

Line 2.57 Rome-Viterbo

12376 Section 3.3/NND No.

785021

to BQ

10000/142/1060
Jan 1915

[illegible]

0070-1000/95/0000-0000\$05.00/0

2010 475754

156/147/116 33

05825831 : *Ballou Harry L.*, 1888-1988.

TO : Transportation Sub-committee,
Hearings Division.

$$P_{\text{eff}} = \frac{\pi}{2} \left(\frac{v_p}{c} \right)^2 \frac{Z_0}{Z_L} \quad (1)$$

2. - Attachment is transmitted copy of the minutes of the meeting held at Visitation on 15 Feb 45 as issued by the United States authorities.

RECEIVED BY THE DIRECTOR, FBI, WASHINGTON, D. C. 20535

100

DATA 3-18-01-1012
REMARKS
201. 124-543

Plaka City
May 24/12

1000, 2110, 2110, 1845

2100 Captain

I received, recently, the resolution of the meeting
and to witness the 15th inst.

I should like to know if they correspond to your needs.

Superintendent

2. 1000

1443

5557

Dr. Hyman. Called at
the office today & I handed
him a copy of the
letter of 17 days, attached
underneath. I hope
it will be sent to him.

Dr. J. J. Hyman
1000, 2110, 2110, 1845
1000, 2110, 2110, 1845
1000, 2110, 2110, 1845

2-9-61

785021

I enclose, herewith, the translation of the meeting
held in Vienna on 13th Nov.

I should like to know if the correspondence is your wish.

Yours faithfully

R. Stanger

5557

Do you mean called at
the office today? I have
been waiting for him
all day, but he did not
appear. I am sorry if the
information sent to you
after the meeting is
not by S.S. R. requested
and agreed

Stanger

Mr. J. J. HANCOCK
Roads Division
Department of Public Works
1001-1002

Continuation of the meeting held at the Palaiso della Prefettura di Viterbo at 1100 hours of the 21th of February 1961.

1. Thanks are tendered for the authorization already granted at the beginning, for the triweekly rail service to start the first of March between Rome and Capranica on every Tuesday - Thursday - Saturday.
2. Note has been taken that as soon as the bridge of Capranica will be repaired, the service will be extended to Viterbo.
3. It is hoped that on the traffic's line resulted from the triweekly service, the possibility should be considered to transform the service from weekly to daily.
4. The I.D.B. sponsored by the local authorities, will equally start from the 5th of March a corresponding service between Viterbo and Capranica, and possibly between Dipignano and Capranica. From what concerns the service between Dipignano and Viterbo attention is called that this stretch should prove indispensable for transport of students of secondary schools from Dipignano and the intermediate stations to Viterbo.
5. It is understood, that, as soon as the direct train from Rome to Viterbo shall be re-established, all other road traffic, not only, Rome to Viterbo but also north of this town, and those south and east from Rome must be abolished, remaining, both for passengers and freight, only one service by rail. Transports from north of Viterbo and south and east of Rome, should be transferred at Viterbo and Rome on the railway line or tramway line "Rome - Nord". According to perform and coordinate this plan between railway and tramway, the following has been established: - a) - Viterbo Authorities will take care that all road traffic proceeding from Viterbo, or places north of Viterbo, should be stopped at Viterbo and conveyed either on the tramway line or on the railway line. b) - The station master of Viterbo - Porta Sennar should be authorized to direct this operation and to distribute traffic between Hall and tramway. c) - The Tramways should do its utmost at least for what concerns the traffic transferred to Viterbo to carry the tariff rates to that of the railway as possible.

6. It is requested that the timing for the triweekly service, in order to get from the same the most profitable use, and to give the possibility to transport to Viterbo the secondary students, and to Rome, the university's ones, should be as follows: -

Starting from Dipignano	5.30 a.m.
Arrive at Viterbo	7.00 "
Starting from Viterbo	7.10 "
Arrive at Capranica	8.00 "
Starting from Capranica	8.30 "
Arrive in Rome	10.30 "

3. It is hoped that on the traffic's loss resulted from the triweekly service, the possibility should be considered to transform the service from weekly to daily.
4. The A.S.B. sponsored by the local authorities, will equally start from the 5th of March a corresponding service between Viterbo and Capranica, and possibly between Capranica and Depressio. From that moment the service between Depressio and Viterbo station is called that this stretch should prove indispensable for transport of students of secondary schools from Depressio and the intermediate station to Viterbo.
5. It is understood, that, as soon as the direct train from Rome to Viterbo shall be re-established, all other road traffic, not only, from Rome but also north of this town, and those south and east only one service by rail. Transporters from north of Viterbo and south and east of Rome, should be transferred at Viterbo and Rome on the railway line or tramway line - Rome - Nord - for reporting to perform and coordinate this plan between railway and tramway, the following has been established :-
 a) - Viterbo authorities will take care that all road traffic proceeding from Viterbo, or places north of Viterbo, should be stopped at Viterbo and covered either on the tramway line or on the railway line.
 b) - The station master of Viterbo - Porta Nuova should be authorized to direct this operation and to distribute traffic between rail and tramways.
 c) - The Tramways should do its utmost at least for what concerns the traffic transferred to Viterbo to carry the tariff surer to that of the railway as possible.
6. It is requested that the timing for the triweekly service, in order to get from the same the most profitable use, and to give the possibility to transport to Viterbo the secondary students, and to Rome, the university's ones, should be as follows :-

Starting from Depressio	5.30 a.m.
Arrive at Viterbo	7.00 "
Starting from Viterbo	7.10 "
Arrive at Depressio	8.00 "
Starting from Depressio	8.30 "
Arrive in Rome	10.30 "
Starting from Rome	15.30 p.m.
Arrive at Depressio	17.30 "
Starting from Depressio	17.45 "
Arrive at Viterbo	18.45 "
Arrive at Depressio	20.15 "

- 2 -

attention is called that only with such a line table it is possible to allow the university's students of Viterbo and other places on the line, to follow the lessons in Rome, and to the secondary students, to go to school to Viterbo.

Moreover, attention is called both to the numbers of these students, and to the absolute impossibility that all these students at present conditions of traffic can follow the schools.

7. It is requested that, if possible, one or two carriages for passengers should be attached to the train Rome - Capranica.

8. As seen at para 4, while the J.B.F. and the local authorities, will do their utmost to ensure the services Viterbo - Capranica and eventually Capranica - Capranica and vice-versa with independent means of fuel (wood - charcoal etc.) it would be of great help, for the purpose of curtailing the cost, permit a greater speed, and avoid damages to the engine, if for this short preliminary period, and at least till the rebuilding of the bridge of Capranica, it would be possible to grant a certain amount of coal also for these lines.

Five daily tons would be necessary.

This coal, sent to Capranica, could be transferred here by the railmen themselves.

5555

CONFERENZA DELLA GIUNTA REGIONALE DEL VALLE D'AOSTA
 DELLA REGIONE DEL VALLE D'AOSTA IL 25 OTTOBRE
 1955

1. La giunta per l'investimento della Valle
 d'Aosta, e conosciuta dal 5 marzo, ha la certezza che
 l'investimento regionale (marzo, aprile, maggio)
 non può essere.

2. Il primo caso che, quando non rispetto il punto
 in 1. Capriccio, il servizio sarà realizzato fino
 a Viterbo.

3. Al primo caso, sulla base del trattato che si vuole
 sarà trattato con il servizio tripartito, come
 è stato in possibilità di trasformare il servizio
 da tripartito a giornalistico.

4. La giunta dello Stato, con il concorso della
 autorità locali, organizzativa, egualmente a tutte
 circa del 5 marzo, ha servizio corrispondente tra Viterbo
 e Capriccio, e lo stesso, tra Capriccio
 e Capriccio.

Per questo riguardo si tratta tra Capriccio e
 Viterbo di un presente che non sarebbe indipendente.
 Le per trasparenza da Capriccio e dalle stesse lo-
 calità e Viterbo gli studenti della scuola media
 che.

5. Il primo caso, non appena il tempo sarà ristabi-
 lito, nella Viterbo, tra Roma e Viterbo, tutti i tre-
 sporti su strada con olio tra Viterbo e Roma su strada
 tra Viterbo e da quella e da di via

1. Si dichiara per l'istituzione della suddetta linea, e conseguentemente del 3 marzo, di un servizio ferroviario trisettimanale (martedì, giovedì, sabato) fra Roma e Capranica.
2. Si prende nota che, quando sarà ripristinato il servizio di Capranica, il servizio sarà prolungato fino a Viterbo.
3. Si gode che, sulla base del traffico che si svolgerà con la linea trisettimanale, venga esaminata la possibilità di trasformare il servizio da trisettimanale a giornaliero.
4. La Ferrrovie dello Stato, con il concorso delle Autorità locali, organizzaranno, specialmente a ottobre del 3 marzo, un servizio corrispondente fra Roma e Capranica e, per accontentare, fra Capranica e Viterbo.
5. Per quanto riguarda il traffico fra Capranica e Viterbo si fa presente che esso sarebbe indispensabile per trasportare da Capranica e dalle località intermedie a Viterbo gli studenti delle scuole secondarie.

5754

5. Si prende nota, con appoggio al treno sarà ristabilito, senza trascurare, fra Roma e Viterbo, tutti i trasporti su strada, solo fra Viterbo e Roma da tutte le località e fra di Viterbo e da quelle a sud ed est di Roma, verranno abolite via per la strada con per i passeggeri e verranno esclusivamente il trasporto per ferrovia.

coria. I trasporti, comprendenti le linee di Viterbo e le linee di Roma, verranno trasferiti a Viterbo e a Roma dalla Ferrovie o dalla Anas di Roma.

A fine di esempio tale piano è costituito e distribuito il traffico per la ferrovia e la tranvia, ed è stabilito quanto segue:

a) Le attività di Viterbo prevederanno a che tutto il traffico di linea proveniente da Viterbo o da Roma, Isolelle e Roma di Viterbo venga arrestato a Viterbo, trasferito e controllato sulla ferrovia o sulla tranvia.

b) Il Capoluogo di Viterbo-Pavia Roma Roma, se essere autorizzato a disporre tale operazione ed a distribuire il traffico tra la ferrovia e la tranvia.

c) La tranvia dorotea, per quanto possibile e almeno per il solo traffico trasferito a Viterbo, servirà in via di linea e quella della ferrovia.

6. Al fine che l'opera per il servizio triestinale, a fine di trarre da questo il migliore vantaggio e rendere possibile il trasporto a Viterbo degli studenti secondari ed a Roma di quelli universitari, sia, approssimativamente, il seguente:

Partenza da Sigmund	5,30 h.m.
Arrivo a Viterbo	7 " "
Partenza da Viterbo	7,30 " "
Arrivo a Sigmund	8 " "

A fine di facilitare tale piano e coordinare e

regimentare il traffico tra la capitale e la provincia, si è stabilito quanto segue:

a) La Azienda di Viterbo provvederà a due busse di traffico e strada provinciale di Viterbo e da Roma alla località e nord di Viterbo verso Anagnino e Viterbo, mantenendo e controllando molto traffico o sulla strada.

b) Il Dipartimento di Viterbo-già Roma provvede le risorse autorizzate a dirigere tale operazione ed a distribuire il traffico tra la provincia e la capitale.

c) La tratta Roma-Viterbo, per quanto possibile e almeno per il solo traffico trasformata a Viterbo, avvicina le due città e quella della capitale.

6. Al fine di facilitare per il servizio primario mensile, a fine di farne da questo il maggiore vantaggio e rendere possibile il trasporto a Viterbo degli studenti secondari ed a Roma di quelli universitari, sia, approssimativamente, il seguente:

Partenza da Anagnino	5,30 a.m.
Arrivo a Viterbo	7 " "
Partenza da Viterbo	7,10 " "
Arrivo a Depressio	8 " "
Partenza da Depressio	8,30 " "
Arrivo a Roma	10,30 " "

3.

Arrivo a Roma 13.30
 Arrivo a Capri 17.30
 Partenza da Capri 17.43
 Arrivo a Viterbo 18.45
 Arrivo a Capri 20.25

Si fa presente che solo con un orario simile è possibile permettere agli studenti universitari di Viterbo e delle altre località sulla linea di servizio i vari e tutti studenti delle scuole secondarie di Viterbo e Viterbo per la scuola. Si fa presente l'alto numero di studenti che sulla linea percorrono della linea devono recarsi a Viterbo per le scuole secondarie e di quella che da Viterbo e della località sulla linea devono recarsi a Roma per i vari universitari. Non dei fatti più importanti, non del momento attuale e la loro stabilità assoluta, nella quale si trovano tutti questi studenti, di prendere le scuole.

5759

7. Si chiede che, possibilmente, il treno Roma-Capri sia composto da due o due vetture passeggeri.

8. Mentre non è stato detto al n. 4, lo stesso della Stato e le autorità locali si sono occupate di assicurare il servizio Viterbo-Capri e, eventualmente, gli studenti, e cioè con la linea e la sua rete. Si chiede che, per la linea, si possa avere la possibilità di trasporto di studenti e di altre persone, e che si possa avere la possibilità di trasporto di studenti e di altre persone, e che si possa avere la possibilità di trasporto di studenti e di altre persone.

Si fa presente che solo con un orario simile è possibile permettere agli studenti universitari di Viterbo e delle altre località sulla linea di servizio i vari e tutti studenti delle scuole secondarie di Viterbo e Viterbo per la scuola. Si fa presente l'alto numero di studenti che sulla linea percorrono della linea devono recarsi a Viterbo per le scuole secondarie e di quella che da Viterbo e della località sulla linea devono recarsi a Roma per i vari universitari. Non dei fatti più importanti, non del momento attuale e la loro stabilità assoluta, nella quale si trovano tutti questi studenti, di prendere le scuole.

Ma se presentata via sotto l'aspetto di un articolo stampato in
un giornale peristituito sulla stampa di un'associazione di
vittime e della altre legittime della linea di con-
quinta e quindi a quella di una linea della storia con-
danna di recarsi a Vittorio per le comole. Al
tra presente l'alto numero di centinaia che dalla loro
della perenne della linea di una recarsi a Vittorio
per le comole necessarie e di quella che da Vittorio
e della linea della linea di una recarsi a come
per i comoli e i comoli. Una dei fatti più lamenta-
voli del momento è stato la insostenibilità assoluta,
della quale si trovano tutti questi elementi, di pro-
cedere in ordine.

2000

7. El cielo es, posiblemente, el reino Juan+Oyá, y los caminos de la vida pertenecen a él.

[illegible]

Deposition, primary source collection on quantitative
 of carbon value for 11 percent Vitamin-D₂-
 also a restriction to significant-D₂-
 each have been made 3 times at 1000.

Quanta carbon limit a deposition restriction for
 transparency a value shall exceed 1000000.

0073

CRH/elo

INTER-OFFICE MEMORANDUM

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

Ref: 478704

356/11/7m 3

1 March 1945

SUBJECT: Railway Service Rome-Viterbo

TO: Transportation Sub-Commission
Rail Division

1. A meeting was held at Viterbo on 25 Feb '45 at which Capt. Mansfield of this Division was present.
2. A copy of his report is attached and I should be glad if you could forward your observations as soon as possible.

CH
MERITT H. TAYLOR
Director, Transportation Sub-Commission

5350

16/3

0973
CRR/eie

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

Tel : 475704

1 March 1945

396/10/TM)

SUBJECT : Railway Service Rome-Viterbo

Dear Dr. Giannini,

Referring to your letter of the 21
February, and enclosure.

I have read with interest the report
submitted by Capt. Mansfield on the meeting held at Viterbo
on 25 February '45, a copy of which is attached for your
information.

The points raised in the report
are now the subject of consideration, directly a decision
has been reached I shall not fail to advise you of the
result.

With regard to the tri-weekly service
Rome to Capranica and return w.e.f. 3 March '45 a copy of
the timetable is attached for information.

Yours faithfully

Dr. F. Giannini,
19 Via S. Basilio
Rome

5544
MERITT H. TAYLOR
Director, Transportation Sub-Commission

Rome-Viterbo Railway Traffic

A meeting was held on Feb 25th at Viterbo in regard to the above. There were present :-

Dr. Luigi Crispigni
 * Francesco Giannini
 * Giuseppe Zucchi
 * Angelo De Alessandria
 * Pennisi Salvatore
 Dr. Spadini Giovanni
 * Natalini Massimiliano
 Capt. H.J. Mansfield, R.E.

Mayor of Viterbo
 19 Via S. Basilio
 Vice Prefect

Chief of 7th Office of I.S.M.
 Chief Master of Viterbo Station
 Chief : Car Depot of Viterbo
 Movements Division, Pn S/C.

The following points were brought before the meeting :-

1. Dr. Francesco Giannini expressed thanks for the decision to re-open the Rome-Viterbo Railway line from Rome as far as Capranica, on Tuesdays, Thursdays and Saturdays, as from 5 March.
2. In reply to a question by Dr. Giannini, Capt. Mansfield explained that when the bridge which is broken on the Viterbo side of Capranica has been repaired, it is intended to extend the service to Viterbo.
3. When the service between Rome and Viterbo is in operation, a request will be made for a daily service. If the traffic carried and available appears to justify this step.

4. In the meantime, the Italian Government will endeavour to arrange a rail service between Viterbo and Capranica, and possibly, between Spicolano and Capranica.

5. (a) When the rail service between Rome and Viterbo has been re-established, it is proposed to divert stores being conveyed by road transport from Viterbo or S. thereof for Rome or beyond to the I.S.M. or the electric car service. Similarly it is intended that in the reverse direction all stores traffic from Rome or South thereof for Viterbo or beyond would be conveyed between Rome and Viterbo by rail or the electric car service.

- (b) The Station Master at Ponte Romana Station Viterbo will be responsible for the diversion from road to rail of stores in transit from Viterbo to or beyond Rome, and for their allocation at Viterbo as between I.S.M. and the electric car service.

- (c) Traffic from or to intermediate stations would also be diverted from road to rail.

The following points were brought before the meeting:-

1. Dr. Francesco Giannini expressed thanks for the decision to re-open the Rome-Viterbo Railway line from Rome as far as Capranica, on Tuesdays, Thursdays and Saturdays, as from 5 March.
2. In reply to a question by Dr. Giannini, Capt. Mansfield explained that when the bridge which is broken on the Viterbo side of Capranica has been repaired, it is intended to extend the service to Viterbo.
3. When the service between Rome and Viterbo is in operation, a request will be made for a daily service, if the traffic carried and available appears to justify this step.
4. In the meantime, the Italian Government will endeavour to arrange a rail service between Viterbo and Capranica, and possibly, between Ripocelino and Capranica.
5. (a) When the rail service between Rome and Viterbo has been re-established, it is proposed to divert stores being conveyed by road transport from Viterbo or N. thereof for Rome or beyond to the I.S.I. or the electric car service. Similarly it is intended that in the reverse direction all stores traffic from Rome or South thereof for Viterbo or beyond would be conveyed between Rome and Viterbo by rail or the electric car service.
- (b) The Station Master at Porta Romana Station Viterbo will be responsible for the diversion from road to rail of stores in transit from Viterbo to or beyond Rome, and for their allocation at Viterbo as between I.S.I. and the electric car service.
- (c) Traffic from or to intermediate stations would also be diverted from road to rail.
- (d) It was explained that there was a difficulty to be overcome in the diversion of stores from road to rail or electric car service inasmuch as the I.S.I. rates and charges are 100% higher than before the war, but that those of the electric car service had increased in the same period by 500%. It was suggested that the difficulty might be overcome by the fixing of a special charge for stores transhipped from road to rail.

785021

6. (a) In regard to the suggestion in para 4 that the Italian Government might arrange a service between Viterbo and Sipiccianno, it is realized that authority has yet to be obtained for this service.
- (b) The principal necessity for the two journeys are the conveyance of University students from Sipiccianno to Rome and secondary school scholars to Viterbo.
- (c) Dr. Giannini then gave certain approximate timings which was thought might be suitable for the proposed services:-

Sipiccianno	dep 0530	Rome	dep 1530
Viterbo	arr 0700	Capranica	arr 1730
	dep 0710		dep 1745
+ Capranica	arr 0800	Viterbo	dep 1815
	dep 0830		
Rome	arr 1030	Sipiccianno	arr 2015
- * Passengers would detrain on the Viterbo side of Capranica i.e. on the Viterbo side of the broken bridge) and entrain into other rolling stock beyond the other side of the bridge.
7. A request was made for two passenger coaches to be allowed on these services : one on each of the two trains.
8. The I.N.R. and Viterbo City authorities asked if a small allotment of coal- say 3 or 5 tons - could be made until the Rome-Viterbo service is operating, to decrease the cost and increase the speed of these services. If such an allotment were made, the coal would be sent to Capranica.
9. For the time being, i.e. until the service between Rome and Viterbo is in operation, Dr. Giannini does not think any saving of road transport can be effected.
10. In the absence of Major Phillips, the road transport which can be saved when the Rome-Viterbo rail service is in operation, was not raised.

5547

785021

13. VIA 2 RADIO

NOVA 15

201. 44-103

356/9

NAME, 213, 20-103 1045

Dear Colonel,

Re: 213, 20-103 1045

It would be extremely helpful if you could let us know the details of the visit, referred to in above column.

I am enclosing herewith a note containing a question which will be discussed at a meeting to be held in Viterbo during next.

We would appreciate very much if you or representative of yours could assist.

With regards

Attaching with

F. G. G. G.

356/9

Col. BAKER

Transport Officer

United States

Capt. Mansfield going

to Viterbo to attend

Dear Colonel,

Re: Military History and Training

We would like extremely obliged if you could let us know the decision taken with regard to the above subject.

I am enclosing herewith a note regarding a question which will be discussed at a meeting to be held in Victoria soon next.

We would appreciate very much if you or representative of yours could assist.

With regards

Col. BACON
The Adjutant General
United States Army

Capt Mansfield Young
to Valdez to attend meeting
He will render a report

CLD
vsh

Yours faithfully

E. G. BACON

10/1/48

1. Le due ferrovie, che collegano Viterbo a Roma, la tranvia Roma-Nord e il tranco statale Roma-Viterbo-Viterbo, servono due zone diverse, che danno alla ricostruzione di Viterbo e all'approvvigionamento alimentare di Roma dei prodotti differenti e solo in alcuni casi simili.

Anche per il trasporto idroelettrico nelle stazioni intermedie fra Viterbo e Roma le due ferrovie hanno un ruolo diverso appunto perché attraversano zone e servono popolazioni diverse.

2. Ristabilito su entrambe le linee un servizio limitato, il traffico maggiore di merci sarà però quello del Sud di Roma verso Viterbo e la regione a Nord di Viterbo e quello che da queste regioni si dirigerà attraverso Viterbo su Roma.

La stessa ragione di prodotti industriali necessari a Viterbo vengono da Roma o attraversano Roma (vetri, cemento, ecc.) e la stessa ragione di prodotti alimentari e di consumo destinati a Roma provengono non tanto da Viterbo o dal territorio attraversato dalla due ferrovie quanto dal Nord di Viterbo (prodotti ittici, grano, olio, frutta, legumi, cartone di lana, lana, ecc.)

Infine, ristabilita le due linee, queste dovranno servire non solo ai viaggiatori fra Viterbo, le stazioni intermedie e Roma, ma anche a quelli che affluiranno alle stazioni terminali del territorio a Sud di Roma ed a Nord di Viterbo.

3. Poiché il servizio, che le due ferrovie potranno dare fino ad un ristabilimento completo dei trasporti, sarà di

tere di Roma dei prodotti differenti e solo in alcuni casi simili.

Anche per il trasporto passeggeri dalle stazioni intermedie fra Viterbo e Roma le due ferrovie hanno un ruolo diverso appunto perché attraversano zone e servono popolazioni diverse.

2. Ristabilito su entrambe le linee un servizio limitato, il traffico maggiore di merci sarà però quello del sud di Roma verso Viterbo e la regione a Nord di Viterbo e quello che da queste regioni si dirigerà attraverso Viterbo su Roma.

La massa maggiore di prodotti industriali necessari a Viterbo vengono da Roma o attraversano Roma (vetri, cementi, ecc.) e la massa maggiore di prodotti alimentari o di consumo destinati a Roma provengono non tanto da Viterbo o dal territorio attraversato dalle due ferrovie quanto dal Nord di Viterbo (prodotti ittici, grano, olio, frutta, legumi, carbone di legna, lana, ecc.)

Infine, ristabilita la due linee, queste dovranno servire non solo ai viaggiatori fra Viterbo, le stazioni intermedie e Roma, ma anche a quelli che affluiranno alle stazioni terminali dei territori a sud di Roma ed a Nord di Viterbo.

3. Poiché il servizio, che le due ferrovie potranno dare fino ad un ristabilimento completo dei trasporti, sarà di molto inferiore al bisogno, occorre, in un periodo iniziale, per mantenere alle due linee un esercizio indipendente, porre le linee stesse sotto una direzione unica, agli scopi

2.-

seguenti:

- a) Coordinare gli orari delle due linee, a fine che il servizio della tratta e quello della ferrovia si coprano e non si sovrappongano.
- b) Il traffico, che attiene dalle regioni a Nord di Viterbo per Roma o effluisce dal Sud di Roma per Viterbo e le regioni a Nord di Viterbo, sia diviso fra le due linee a fine di evitare che una delle due sia sovra-carica ed una altra no.
- c) Siamo osservato su una linea e sull'altra certe priorità indispensabili, le quali dovranno basarsi, come criterio fondamentale, sulla preferenza ai trasporti per la ricostruzione per quanto riguarda Viterbo e sugli approvvigionamenti alimentari per quanto riguarda Roma.
- d) Il servizio delle due linee sia armonizzato con i trasporti e gli orari dei trasporti dal Nord e verso il Nord di Viterbo o con quelli delle regioni a Sud e attorno a Roma con destinazione a Viterbo.
- e) Sia gradualmente eliminato e poi abolito il traffico su strada dalle regioni a Nord di Viterbo verso Roma e da Sud di Roma verso Viterbo con il trasporto ed il convoglio per ferrovia fra Viterbo e Roma e pertanto questo traffico sia distribuito giorno per giorno fra le due ferrovie in relazione alle possibilità di ciascuna di queste ed alla urgenza e alla priorità del traffico stesso.
- f) Siamo prese sulle due linee gli stessi provvedimenti restrittivi e di controllo per quanto riguarda il servizio.

Caso terzo.

b) Il traffico, che affluisce dalle regioni e Nord di Viterbo per Roma o affluisce dal Sud di Roma per Viterbo e le regioni a Nord di Viterbo, sia diviso fra le due linee e fine di evitare che una delle due sia sovra-carica ed una altra no.

c) Siano osservate su una linea e sull'altra certe priorità indispensabili. Le quali dovranno basarsi, come criterio fondamentale, sulla preferenza ai trasporti per la ricostruzione per quanto riguarda Viterbo e sugli approvvigionamenti alimentari per questo riguardo Roma.

d) Il servizio delle due linee sia armonizzato con i trasporti e gli orari dei trasporti dal Nord e verso il Nord di Viterbo o con quelli delle regioni e Sud e ritorno a Roma con destinazione a Viterbo.

e) Sia gradualmente eliminato e poi abolito il traffico su strada dalle regioni a Nord di Viterbo verso Roma e da Sud di Roma verso Viterbo con il tramando ed il convoglio per ferrovia fra Viterbo e Roma e pertanto questo traffico sia distribuito giorno per giorno fra le due ferrovie in relazione alla possibilità di ciascuna di queste ed all'urgenza e alla priorità del traffico stesso.

f) Siano prese sulle due linee gli stessi provvedimenti restrittivi e di controllo per quanto riguarda il servizio maro.

4. La direzione comune delle due linee rappresenterebbe naturalmente un provvedimento temporaneo, giustificato dalle necessità di ottenere il migliore possibile vantaggio

delle limitate possibilità di trasporto, che possono dare almeno le due linee.

Basterebbe perciò dare alla direzione di una delle due linee la direzione anche dell'altra e che tale direzione unica si realizzasse con un metodo semplice e conveniente e rapido.

5. La direzione unica renderebbe più agevole e più facile il controllo fra questa e la Autorità e gli uffici preposti alla ricostruzione di Vittoria ed all'approvvigionamento di Roma e i trasporti potrebbero essere perciò eseguiti in armonia ai piani ed alle istruzioni di tali Autorità.

13. 10. 1. 1945

ROMA 12

7-1. 424-103

Rome, 5th February 1945

22/1/45

Dear Colonel,

Please, find herewith enclosed, a note prepared by the Roma-Road, concerning the traffic on this line and the reasons for a service during the day.

In a meeting we had yesterday in Viterbo, it was decided to submit to you the request for a daily train on the State Railway with a departure in the morning from Viterbo and a train on the Roma-Road with a departure in the morning from Rome, the first to be used, later also, by the University students coming to Rome and the second for the students of the secondary schools going from Civita Castellana and intermediate stations to Viterbo.

I am at your disposal

Yours faithfully

22/1/45

F. Giannini

By Government Called to Order
I explained that
the question is not connected with
any thing who has put the
question forward requesting

Col. Barker
Transport Section
Allied Commission

2677

Dear Colonel,

Please, find, herewith enclosed, a note prepared by the Home-Board, concerning the traffic on this line and the reasons for a service during the day.

In a meeting we had yesterday in Viterbo, it was decided to submit to you the request for a daily train on the State Railway with a departure in the morning from Viterbo and a train on the Home-Board with a departure in the morning from Rome, the first to be used, inter alia, by the University students coming to Rome and the second for the students of the secondary schools going from Civitavecchia and intermediate stations to Viterbo.

^{Advise}
I am at your disposal

Yours faithfully

3242

R. Giannini

Col. BAKER
Transport Section
Allied Commission

Do Giannini called today +
explained that

The question is to be learned with

Luigi Pingu who has just to

write forward requesting

the Swiss providing necessary

locom Can be made available

and has replied

Accordingly

CPD

1/2

20/10/42

350/11

HOME DIVISIONAL POWERED ELECTRIC RAILWAY.

1) The electric energy is assigned to the electric railways of Rome from 6 o'clock in the evening until 10.30 p.m. (trains of the Caetelli) and from 7.30 to 10 p.m. (Viminali railways). During this interval (respectively of 12 hrs and 6 half and of 14 hrs and 6 half) there are operating many trains, which transport passengers during the day, especially in hours convenient to the needs of the population.

2) The electric energy is assigned to the Rome-Civitavecchia-Viterbo electric railways during the night and exactly from 11 hrs p.m. to 6 hrs a.m. (that is only for eight hours). Therefore the operation of trains on this rail line is insufficient to the requirements of the population, who must travel with discomfort especially during the winter season.

3) The communications between Rome and the localities linked by the Rome-Civitavecchia-Viterbo railway, had in normal times the characteristic of a tramway service, with frequent and orderly voyages. The operation had an average of eighteen (18) trains per day on the whole line and in the sections near Rome (as Rome-Fish Portia) we operated also fifty (50) trips per day.

4) If we could only reoperate trains also during the day, we will make easier the economic rehabilitation of the zone. In fact, before the limitation in the assignment of electric energy, the traffic amounted to 7000 passengers per day (in 1942 we transported 2,407,156 passengers divided as follows:

TOWARDS HOME = a total of 100 (University and secondary schools students

"	"	"	500 (workmen and employees)
"	"	"	1500 (traders and farmers)
"	"	"	1700 (various passengers)

Total 4000 passengers.

TOWARDS VITERBO = a total of 350 (secondary schools students)

"	"	"	300 (employees and workmen)
"	"	"	1000 (traders and farmers)
"	"	"	1100 (various passengers)

5541

Total 3500 passengers

interval (respectively on 21 and 22 Nov 1942) there are operating many trains, which transport passengers during the day, especially in hours convenient to the needs of the population.

2) The electric energy is assigned to the Rome-Divittocastellana-Viterbo electric railways during the night and exactly from 22 Nov 2.30 to 6 hrs a.m. (that is only for eight hours). Therefore the operation of trains on this rail line is insufficient to the requirements of the population, who must travel with discomfort especially during the winter season.

3) The communications between Rome and the localities linked by the Rome-Divittocastellana Viterbo railway, had in normal time the characteristic of a tramway service, with frequent and arduous voyages. The operation had an average of eighteen (18) trains per day on the whole line and in the sections near Rome (as Rome Prima Porta) we operated also fifty (50) trips per day.

4) If we could only reoperate trains also during the day, we will make easier the economic rehabilitation of the zone. In fact, before the limitation in the assignment of electric energy, the traffic amounted to 7000 passengers per day (in 1942 we transported 2,407,356 passengers divided as follows:

FORWARDS ROMA = a total of 300 (University and secondary schools students

" " " 500 (workmen and employees)

" " " 1500 (traders and farmers)

" " " 1700 (various passengers)

Total 4000 passengers.

FORWARDS VITERBO = a total of 350 (secondary schools students)

" " " 300 (employees and workmen)

" " " 1000 (traders and farmers)

" " " 1350 (various passengers) 5541

Total 3000 passengers.

Coming to the destruction of a great part of the town of Viterbo, many families have been compelled to transfer themselves in localities situated on the railway between Viterbo and Divittocastellana and since then they are waiting transportation means to communicate with the town where they have been compelled to leave all their business.

Particularly students, workmen, employees, traders have the urgent necessity to develop their activities.

This is not possible unless there is not a daily operation.

For want of resources the above deficit is paid out that before the limitation of assignment of electric current is dispatched nearly 15,000 tons per year and exactly:

COMMODITIES

COMMODITIES	TOWARDS ROME	TOWARDS VITERBO	TOTAL Tonnage
Food supplies	10,370	3,370	13,740
Timber and coal	15,256	1,778	23,134
Materials, pottery and majolica ware	16,087	14,325	25,212
Cereals, vegetables	15,372	3,084	21,456
Basal nuts	3,528	4,150	17,131
Chest nuts	3,525	13,206	11,581
Wine	10,573	3,406	9,008
Bricks	6,441	2,564	6,251
Lime	4,965	1,986	17,372
Various stuffs	9,831	7,541	
	92,630	62,910	155,560

At present the railway could recuperate the above mentioned traffic and help in this way the food situation of the town of Rome and the reconstruction of the town of Viterbo and help the commerce of the following commodities:

- 1) TOWARDS VITERBO
 - a) For the requirements for the reconstruction
 - c) constructing materials (bricks from Castel Giubileo-Civita-Castellana, majolica)
 - (lime from S. Orsola and Ponzano)
 - b) majolica ware and terracotta (sanitary stuff from Civita-Castellana)
 - c) gravel and pebbles for construction (from Viterbiano)
 - d) various materials (from Rome.)
- (e) For Rome requirements
 - a) food stuff (from Fabrica and Viterbiano)
 - b) wine (from Vignanello, Vallerano and Fabrice)
 - c) chest-nuts and basal-nuts (from Vallerano, Vignanello and

Food supplies	10,370	3,370	13,740
Timber and coal	15,336	1,778	23,334
Materials, batteries and machine work	10,087	16,239	26,326
Cereals, vegetables	16,372	3,084	21,635
Hazel nuts	1,628	4,150	17,133
Chest nuts	3,325	13,206	13,981
Wine	10,575	3,406	9,005
Bricks	6,441	2,364	6,551
Lime	4,563	1,286	17,372
Various stuffs	9,831	7,541	
	32,650	62,910	133,560

At present the valley could regenerate the above mentioned traffic and help in this way the food situation of the town of Rome and the reconstruction of the town of Viterbo and help the commerce of the following commodities:

1) TOWARDS VITERBO.

(a) For the requirements for the reconstruction.

- a) constructing materials (bricks from Castel Gennaro-Civita-castellana Regalis)
(lime from I. Orsini and Pontano)
- b) majolica ware and terracotta (majolica stuff from Civita-castellana)
- c) gravel and pebbles for construction (from Viterbo)
- d) various materials (from Rome.)

(b) For normal requirements:

- a) food stuff (from Fabrica and Viterbo)
- b) wine (from Vignanello, Vallerano and Fabrica)
- c) chest-nuts and hazel-nuts (from Vallerano, Vignanello and Soriano)
- d) various stuffs (from Civitavecchia and Rome).

5510

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2) COMPARISON

- a) Food supplies
- b) Food stuffs (from Viterbo and Civitavecchia-
ad)
- c) Waxes (from Vignanello, Valterano and Norlupo)
- d) Chemical waste and metal waste (from the zone of the Cislino)
- e) Silk food (from Civitavecchia, Reggale and Sorbolo)
- f) Various stuffs (from Viterbo and the zone of the Cislino).
- g) For normal requirements.
- h) Timber and coal (from the zone of the Cislino and Miano)
- i) Lime (from Pannano, S. Crates and Castelnuovo)
- j) Auxiliary staff (from Civitavecchia)
- k) Constructing materials (from Reggale, Civitavecchia and O. Giulio).

We have calculated that with only 7,000 LEO per day, we could, with normal assignments (partially 500 LEO for short periods) operate a service which will help the present situation. If it would not be possible to obtain this solution, we hope to obtain at least an amount of electric energy quite sufficient to operate during the day even a limited service.

5) Not to increase the consumption of energy during the day, we could operate during the night the freight trains, which being to heavy are consuming more energy, while during the day we could operate passenger-trains.

6) The Transportation Sub-Commission, wishing to operate a passenger traffic on the Rome-Civitavecchia-Viterbo has already ordered that for these services there should be used only the normal trailed coaches and therefore since the end of last month all passenger trains are operating only with a-loups and coaches. There are adequate police services to avoid that trains should be too crowded.

We hope that the application requesting the concession of the electric energy during the day, at least for passenger trains, will be favourably accepted, also in consideration of the fact that being a public service it is admitted the priority in the assignment of electric energy.

2) alla presenza di un gruppo di lavoro che si occupa di attività di tipo amministrativo e di tipo tecnico, con l'obiettivo di realizzare un piano di lavoro che sia in grado di affrontare le varie attività che si presentano nel corso dell'anno.

3) la commissione di lavoro che si occupa di attività di tipo amministrativo e di tipo tecnico, con l'obiettivo di realizzare un piano di lavoro che sia in grado di affrontare le varie attività che si presentano nel corso dell'anno.

4) la commissione di lavoro che si occupa di attività di tipo amministrativo e di tipo tecnico, con l'obiettivo di realizzare un piano di lavoro che sia in grado di affrontare le varie attività che si presentano nel corso dell'anno.

DESCRIZIONE	VALORE	DESCRIZIONE	VALORE
1. 100	100	1. 100	100
2. 200	200	2. 200	200
3. 300	300	3. 300	300
4. 400	400	4. 400	400
5. 500	500	5. 500	500
Totale	1.000	Totale	1.000

AMMONTARE TOTALE

1. 100	100
2. 200	200
3. 300	300
4. 400	400
5. 500	500
Totale	1.000

Totale P. 3.000

Il presente documento ha lo scopo di fornire informazioni relative alle attività svolte dal gruppo di lavoro che si occupa di attività di tipo amministrativo e di tipo tecnico, con l'obiettivo di realizzare un piano di lavoro che sia in grado di affrontare le varie attività che si presentano nel corso dell'anno.

(*) Nel 1990 si sono svolte attività di tipo amministrativo e di tipo tecnico, con l'obiettivo di realizzare un piano di lavoro che sia in grado di affrontare le varie attività che si presentano nel corso dell'anno.

1) Экономический анализ

a) and in respective fully developed state

B) met. 4 August 1960

2) Wiederholung 10.11.2020

2017-2018 Laboratory notebook

[illegible]

4

785021

HEADQUARTERS ALLIED COMMISSION
SPD 124
Transportation Sub-Commission
(Movements Division - Rail)

JWR/vb

Tel. 478704.

356/10,74 3.

9th February, 1945.

SUBJECT: Railway Service Rome - Viterbo.

Dear Mr. Giannini,

Thank you for your letter dated 7th February, 1945.

No decision has yet been reached regarding a railway service on line 867 between Rome and Viterbo, but the matter is under active consideration in conjunction with several military demands which have since been received.

I shall not fail to advise you as soon as I am in possession of any useful information on this subject.

Yours faithfully,


MERRITT A. TAYLOR,
Director,
Transportation Sub-Commission.

Mr. F. Giannini,
19 Via S. Basilio,
Rome (C).

5535

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18. VIA S. BASILIO

ROMA (1)

Tel. 454-103

Rome, 7th February 1945

Dear Colonel,

I have just received a telephone call from the Mayor of Viterbo, asking whether you have arrived at a decision on the question of the Rome-Viterbo railway.

May I add my own request for an early decision?

Yours faithfully

F. Glavinini

Col. BAKER
Transport Section
Allied Commission

5334

Rome-Viterbo Line

785021

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

Tel: 478704.

Inter Office Memorandum

Ref. 356/8/Tn.3.

7th February, 1945.

SUBJECT: Line 257 - Rome to Viterbo.

TO : Rail Division.

1. Reference attached copy report prepared by Major Worthington, of reconnaissance of line 257 carried out on 30th January, 1945.
2. Land Forces Sub-Commission (MMIA) have advised that they have a reinforcement camp for the Gruppi di Combattimento located at Cesano. There is a regular movement of some 10,000 troops to and from Cesano monthly, in each direction, and approximately 1000 tons of stores north bound from Rome each month.
3. It is considered that the Italian army movement, together with that discussed in the attached report, more than justifies a service on line 257 at an early date.
4. Until the rail bridge at Capranica is completed it is recommended that stores movement be restricted to south of the break, but you may be able to arrange a passenger service to cater for the University students for Rome and the local school children to Viterbo.
5. Please consider this matter and let us have your recommendations as early as possible.

[Signature]
Lt. Col.
M.J. SIEFF.
Lt. Col.,
Chief Movements Division.

5533

Encl.

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SECRETARY OF DEFENSE - WASHINGTON

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1000/1000 1000/1000 1000/1000
1000/1000 1000/1000 1000/1000
1000/1000 1000/1000 1000/1000
1000/1000 1000/1000 1000/1000

TO : THE SECRETARY OF DEFENSE

3547

Ref: memorandum, Lt. Col. J. S. Smith and Capt. the Lord

It is understood that there is a question of opening line
from Rome Northwards. The reinforced camp for the
Group 11 (Battalion) is situated in this line at CASSINO to
and from which considerable movement takes place.

The Italian Army has a movement of some 10,000 troops to and
from ~~CASSINO~~ monthly in each direction and 1000 tons
of stores Northwards from CASSINO.

At present the stores are being moved to FALLENBOM, which
involves an enormous haul 11% from there to CASSINO, and in
the past of personnel MTC will only run a train but when more
than 500 are involved; the remainder again must be transported
by road.

It will be seen therefore a reopening of line 557 would
be of the greatest service to the Italian Army, and any move
in this direction will be wholeheartedly supported by this
Mission.

Wesbury

1000/1000
(The Lord Leithbury)
Movements Liaison Officer.

5539

the party consisted of 15

5531

Representations have been made by Dr. Giambrini on behalf of the people of Vittoria and the surrounding community to see that they be kept by the way of instituting a mail service from Rome to Vittoria, terminating at Capriatone where the railway bridge has been damaged by enemy action.

It was with this object in view, and at the same time to consider the various difficulties, should such a service be inaugurated, that the reconnaissance was made.

3. Condition of line.

The general condition of the track from Rome to Viterbo is fairly good. The I.R.R. Permanent way Engineer, stated however, that about 10 - 12 wagons of ballast would be required to make good certain bad sections.

D.M.R.S. Representative stated that he did not envisage any difficulty in meeting this request as the stone could be provided from the Torricella quarries.

4. Repair of the Capranica Bridge.

Work is going ahead on the reconstruction of the one pier and two arches demolished by enemy action, but it is understood from T.A.G. that completion is not likely to be before the end of March '45.

5. Transshipment of stores at Capranica.

(a) From the following diagram will be seen the exact lay out at Capranica and where it is proposed to tranship stores and passengers (students) :-



(b) Whilst it is possible to tranship wagons of nondismountable stores, providing adequate labour is provided, it is considered that rate of transshipment would only be one or possibly two wagons per hour.

(c) Capranica is only 25 km. from Viterbo, and it was suggested by Movement's Representative and agreed by the provincial Commissioner that both outward and inward traffic could be handled through Capranica Station proper, thus obviating the necessity for transshipping.

(d) Adequate siding facilities exist at Capranica to deal with the amount of traffic likely to pass.

(e) Students could be transhipped quite easily or alternatively conveyed by Road Transport to Capranica Station. It was stressed that the latter method should not be encouraged due to shortage of transport.

6. Movement of stores to Line 257 Rome to Viterbo.

From the following three movement by either road or rail can be envisaged.

(4) Rome D. Morris badly damaged carriage and wagon shops which are at present not to be repaired as damage is too extensive.

(5) Stores Fairly large stocks of glass, sheet metal, 700 - 1000 cubic metres of wood. Lubricating oils all under control of ISI C.A.K.

(6) Vegetables Milk, cheese and vegetable oil.

(7) Trucks 50 Italian trucks are now stationed at this point mainly. It is understood for movement of timber from the Giallo Forest.

(8) Gasoline Gasoline pumps are ready to produce petrol if fuel is made available. Nearly out of petrol understood to be 30,000 tons.

(9) Timber Italian army producing timber which might be suitable for carriage and wagon repairs. If so could be used at Gialloferre, also timber for production of charcoal, making barrels and house building.

(10) Timber Estimated stocks of 20,000 Railway sleepers now available.

(11) Viterbo From Viterbo area it is understood that about 70 tons of supplies comprising olive oil, olive husks, vegetables and other locally produced goods would be available for home or other markets, whilst the needs of Viterbo for supplies which cannot be found locally would amount to about 150 tons per day, comprising chiefly of building materials.

7. Road and Transport Movement.

(a) Movement representative asked the Provincial Commissioner if he could estimate how many vehicles were plying between Rome and Viterbo and return daily carrying various kinds of supplies, whilst a definite reply could not be given it was estimated that over 200 vehicles were involved.

(b) When the question was asked why more traffic from Rome and south of Rome was not conveyed over the Nord Railway system thus saving road transport, the reasons given were:-

- (1) No exchange point in Rome from state to Nord Railway.
- (2) Transhipping between stations in Rome by road lift is too costly.
- (3) Higher Rail Rates over the Nord system.

8. Existing Mail Facilities Rome and Viterbo.

(a) The only mail link between Rome and Viterbo at the present time is over the Nord Railway electric system.

(b) This link is only permitted to operate between 2200 and 0600 hrs due to current shortage.

(c) Two passenger trains (approx 500 per train) and one goods train (1000 tons net 7-8 wagons) are run nightly in each direction.

(d) It is understood that the Nord Railway are shortly to ask for an additional daily train.

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9. Recommendations.

- (a) A goods service should be started between Rome and Capranica. No trans-shipment of stores at Capranica for Viterbo.
- (b) A certain number of box-cars should be allotted for students.
- (c) No civilians other than students should be allowed to travel on this train. General civilian passengers should travel over the Nord Railway system by existing services.
- (d) Provincial Commissioner in conjunction with local authorities to arrange best method of movement of students from Viterbo to Capranica until bridge is repaired.
- (e) Number of services per week should be limited to three to start with, increasing if necessary, to six per week on a daily basis exclusive Sunday only when bridge is repaired and the three additional locomotives now caged in between Capranica and Viterbo are released.
- (f) It is anticipated that the results that would be attained by bringing the proposed rail services into operation would be:
 - (1) The releasing of certain road transport for other more urgent work.
 - (2) The reduction in Black Market traffic at present passing by road always providing proper control is exercised over rail movement, and the Sub-Committee concerned agree to the movements being carried out.
 - (3) Considerable saving of petrol, oil and spare oil tyres.

10. Return journey Viterbo to Rome.

The return journey to Rome was made over the Nord Electric system leaving Viterbo at 1405 hrs arriving Rome 1645.

Before leaving Viterbo the Provincial Commissioner (Mr. Phillips) thanked all concerned for the interest that was being taken in his province, adding that in spite of the many difficulties, he hoped something could be done to improve Railway facilities between Rome and Viterbo over the State Railway system.

C. H. Phillips
C. H. Phillips, Mayor.

TRANSPORTATION INFORMATION, A.O.
(MAIL 001:104)
c/o Transportation Department,
A.O.

Reference: 10/100/78.1.

26 January, 1945.

RECEIVED INFORMATION THIS
DATE / 10 / 1945
FROM - VITTILO,
SUBJECT: 10 JANUARY, 45.

TRANSIT LA 1154

REF BY I.O.S.

TRANSIT LA 1154

STATION	NO.	LINE	STATION	NO.	LINE
LA 1154	1	1000	LA 1154	1	1000
LA 1154	2	1000	LA 1154	2	1000
LA 1154	3	1000	LA 1154	3	1000
LA 1154	4	1000	LA 1154	4	1000
LA 1154	5	1000	LA 1154	5	1000
LA 1154	6	1000	LA 1154	6	1000
LA 1154	7	1000	LA 1154	7	1000
LA 1154	8	1000	LA 1154	8	1000
LA 1154	9	1000	LA 1154	9	1000
LA 1154	10	1000	LA 1154	10	1000
LA 1154	11	1000	LA 1154	11	1000
LA 1154	12	1000	LA 1154	12	1000
LA 1154	13	1000	LA 1154	13	1000
LA 1154	14	1000	LA 1154	14	1000
LA 1154	15	1000	LA 1154	15	1000
LA 1154	16	1000	LA 1154	16	1000
LA 1154	17	1000	LA 1154	17	1000
LA 1154	18	1000	LA 1154	18	1000
LA 1154	19	1000	LA 1154	19	1000
LA 1154	20	1000	LA 1154	20	1000
LA 1154	21	1000	LA 1154	21	1000
LA 1154	22	1000	LA 1154	22	1000
LA 1154	23	1000	LA 1154	23	1000
LA 1154	24	1000	LA 1154	24	1000
LA 1154	25	1000	LA 1154	25	1000
LA 1154	26	1000	LA 1154	26	1000
LA 1154	27	1000	LA 1154	27	1000
LA 1154	28	1000	LA 1154	28	1000
LA 1154	29	1000	LA 1154	29	1000
LA 1154	30	1000	LA 1154	30	1000
LA 1154	31	1000	LA 1154	31	1000
LA 1154	32	1000	LA 1154	32	1000
LA 1154	33	1000	LA 1154	33	1000
LA 1154	34	1000	LA 1154	34	1000
LA 1154	35	1000	LA 1154	35	1000
LA 1154	36	1000	LA 1154	36	1000
LA 1154	37	1000	LA 1154	37	1000
LA 1154	38	1000	LA 1154	38	1000
LA 1154	39	1000	LA 1154	39	1000
LA 1154	40	1000	LA 1154	40	1000
LA 1154	41	1000	LA 1154	41	1000
LA 1154	42	1000	LA 1154	42	1000
LA 1154	43	1000	LA 1154	43	1000
LA 1154	44	1000	LA 1154	44	1000
LA 1154	45	1000	LA 1154	45	1000
LA 1154	46	1000	LA 1154	46	1000
LA 1154	47	1000	LA 1154	47	1000
LA 1154	48	1000	LA 1154	48	1000
LA 1154	49	1000	LA 1154	49	1000
LA 1154	50	1000	LA 1154	50	1000
LA 1154	51	1000	LA 1154	51	1000
LA 1154	52	1000	LA 1154	52	1000
LA 1154	53	1000	LA 1154	53	1000
LA 1154	54	1000	LA 1154	54	1000
LA 1154	55	1000	LA 1154	55	1000
LA 1154	56	1000	LA 1154	56	1000
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MEMORANDUM

1. Col. G.H. Lindberg, Mail 10.4.
 Lt. Col. J.E. Baker, Sacramento.
 Major A.H. Street, Mail 10.4.
 Lieut. Davis, Mail 10.4.
 Capt. J.H. Houston, N. 10.4.
 Capt. Cordover, N. 10.4.
 Capt. J.V. Dean, Texas-Charles Region.

Students

1. About 600 students must go every day to Viterbo from Capranica, Vetralla, Tre Croci, San Marino, Ripidiano in order to go to school.

At present they cannot frequent the schools on account of the lack of means of transport.

About 400 students from the above stations and chiefly from Viterbo must go to Rome for the University courses.

Refugees

2. About 700 families are still in Viterbo without houses and some of them, or some members of these families, have found a refuge in the villages served by Viterbo-Rome railway. They are in need from time to time to go to Viterbo.

Ordinary traffic

3. It is calculated that the average quantity of goods, which Viterbo can send daily to Rome is 70 tons and the goods destined from Rome and via Rome to Viterbo 130 tons per day.

The total quantity of good sent from North of Viterbo to Rome, for which the railway might be used between Viterbo and Rome, is 500 tons and, on the opposite direction, 760 tons.

It is to be added the transport of cattle to pastures, which in the past averaged 50,000 sheep heads per year.

4. Part of the above traffic consists of food supplies to Rome, i.e. 10,000 tons of potatoes, 150 tons of

At present they cannot frequent the schools on account of the lack of means of transport.

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INCIDENTS

2. About 700 families are still in Viterbo without houses and some of them, or some members of these families, have found a refuge on the villages served by Viterbo-Rome railway. They are in need from time to time to go to Viterbo.

ORDINARY TRAFFIC

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The total quantity of good sent from North of Viterbo to Rome, for which the railway might be used, between Viterbo and Rome, is 500 tons and, on the opposite direction, 760 tons.

It is to be added the transport of cattle to pastures, which in the past averaged 50,000 sheep heads per year.

4. Part of the above traffic consists of food supplies to Rome, i.e. 10,000 tons of potatoes, 150 tons of lamb meat ^{in quantity} and, in addition, vegetables, cheese, fruit.

Moreover, a large quantity of fresh vegetables, chiefly beans, are sent to Rome from stations between Viterbo and Rome: Capranica, Sutri, Bracciano. The total quantity of fresh beans sent to Rome from the above stations is 10 tons per day during the season, which lasts for weeks.

6. Work has been started again in Viterbo in a small factory of common earthenware, which is exported to all villages on the line ^{to} and Rome and South of Rome. After the destructions caused by the war, earthenware is very scarce.

Another factory in Viterbo, which is working, is treating olive-waste, extracting 700 tons of oil per year, leaving 1,500 tons by-product to be used as fuel. This fuel is destined to Rome.

Reconstruction's Transport

7. To repair the 2,400 houses, which have been destroyed or considerably damaged in Viterbo, the following materials, are necessary:

- a) From various centres, including North of Viterbo, for which the Sippiccano-Viterbo line might be used, 2,900,000 tiles, 2,400,000 earthen planks, 7,200,000 bricks of large size.
- b) From Bassano di Sutri, 50,000 tons of cement
- c) From North of Viterbo, 5,000 tons of steel.
- d) From Rome: glass, malice wares etc.
- e) From the Cimino forest and other point, 50,000 tons of timber.

Expenditure in petrol, tyres, spare parts and in the price of

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RECOMMUNICATIONS TRANSPORT

7. To repair the 2,400 houses, which have been destroyed or considerably damaged in Viterbo, the following materials, are necessary:

- a) From various centres, including North of Viterbo, for which the Sipiociano-Viterbo line might be used, 2,900,000 tiles, 2,400,000 earthen planks, 7,200,000 bricks of large size.
- b) From Bassano di Sutri, 50,000 tons of cement
- c) From North of Viterbo, 5,000 tons of steel.
- d) From Rome: glass, maiolica wares etc.
- e) From the Cimino forest and other point, 50,000 tons of timber.

economy in petrol, tyres, spare parts and in the price of

TRANSPORT

8. Vetralla, a village on the line Rome-Viterbo is

3.-

largely ruined and the work of reconstruction render necessary the transport, from North and South, of a considerable quantity of materials. Vetralla has about 3,400 inhabitants.

It is to be taken into account:

- a) That the railway might absorb the traffic, which is going now by lorries, with economy of petrol, tyres, spare parts etc.
- b) That the transport by rail will permit a great reduction in price. In fact a 10 tons lorry can carry 4,000 tiles and, for a distance 75 km., the transport will cost 15,000 lire, a railway car can carry 8,000 tiles with a cost of 2,000 lire.

5526

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Vol. 484-103

House, 25th January 1945

Dennis Collins,

Fluoride = 1.71 g/l (171 mg/l)

Further to my letter of the 20th January, I am extremely sorry to say that the Mayor of Viterbo informs me that he has been unable to find a means to come to Rome.

He would, therefore, be extremely obliged if you could postpone our meeting to Monday next the 29th inst.

Will you, please, excuse my

Yours faithfully

Dr. Gladstone

25

COL. BAKER
Transport Section
Allied Commission

It's hot
Monday

18. 4/3 1945

Tel. 484-103

Rome, 20th January 1945

Dear Colonel,

Rome-Viterbo Railway

In order to give to you complete and exact figures about the traffic on this line, I am going back to Viterbo and Thursday next, the 25th, I should like, if possible, to see you with the Mayor of Viterbo and present and comment you the figures.

Would you, please, let me know, at the above address, if and when we might see you on Thursday?

Yours faithfully

F. Giannini

Col. FAKER
Transport Section
Allied Commission

141X 141

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Rome-Viterbo Railway

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Yours faithfully

V. Giannini

Col. BAKER
Transport Section
Allied Commission

141X line

Shura, 26 Jan

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JWB/alc

Notes on visit of Dr. P. Giannini, representing
Mayor of VITERBO, 19 January 1945.

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1. Object of the visit was to secure rail service between Rome and Viterbo over line 257.
2. Line 257 Viterbo-Capranica has been fully restored under local I.R.R. arrangements. 1 locomotive and 18 wagons ready for service.
3. Rail Division confirms Rome-Capranica is already restored and Capranica Rail Bridge will be fully repaired by 28 Feb. '45.
4. Civil Authorities are actively engaged in repairs to houses in Viterbo and urgently require
 - (a) Timber from Marino Forest, loading at Bracciano and stations to Vetralla
 - (b) Charcoal from Marino Forest
 - (c) Shale from Capranica
 - (d) Glass from reactivated factory P. Galera (release not yet obtained, but production 12,000 sq. metres in 6 months)
 - (e) Cement from Rome Area, as and when released.
5. Viterbo has 1,200 families without houses, excluding those living in houses requiring heavy repairs. (Men are sleeping in garrets to leave such shelter as is available for women and children).
6. Viterbo has 200 Students requiring to attend Rome University. Examinations in February. If not taken all Students will lose one year.
7. Viterbo can supply Rome cauliflowers, potatoes, etc.
8. Heavy road traffic from South of Rome to Rome, conveying fish from lake Bracciano, charcoal, wood, etc. If railed from Viterbo would show considerable saving in P.R.M. tyres etc.
9. Dr. Giannini is preparing detailed statement in support of claim for service on line 257.

J. B. Saxon
Lt. Colonel

1016

11-11-11