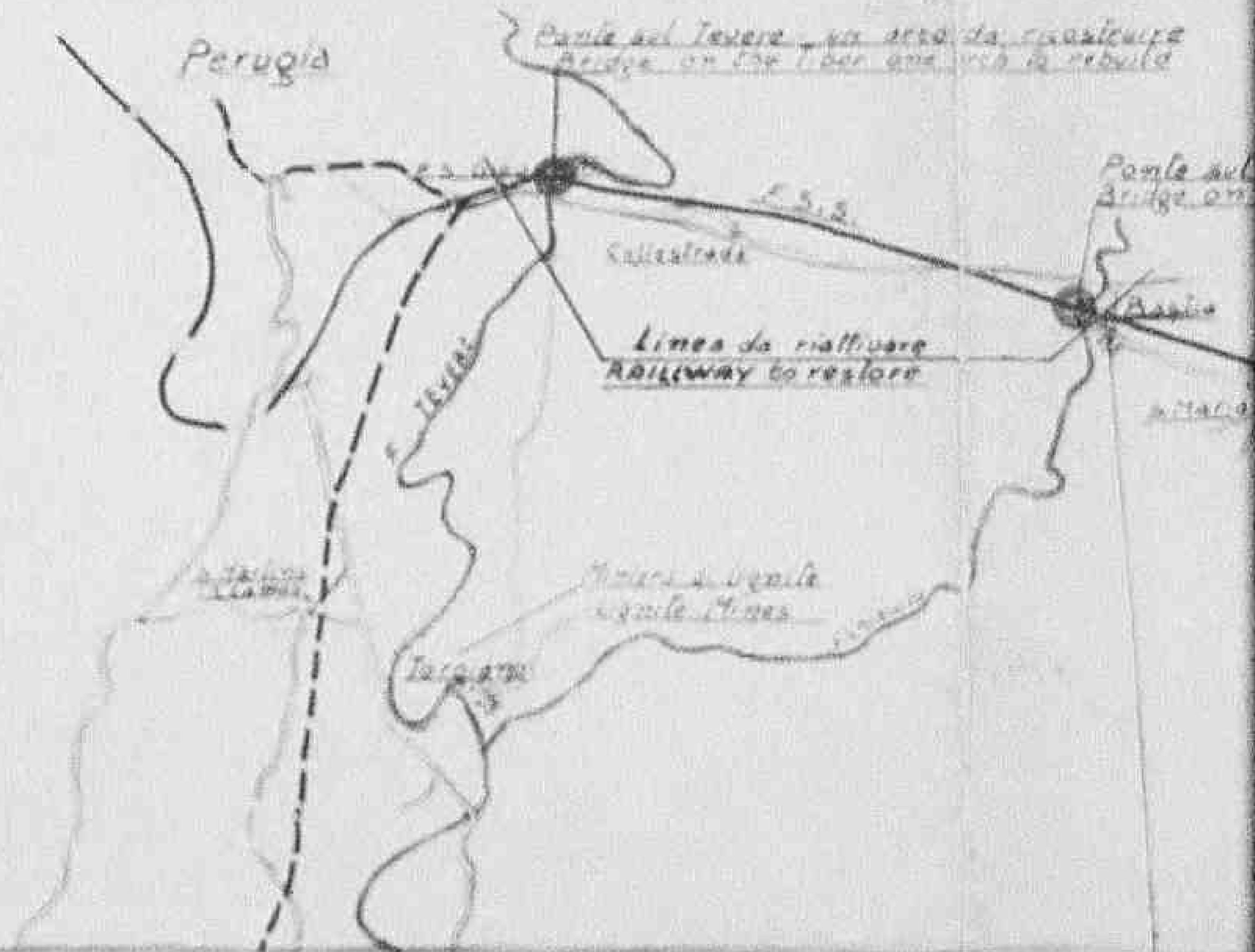
H.O. R.C.E. S.A.E.C.
 6-7-74
 R.L.S.

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.

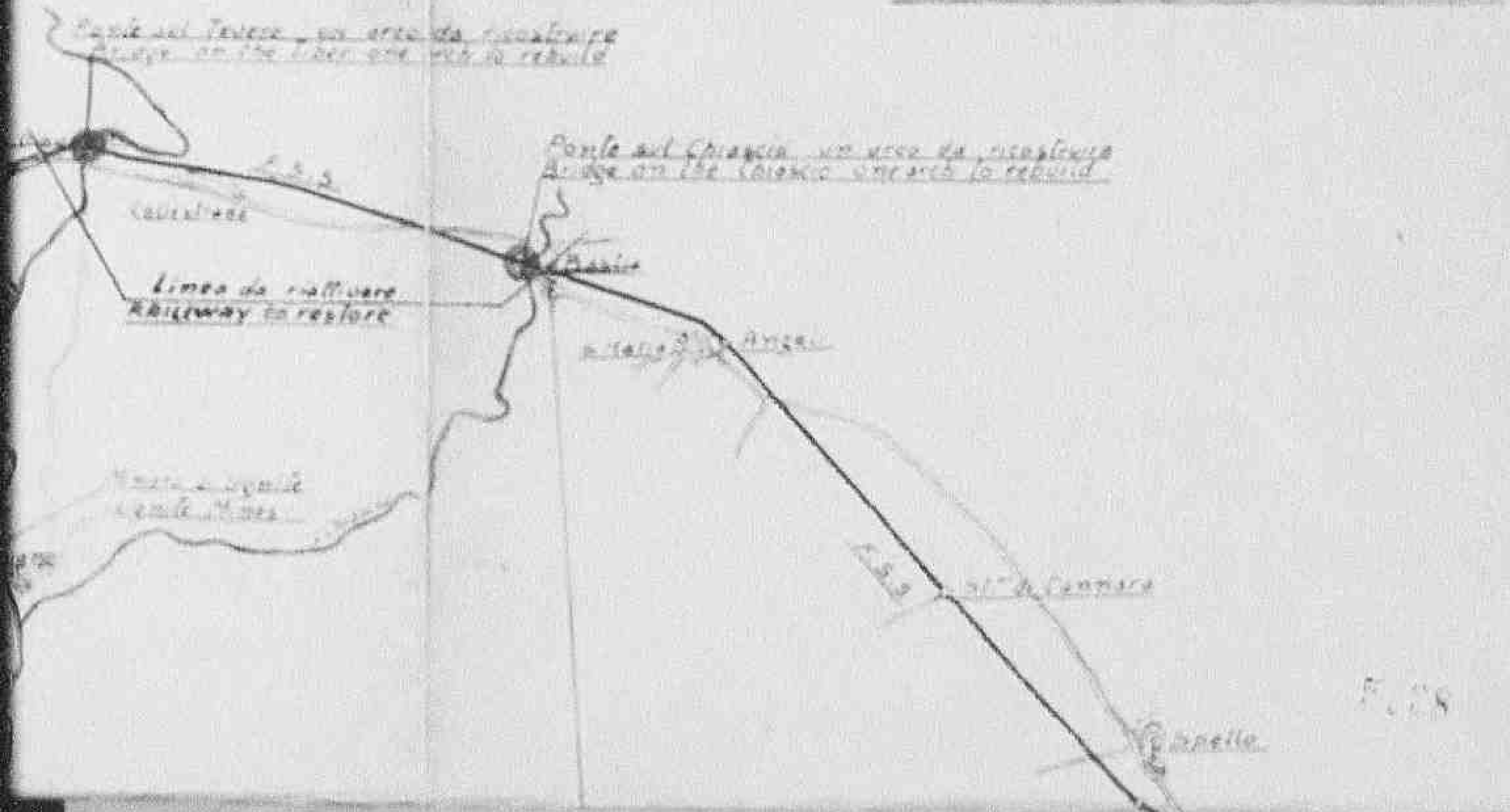


PIANTA DIMOSTRATIVA PER LA RIATTIVAZIONE
FERROVIARIA BASTIA-P. S. GIOVANNI IN COLLEGAMENTO
SKETCH SHOWING RESTORATION OF RAILWAY
VANNI LINKING THE FERROVIA CENTRALE

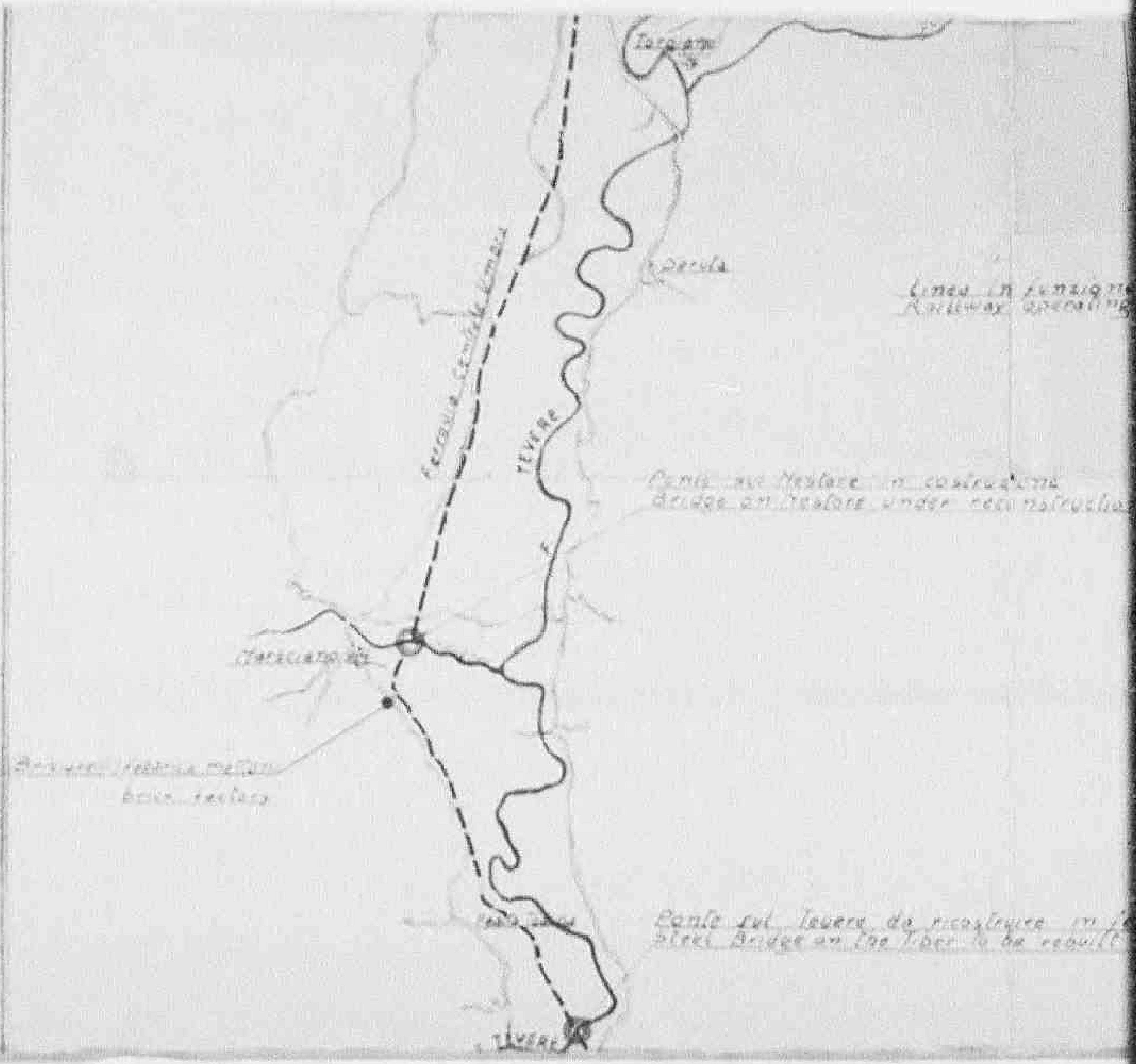


**PROGETTO PER LA RIATTIVAZIONE DEL TRONCO
 P. S. GIOVANNI IN COLLEGAMENTO CON LA FER. CEN. UMBRA
 RESTORATION OF RAILWAY SECTION BASTIA - P. S. GIO.
 FERROVIA CENTRALE UMBRA.**

SCALA 1:100.000



0 3 7 3



*Linea in funzione
Railway operating*

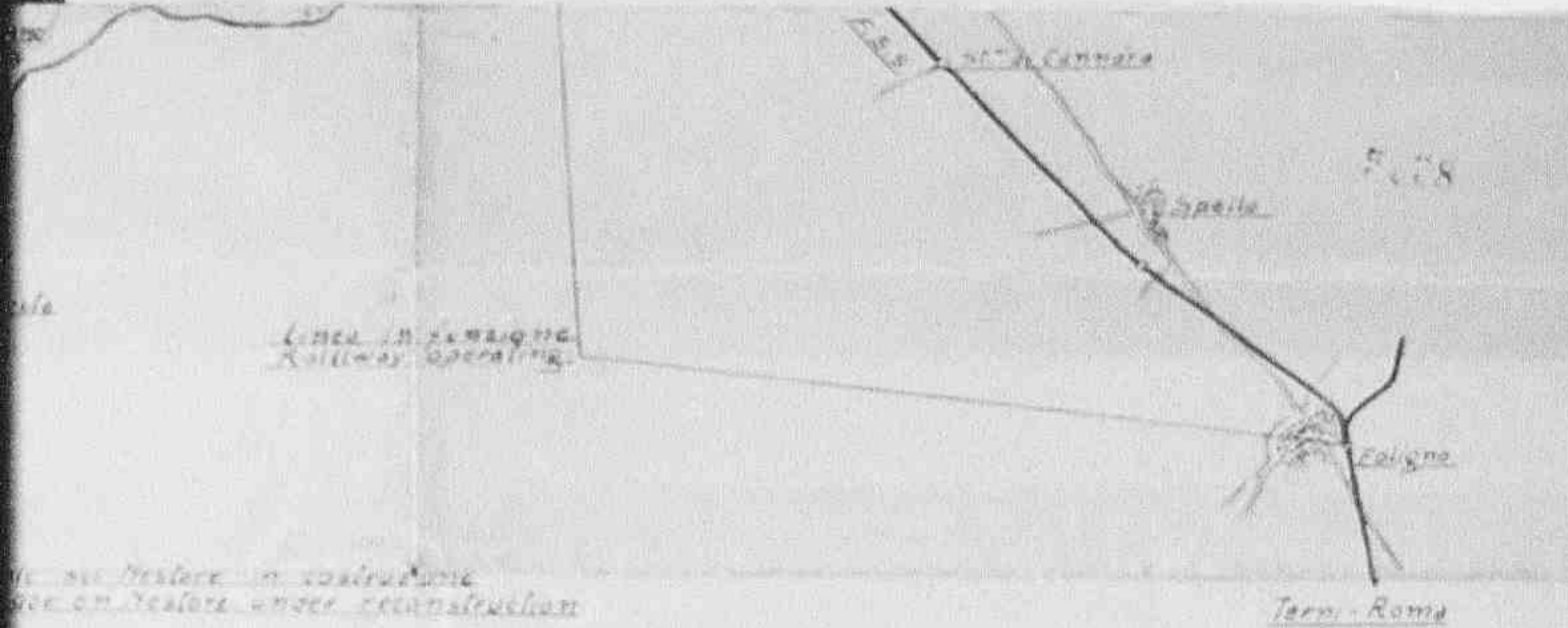
*Ponte sul Tevere in costruzione
di legno or steel Bridge under reconstruction*

*Strada romana
ancora usata*

*Ponte sul Tevere da ricostruire in ferro
e legno Bridge on the Tiber to be rebuilt*

SEVERE

0376

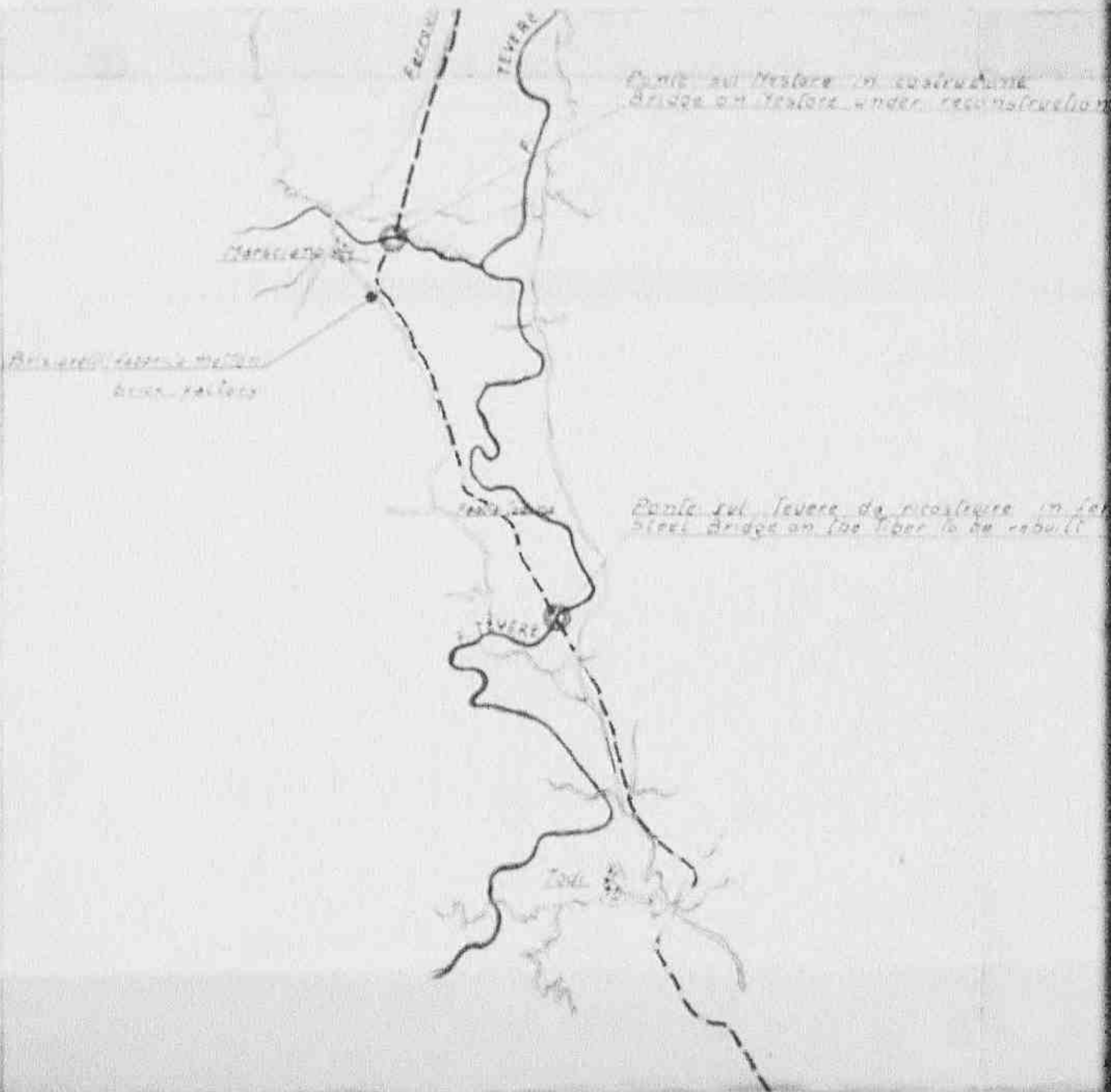


Linea sul Tevere da ricostruire in ferro
e il ponte sul lago Tevere da essere rebuilt

0323

Classified E.O. 12356 Section 3.3/NND No.

785021



0378

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

785021

*History of construction
of the West reconstruction*

Term - Roma

Letter of resolution in 1990
on the topic to be revised

0379