

Electric Power

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ADQ 512

5 October 1944

ADMINISTRATIVE MEMORANDUM

NUMBER

43

POWER REHABILITATION

1. The function of power rehabilitation having been transferred to control of AFHQ the following will govern:

2. a. The Chief Engineer, AFHQ, will
 - (1) Exercise staff supervision of power rehabilitation activities.
 - (2) Recommend rehabilitation policies.
 - (3) Coordinate power rehabilitation activities of the various agencies concerned.

b. Electrical Reconstruction Committee.

(1) The Central Electrical Board, Italy, is dissolved. There is hereby created an Electrical Reconstruction Committee (Italy), with membership as follows:

Chief Engineer AFHQ (Chairman).
Representatives of: ACC, R.N., AAI and CZ, NATOUSA.
It is requested that ACC, R.N., AAI and CZ, NATOUSA, advise AFHQ of representatives selected for membership.

(2) The Electrical Reconstruction Committee will:

- a. Meet at the call of the Chairman.
- b. Recommend studies for determining power requirements as may be required.
- c. Recommend study of and preparation of plans for power rehabilitation as may be required.
- d. Review ACC plans for power rehabilitation, correlating them with the requirements and make recommendations as to extent and nature of rehabilitation.
- e. Recommend designation of agency to perform specific construction work of rehabilitation, when necessary.
- f. Make such other recommendations regarding power rehabilitation as it deems necessary.

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- (2) Recommend rehabilitation policies.
- (3) Coordinate power rehabilitation activities of the various agencies concerned.

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- e. Recommend designation of agency to perform specific construction work of rehabilitation, when necessary.
- f. Make such other recommendations regarding power rehabilitation as it deems necessary.

c. The ACC will:

- (1) Furnish Secretariat for the Electrical Reconstruction Committee.
- (2) Be responsible for planning power rehabilitation throughout Italy.
- (3) Maintain liaison with AAI and keep informed as to existence and condition of power plants and probable rehabilitation needs in operational area.

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AFHQ Admin Memo # 43 (cont'd)

5 October 1944

- (4) Ascertain power requirements from AAI, CC, NATOUSA, Districts (Br), and other sources.
- (5) Submit plans for rehabilitation to the Chief Engineer for consideration and approval of the Electrical Reconstruction Committee.
- (6) Using Italian labor and local materials, direct, administer and supervise construction work of rehabilitation and operate the power systems except those projects specifically assigned other agencies by AFHQ and except as provided in paragraphs 2d (2) and 2e (1).
- (7) Will issue all orders necessary to implement the program to Italian Power Companies or other civilian agencies.
- (8) Keep the Chief Engineer, AFHQ, advised of its activities.

d. AAI will:

- (1) Cooperate with ACC in determining existence and condition of power plants and probable rehabilitation needs in the operational area.
- (2) Insofar as practicable initiate, construct and operate such power installations within the operational area as it considers necessary, coordinating with plans of ACC.
- (3) Advise the Chief Engineer, AFHQ, of any power rehabilitation work undertaken.

e. CC, NATOUSA and Districts (Br) under command AFHQ will:

- (1) Initiate, construct and operate such power installations as are required locally for their own activities.
- (2) Undertake such general power rehabilitation projects as may be specifically assigned by AFHQ.
- (3) Cooperate with ACC and AAI and render them such aid and assistance as is practicable within available means and without detriment to their own operations.
- (4) Advise the Chief Engineer, AFHQ, of any power rehabilitation work undertaken.

3. Orders to implement plans will be issued through normal staff channels in respect to work for which military agencies are to be responsible.

operate the power systems except those projects specifically assigned other agencies by AFHQ and except as provided in paragraphs 2d (2) and 2e (1).

- (7) Will issue all orders necessary to implement the program to Italian Power Companies or other civilian agencies.
- (8) Keep the Chief Engineer, AFHQ, advised of its activities.

d. AAI will:

- (1) Cooperate with ACC in determining existence and condition of power plants and probable rehabilitation needs in the operational area.
- (2) Insofar as practicable initiate, construct and operate such power installations within the operational area as it considers necessary, coordinating with plans of ACC.
- (3) Advise the Chief Engineer, AFHQ, of any power rehabilitation work undertaken.

e. GZ, NATOUSI and Districts (Br) under command AFHQ will:

- (1) Initiate, construct and operate such power installations as are required locally for their own activities.
- (2) Undertake such general power rehabilitation projects as may be specifically assigned by AFHQ.
- (3) Cooperate with ACC and AAI and render them such aid and assistance as is practicable within available means and without detriment to their own operations.
- (4) Advise the Chief Engineer, AFHQ, of any power rehabilitation work undertaken.

3. Orders to implement plans will be issued through normal staff channels in respect to work for which military agencies are to be responsible.

4. The agencies mentioned above will furnish the required personnel from their own allotments.

By command of General WILSON.

/S/ H.V. Roberts

H.V. ROBERTS,
Colonel, AGD,
Adjutant General.

- 2 -

DISSEMINATION
"C"

RESTRICTED

from the Larderello natural steam generating station to the Leghorn power station belonging to the SBIT Valdarno Co., (km.66) and successive transformation from 120 KW to 60 kw, KWH 2,281,193.

The Administration, in the year 1941-42, has continued to let several tracts of its own main transmission lines which are of no direct use to the railway service, to the following companies:

Mortegno-Colonno Menzese (KM 37) 2nd set of three wires, 60 KV to the Steel and Iron Companies of Lombardy;
Epicina-Abbazia (km 70) 2nd set of three wires, originally 50 KV, transformed to 130KV by the user, to the Adriatic Electrical Co.;
Bologna (Battiferro)-Bologna (S.Viola) (km.4) double set of three wires, at 50KV., to the Adriatic Electrical Co.;
Rome (Tor di Quinto) km. 6 of the Rome-Naples line (km.15) single set of three wires, KV60, of which km.5 originally provided only with poles and completed with brackets, insulators and conductors by the user to the Società romana di elettricità;
Villa Litterno-Mignano (km24) double set of three wires, at 60KV to the Società Meridionale di elettricità.

The sum caused in for all the contracts, transport of power and rents of works as above is, in all, for the year 1941-42, lire 49,244,152.

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wires, at 50KV., to the Adriatic Electrical Co.; Rome (Tor di Quinto) km. 6 of the Rome-Maples line (km.15) single set of three wires, KV60, of which km.5 originally provided only with poles and completed with brackets, insulators and conductors by the user to the Società romana di elettricità; villa Literno-Agnano (km24) double set of three wires, at 60KV to the Società Meridionale di elettricità.

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The feeding of the Leghorn establishment of the National Idrogenazione Combustibili Co.....KWH. 52,932,480
The feeding of the industrial zone of Apuania... " 144,619,188
Ceasing from the exchange service:
The Acciaiere and Ferriere Lombarde..... " 31,360,778
The Municipal Electric Company of Milan..... " 11,310,422
The National Aluminium Industry Co..... " 5,833,114
and has ceded the superfluous power of the rail-
ways of Central Italy to the Societa' Terni in
all..... " 23,092,713
Total 274,754,692

Power carried for third parties:
During the year 1941-42, besides having seen to the transport and distribution of power for use of the railway, the Administration has carried out with its own main transmission lines the following transportation of power for third parties:
1. of a temporary character:
from the Power station of Galleto belonging to the Terni Co.; to the cabin of Portomaggiore belonging to the Adriatic Electrical Co. (km. 358) on behalf of:
Societa' Adriatica di Eletticita'.....KWH. 9,453,392
Societa' Idroelettrica Piemonte..... " 14,622,992
Azienda Eletttrica Municipale di Milano..... " 3,240,416
Total 33,916,800

from the power station of Galleto belonging to the Terni Co. to the cabin of Rubiera belonging to the Societa' Generale Elettrica Cisalpina (km. 408) on behalf of:
Societa' Generale Eletttrica Cisalpina.....KWH 34,676,440
Societa' Idroelettrica Piemonte..... " 5,432,500
Azienda Eletttrica Municipale di Milano..... " 26,589,584
Total 66,438,524
from the power station of Galleto belonging to the Terni Co. to the substation of Rogoredo belonging to the Administration (km. 566) on behalf of the Azienda Eletttrica Municipale di Milano KWH 482,400
from the substation of Chiusi belonging to the Administration to the cabin of Tavernuzze belonging to the SEIT Valdarno Co., (km. 133) on behalf of the SEIT Valdarno Co..... KWH 3,633,660
2. of a permanent character, parallel with the railway service:
on behalf of the Southern Electrical Co.:
from the cabin of Feroleto to the substation of Reggio Callico (km. 122) KWH 5,246,666
from the cabin of Benevento to the Foggia substation (km. 92) and viceversa: KWH 807,735
from the power station of Prati to that of Montecorona (km. 110)

Power carried for third parties:

During the year 1941-42, besides having seen to the transport and distribution of power for use of the railway, the Administration has carried out with its own main transmission lines the following transportation of power for third parties:

1. of a temporary character:

from the Power station of Gallate belonging to the Terni Co.; to the cabin of Portomaggiore belonging to the Adriatic Electrical Co. (km. 358) on behalf of:

Società Adriatica di Eletticità.....	22. KWH. 9,453,392
Società Idroelettrica Piemonte.....	" 14,632,992
Azienda Elettrica Municipale di Milano.....	" 9,840,416
Total	33,916,800

from the power station of Gallate belonging to the Terni Co. to the cabin of Ruffiera belonging to the Società Generale Elettrica Cisalpina (km. 408) on behalf of:

Società Generale Elettrica Cisalpina.....	KWH 34,676,440
Società Idroelettrica Piemonte.....	" 5,422,500
Azienda Elettrica Municipale di Milano.....	" 26,389,584
Total	66,488,524

from the power station of Gallate belonging to the Terni Co. to the substation of Rogoredo belonging to the Administration (km. 566) on behalf of the Azienda Elettrica Municipale di Milano KWH 482,400 from the substation of Chiusi belonging to the Administration to the cabin of Tavernuzze belonging to the SEIT Valdarno CO., (km. 133) on behalf of the SEIT Valdarno Co..... KWH 3,693,680

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from the cabin of Nerceto to the substation of Reggio Callico (km. 122) KWH 5,248,666

from the cabin of Benevento to the Foggia substation (km. 92) and viceversa: KWH 807,735

from the power station of Prati to that of Mezzocorona (km. 110) on behalf of the Società Elettrica Cisalpina KWH 1,890,420

In the two last cases, the companies, although paying the minimum annual rent fixed, have transported less current than the minimum agreed on in the contracts.

On behalf of the Società Elettrica Alto Adige:

from the Bressanone power station to Apuania (km 636)	KWH 15,283,000
from the Bressanone power station to Ferrara (km 302)	" 701,730
on behalf of the Società Larderella:	10,93

The chief production of power in the Administration's power stations come from Hydroelectric plants at Bressanone (Bressanone & Rio Valle) which have functioned regularly for the entire year 1941-42, while they had furnished for short periods during the preceding year, having been brought into action Nov. 10th 1940 and Feb. 13th 1941 respectively. The production of the old power stations was slightly inferior to that of the preceding year, in consequence of the unfavorable weather.

The chief quantity of power furnished by the electrical companies is due principally to the natural steam generating plants of Lardarello & Castelnuovo from which the Administration has drawn 389 million in the preceding year. The average cost of the power of the hydro-electric taken from the plants of the Administration is 7.73 cent per kWh, against 9.19 cent in the preceding year. The cost of the power drawn from the companies is 10.02 cent per kWh, (against 10.17 in the preceding year), the reduction is due to the fact that the Society Lardarello is drawing more power.

a) Used for the electric traction.

Of the power produced by the railway plants 283.889.523 Kwh were used for electric traction, 341.568.680 million Kwh. were sold to other people and 17.440.298 million Kwh were consumed for various auxiliary services in the plants.

Of the power furnished by the electric companies 1.268.567.513 kw were used for the electric traction and 274.754.692 Kw were given to ~~third parties~~, third parties.

The total amount of the power used for the electric traction is 1.552.457.086 million KW, and the total sum 2.169.557.668 (1) The average costs of the power furnished by the Administration plants for the electric traction were 12.27 cent, and 10.62 for the power furnished by the private companies. The total average cost is 10.92 cent. per KW against 11.24 cent. in the preceding year.

b) Ceded to third parties.

As stated above the Administration has given a part of the power produced in its own plants to the following companies.

Electrical Company Alto Adige	Kwh	317.632.792
Company of National Industry of aluminium	"	6.072.329
Hydroelectric Company of Piedmont	"	2.333.022
Electrical Company of Bressanone	"	14.352.838
The Alto Valtellina Railway Co. for administering the Sondrio-Tirano line	"	1.082.640
Electrical Co. of Rome in crabservice	"	95.058

companies is due principally to the natural steam generating plants of Lardarello & Castelnuovo from which the Administration has drawn 589 million in the proceeding year. The average cost of the power of the hydro-electric taken from the plants of the Administration is 7,73 cent per kWh, against 9,13 cent in the proceeding year. The cost of the power drawn from the companies is 1002 cent per kWh, (against 10,17 in the proceeding year), the reduction is due to the fact that the Society Lardarello is drawing more power.

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Hydroelectric Company of Piedmont	"	2.333.022
Electrical Company of Bressanone	"	44.352.838
The Alta Valtellina Railway Co. for administering the Sondrio-Tirano line	"	1.092.640
The Electrical Co. of Rome in exchange service	"	95.058
Total	Kwh	341.568.680

(1) - The said expenses in the definite budget are lire 180.167.492 as there has been included in this sum the total amount of arrears and other expenses referring to other services given by other companies suppliers of power, while the power ceded to third parties is not calculated.

c) Works privately owned and controlled by the Administration in the Trentino:
 Length of lines administered..... 15,300 km.
 Development of the electrified track (including those in the stations)..... 15,500 "
 Main transmission lines for the carrying of power..... 1,080 "
 Conversion substation to continuous current... 1-
 Power installed in the above-mentioned substation..... KW 240
 d) Works constructed and administered by electrical companies on behalf of the Administration for the use of the network three-phase 3,700 Volts; 16,7 periods;
 km. 912 of main transmission lines of which 620 km. will pass into the ownership of the Administration, when the present contract expires;

9 transformation substations of which 7 will pass into the ownership of the Administration and 2 will remain the property of the company, when the present contract expires.

Power Stations - The sources which furnished electric power for the electrified lines during the years 1941-42 were 35, of which two were reserve, with an installed power of 680.860 Kw. at the service of the State Railways.

Nine of these power stations are the property of the Administration. Amongst these are included the two constituting the hydro-electric works of Bressanone (Bressanone & Rio Valle), the production of which is reserved partly for the administration of the electrified railways network and partly for the Alto Adige Electrical Company for industrial uses in the Mitterteich Group (production of azote and Aluminium).

The Administration administers directly its own power stations, with the exception of those of Bressanone & Rio Valle, the administration of which is temporarily in the hands of the Alto Adige Electrical Society.

The aforesaid 9 power stations belonging to the Administration have an installed power of 261, 300 KW; all the others belong to Electrical Companies which furnish the Administration with power according to contract. Among the latter are included the natural steam generating plants of Gardafello & Castelnuovo from which has been taken, during the year, more than 38% of the power furnished by the various electrical Companies.

Electric Power - The power produced by the Administration's power stations & that furnished by the electrical companies in the year 1941-42 for the electric traction & for other uses has been

d) Works constructed and administered by electrical companies on behalf of the Administration for the use of the network three-phase 3,700 Volts; 16,7 periods; km. 912 of main transmission lines of which 620 km. will pass into the ownership of the Administration, when the present contract expires;

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Electric Power - The power produced by the Administration's power stations & that furnished by the electrical companies in the year 1941-42 for the electric traction & for other uses has been the following:

Hydroelectric power stations belonging to the Administration: 1,341,443 Kw
Hydroelectric power stations belonging to the State Railways: 642,898.501 Kw
1,984,341 Kw

Power stations belonging to the private companies : 1,543,322.205 Kw

Totals : 2,186,220.706 Kw

1942

Ferrara (km.37.8) at single set of vires 130KW (Dec.29th. 1941);
Lardarello-Castelnovo (km.2.4) at single set of three vires at
130KW. (Feb. 19th. 1942) Trento-Verona (km.85) 2nd set of three
vires at 130KW. (March 13th 1942); Cascina-Rifredi (km. 60.2) at
single set of three vires 130KW (June 30th 1942)

Main lines in course of construction on June 30th 1942.

On June 30th 1942 there were in course of construction the following
main transmission lines to complete the electric railway network and
for transportation of the power to the industrial zone of Apuania;
Castelnovo-Chiusi (km.91.2) at single set of three vires at 130KW
Lardarello-Cascina (km.60) 2nd set of three vires at 130KW; Rubiera-
Crevalcore-Trebbio (km.56) at single set of vires at 130KW; Ferrara-
Portomaggiore (km.23) at single set of vires at 130KW; double set of
vires already in existence Trento-Bressanone (km. 95) at 130KW;
Schedule of the works on June 30th 1942:

a) Works belonging to the Administration and controlled by same:

Lines electrified with the system:

lines 3000V per km.	three phase 10,000V 45 per. km.	CC 3000V	CC 10,000V third rail	total
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Length of the lines adminis- tered.....km.	1,821.6	118.2	3,402.9	72.6	5,415.3
Development of the electrified tracks (includ- ing those of the stations).....km.	3,647.9	154.5	7,782.2	167.6	11,762.2
Transmission lines.....km.	781	33	2,042.3	1.5	2,857.2
Main transmission lines for the carrying of power km.	2,601.3	198.7	5,677.5	113.1	8,590.6
Fixed transformation substations..... No.	72	4	83	8	167
Power installed in the fixed sub- stations.....KVA.eKW	332,820	25,200	360,900	24,700	743,620
Movable transfor- mation substations	15	1	27	44	44
Total power of the movable trans- mission stations and	32,180	2,250	54,000	---	90,430

Portomaggiore (km. 23) at single set of wires at 130KV; double set of wires already in existence Trento-Bressanone (km. 95) at 130KV;
Schedule of the works on June 30th 1942:

a) Works belonging to the Administration and controlled by same:
Lines electrified with the system:

	Power phase 3700V per km.	Three phase 10,000V 45 per.	CC 3000V	CC on third rail	total
Length of the lines administered.....km.	1,821.6	118.2	3,402.9	72.6	5,415.3
Development of the electrified tracks (including those of the stations).....km.	3,647.9	164.5	7,782.2	168.6	11,762.2
Transmission lines.....km.	781	33	2,042.3	1.5	2,857.2
Main transmission lines for the carrying of power km.	2,601.3	198.7	5,677.5	113.1	8,590.6
Fixed transformation substations..... No.	72	4	83	8	167
Power installed in the fixed substations.....KVA.eKW	332,820	25,200	360,900	24,700	743,620
Movable transformation substations	15	1	27	44	44
Total power of the movable transmission stations KVA and KW	32,180	2,250	54,000	---	90,430

(1) For the total schedule of the works of the electric traction with the three-phase system 3,700V., 16.7 periods, bear in mind what is said in point d) of this chapter.

b) Works the property of the administration and controlled by the Swiss Federal Railways:

Length of lines administered.....	19,066	19,066
Development of electrified track (including those in the stations).....	50,548	50,548
Transmission lines.....	10	10

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ELECTRIFICATION.

Production and distribution of electric power.

Length of electrified railway lines.

The length of the electrified railway lines administered by the State on June 30th 1942 was 3,430.7 km. compared with 3,218.2 of the preceding administration, with an increase of 212.5 km. during the 1941-42 administration; due to the opening of the electric current on the following lines with 603000 V with overhead wires:

km. 6.3 double track for rectification in the length of the secondary line Lavino-Bivio Bererara in the Bologna Division;
km. 205.4 for the transformation of the steam-hauled system to electric on Nov. 15th. 1941 of the Bologna-Verona-Trento section (km. 106.8 single track from Bivio S. Lucia (Verona) to Tavernella d'Emilia and km. 98.6 of double track on the remaining section) of the Bologna and Venice division;

km. 2.6 double track by the opening of the secondary line Bivio-Tavernelle-Bivio Calderara on May 14th. 1942; in the Bologna division;
km. 1.3 double track by the opening of the secondary line Bologna-Arcoveggio-Bivio Navile in the Bologna division;

km. 1.3 double track by the opening of the secondary line Bologna S. Donato-Bivio Rimesse in the Bologna division;

km. 16 double track by the opening of the secondary line Bologna S. Donato-Bivio S. Donato in the Bologna division;

There were also finished, but not opened to traffic, the following lines and secondary lines:

km. 12 Caserta-Cancello double track;

km. 30.9 Cancelli-Torre Annunziata single track;

km. 35.4 Cancelli-Codola single track;

km. 3.6 secondary line Pescara-Bologna Corticella double track;

km. 1.3 secondary line Bivio-Bertalia-Bivio Trebbio double track.

Lines in course of electrification.

On June 30th 1942 there were in course of electrification km. 123.6 of the Domodossola-Milan line double track from Domodossola to Arona and from Gallarate to Milan and single track on the remaining stretch Arona-Gallarate;

km. 78.1 of the Riferidi-Varelli-Pisa line, double track;

km. 27.1 of the Ciampino-Velletri line, single track;

km. 21.4 of the Cancelli-Naples line, double track;

km. 14.5 of the Ciampino-Albano line, single track;

km. 4.6 of the secondary line Coda-Nocera Superiore, single track

The work connected with the electrification is going on, such as the reinforcing of the permanent way and of bridges, the putting in order of tunnels and stations, lengthening the tracks in the stations, etc.

line Bivio-Berzera in the Bologna division;
 km. 205.4 for the transformation of the steam-hauled system to electric on Nov. 15th. 1941 of the Bologna-Verona-Trento section (km. 105.8 single track from Bivio S. Lucia (Verona) to Tavernella d'Emilia and km. 98.6 of double track on the remaining section) of the Bologna and Venice division;

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km. 73.1 of the Riferi-Beroli-Pisa line, double track;

km. 27.1 of the Ciampino-Velletri line, single track;

km. 21.4 of the Cancelli-Neples line, double track;

km. 14.5 of the Ciampino-Albano line, single track;

km. 4.6 of the secondary line Codoba-Mocera Superiore, single track. The work connected with the electrification is going on, such as the reinforcing of the permanent way and of bridges, the putting in order of tunnels and stations, lengthening the tracks in the stations, etc. on the Bologna-Venice-Cervignano, Piacenza-Voghera, Pisa-Lucca-Pistoia, Palermo-Messina, Messina-Siracusa, Ancona-Lecce and Battipaglia-Taranto-Brindisi.

Main Lines entered into use during the 1941-42 administration.

During the 1941-42 administration there have been finished and put into use the following main transmission lines: 1927

Cascina-Apuania-Massa (km. 51.5) set of three wires at 130KV and connections with the substation Apuania Massa to various establishments of the industrial zone of Apuania (km. 15.7) at 130KV (Sept. 7th 1941); main line connections in the industrial zone of Apuania between the State Railways substation and that of Cieli (km. 7) at double set of three wires at 75KV (Sept. 14th. 1941) Crevalcore-

3.700 V 16.7 P 3 PHASE 1812.6 KMS.
 10.000 V 45.P 3 PHASE 1182 "
 3.000 V D.C. 3403 "
 750 V D.C. 72.6 "

DIVISION	FROM	TO	3.700 V 16.7 P/3	10.000 V 45 P/3	3.000
MILAN	VOGHERA	NOVI MIGURE	34.5 ✓		
MILAN	VARESE-RHO	MILAN			
MILAN	PORTO-SEBESIO	VARESE			
MILAN	CREMAVENNA	COLICO	26.3 ✓		
MILAN	SONDRIO	COLICO	40.3 ✓		
MILAN	COLICO	LECCO	39.0 ✓		
MILAN	LECCO	USMATE-CARNATE	25.5 ✓		
MILAN	USMATE-CARNATE	MONZA	11.8 ✓		
MILAN	MILAN	BOLOGNA			210.3
MILAN	MILAN C.	MILAN ROGO.			9.6
MILAN	JUNCTIONS OF MILAN				22.6
MILAN	VOGHERA	ROGOREDO			54.0
MILAN	MILAN GREGO	CHIASSO			47.4
MILAN	MILAN CENTRALE	MILAN CERTOSA			8.7
MILAN	BIVIO GREGO	B. MUSECCO			5.7
GENOVA	DUSILLA	PONTEDECIMO	10.4		
GENOA	PONTEDECIMO	B. RIVAROLO	6.5		
GENOA	B. RIVAROLO	CAMPASSO SUD	2.2		
GENOA	B. RIVAROLO	SAMPIERDARENA	3.1		
TORINO	MODANE	CONFINE FRANCO	11.3		
TORINO	CONFINE FRANCESE	BARONECCHIA	724		
TURIN	SAVONA IET.	SAMPIERDARENA	39.8		
TURIN	TURIN	PINEROLO	37.2		
TURIN	SUSA	BUSSOLENO	7.5		
TURIN	BUSSOLENO	TURIN	45.4		
TURIN	PROFARTELLO	CHIERI	8.6		
TURIN	B. SANGONE	PROFARTELLO	6.3		
TURIN	PINEROLO	BRICHERASIO	9.6		
TURIN	BRICHERASIO	TORRE PELLICE	7.7		
TURIN	BRICHERASIO	BARGE	11.7		
MILAN	TORTONA	ARQUATA SOBIVIA	22.0 ✓		
TURIN	BARONECCHIA	SAMPIERDARENA	17.0 ✓		
			431.2 ✓		36

1928

0670

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3.700 V 16.7 T 3 PHASE 1812.6 KMS.
 10.000 V 45.P 3 PHASE 1182 "
 3.000 V D.C. 3403 "
 750 V D.C. 72.6 "

LENGTH OF LINE

	TO	3.700 V 16.7 T/3	10.000 V 45 T/3	3.000 V DC	750 V DC
SIO	NOVI LIGURE	34.5 ✓			58.3
	MILAN				14.3
	VARESE				
	COLICO	26.3 ✓			
NATE	COLICO	40.3 ✓			
	LECCO	39.0 ✓			
	USMATE-CARNATE	25.5 ✓			
	MONZA	11.8 ✓			
OF MILAN	BOLOGNA			218.3 ✓	
	MILAN ROGO.			9.6 ✓	
	ROGOREDO			22.6 ✓	
	ONLIASSO			54.0 ✓	
RATE	MILAN CORTOGA			47.4 ✓	
	B. MUREGGIO			8.7 ✓	
	PONTEDECINO	10.4 ✓		5.7 ✓	
	S. RIVARCO	6.5 ✓			
ANCESE	CAMPASSO SUD	2.2 ✓			
	SANTIERBARONA	3.1 ✓			
	CONFINE FRANCO	11.3 ✓			
	BARONECCHIA	724 ✓			
T.	SANTIERBARONA	39.9 ✓			
	PINEROLO	37.2 ✓			
	BUSSOLENO	7.5 ✓			
	TURIN	45.4 ✓			
IO	CHIERI	8.6 ✓			
	TROFARTIO	6.3 ✓			
	BRICHERVIO	2.6 ✓			
	TORRE PERLICE	7.7 ✓			
IO	BARGE	11.7 ✓			
	ARQUATA SCRIVIA	22.0 ✓			
	CALDERARO	17.0 ✓			
		431.2 ✓		366.3 ✓	

0671

DIVISION	FROM	TO	2,700 V 15.7 1/2	10,000 V DC
ROMA	B. TUSCOLANA	B. MANDURIONE		
ROMA	ROMA TUSCOLANA	B. MANDURIONE		
ROMA	ROMA SPINESTINA	ROMA TIBURTINA		
ROMA	ROMA TIBURTINA	ROMA S. LORENZO		
ROMA	FOURTE GALERIA	FOUMICINO		
ROMA	CIVITAVECCHIA sta.	CIVITAVECCHIA (e.p.)		
ROMA	ROMA TIBURTINA	SETTEBAGNI		
ROMA	CIVITAVECCHIA	AURELIA		
ANCONA	FALCONARA	CRUE		
ANCONA	ANCONA C.	ANCONA M.		
TURIN	NOVA S. GIUSEPPE	DI CAIRO	25.5 ✓	
TURIN	D. GIUSEPPE DI CAIRO	SAVONA	19.9 ✓	
TURIN	QUADRIVIO TORRELLA	S. BENIGNO	4.5 ✓	
TURIN	ALESSANDRIA Ia Sm.	ALESSANDRIA C.	1.2 ✓	
NAPLES	BATTIPAGLIA	REGGIO CALABRIA		
NAPLES	CASERTA-CANCELLO	TORRE ANNUNZIATA		
ROMA	ROMA	FRASCATI		
5 1/2 ✓				
VENICE	BRUNICO	CAMPO TURES	800 V D.C. 15.3 ✓	
MILAN	DOMODOSSOLA	ISSELE	15,000 V 19.1 ✓	
30 ✓				

1929

FROM	TO	3.760 V 16.7 I/3	10.000 V D3	3.006 V D3	750 V
MUSCOLANA	B. MANDRIONE			1.6	
MA TUSCOLANA	B. MANDRIONE			1.7	
MA PRENESTINA	ROMA TIBURTINA			2.4	
MA TIBURTINA	ROMA S. LORENZO			2.0	
ORTE GALERIA	ROMA S. LORENZO			10.4	
VITAVECCHIA st.	CIVITAVECCHIA (so. p.)			123	
MA TIBURTINA	SETTEBRAGNI			11.5	
VITAVECCHIA	AURELIA			6.0	
CONARA	ORTE			202.8	
CONA C.	ANCONA M.			1.7	
VA B. GIUSEPPE	DI CAIRO	25.5			
GIUSEPPE DI CAIRO	SAVONA	19.9			
MERIVIO TORRELLA	S. BENIGNO	4.5			
ESPINOR LA 2m.	ALESSANDRIA C.	1.2			
UTIPAGLIA	REGGIO CALABRIA			399.7	
ERTTA-CANCELLI	TORRE ANNUNZIATA			442.7	
MA	FRASCATI			23.4	
		51.1		707.2	
				124	
ERINICO	CAMPO TURES	800 V D.C. 15.3			
CONCESSOLA	ISNIE	15.000 V 19.1			

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0674

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DIVISION	FROM	TO	3,700 V 16.7 D/3	10,000 V DQ
GENOA	OVADA=ACQUI	ASTI	60.2 ✓	
GENOA	VENTIMIGLIA	MENTONE	10.6 .	
GENOA	S. CROCETTA	B. LAGRANGIA	1.5 .	
VENICE	BOLZANO	BRENNERO	89.3 ✓	
VENICE	BOLZANO	MERANO	21.5 ✓	
VENICE	TRENTO	BOLZANO	55.4 ✓	
VENICE	VERONA P.N.	VERONA P.V.		
NAPLES	POZZUOLI SCIP.	NAPLES MERGELLINA		
NAPLES	NAPLES MERG.	NAPLES P.G.		
NAPLES	NAPLES P.G.	NAPLES V.G.		
NAPLES	VILLA LITerno	POZZUOLI		
NAPLES	BENEVENTO	NAPLES		
NAPLES	TELESE	TELESE BAGNI		
NAPLES	NAPLES	SALERNO		
NAPLES	TORRE ANNUNZIATA	GRAGNANO		
Naples	SALERNO	BATTISPAGLIA		
NAPLES	NAPLES	BATTISPAGLIA		
NAPLES	B. BERTALIA	BIVIO TREBBO		
NAPLES	CANCELLIO	COIOIA		
NAPLES	B. NOCERA	NOCERA SUPERIORE		
NAPLES	CANCELLIO	NAPLES		
NAPLES	B. CASSINO-NAPOLI	TRACCIA-B. SALERNO		
TURIN	TURIN P.N.	TURIN	3.1 ✓	
TURIN	TURIN Sp.	TURIN DORA	7.2 ✓	
FLORENCE	SPEZIA	VIAREGGIO		
FLORENCE	VIAREGGIO	PISA		
FLORENCE	B. NAVICELLI	B. TAGLIAPERRO		
FLORENCE	PISA	LIVORNO		
FLORENCE	B. CALAMBRONE	LIVORNO S. MARCO		
FLORENCE	LIVORNO S. MARCO	LIVORNO C.		
FLORENCE	FLORENCE S.M.N.	FLORENCE C.M.		
FLORENCE	PISTOIA	FLORENCE S.M.N.		
FLORENCE	RIPREDI	FLORENCE C.M.		
FLORENCE	VERZANO	FOROVO	88.9 ✓	
FLORENCE	SARZANA	S. SUERNANO	7.1 ✓	
FLORENCE	FLORENCE C.M.	ROME		

1930

3548 ✓

TO	2,700 V 16.7 F/3	10,000 V DC	3,000 V DC	750 V DC
ASTI	60.3 ✓			
MENTONE	10.6 ✓			
B. LAGRANGIA	1.5 ✓			
BREINERO	89.3 ✓			
MERANO	31.5 ✓			
BOLZANO	55.4 ✓			
VERONA P.V.			3.4 ✓	
NAPLES MERGELLINA			8.5 ✓	
NAPLES P.G.			6.0 ✓	
NAPLES V.G.			1.5 ✓	
POZZUOLI			21.0 ✓	
NAPLES			96.1 ✓	
TADESE BAGNI			1.6 ✓	
SALERNO			53.7 ✓	
GRAGNANO			10.5 ✓	
BATTIGPAGLIA			19.8 ✓	
BATTIGPAGLIA			0.2 ✓	
RIVIO TREBBO			1.3 ✓	
CODOLA			35.4 ✓	
NOCEIRA SUPERIORE			4.6 ✓	
NAPLES			21.4 ✓	
TRACCIA=B. SALERNO			3.1 ✓	
TURIN	3.1 ✓			
TURIN FORA	7.2 ✓			
VIAREGGIO			52.4 ✓	
PISA			22.2 ✓	
B. TAGLIATERRO			1.0 ✓	
LIVORNO			18.9 ✓	
LIVORNO S. MARCO			5.9 ✓	
LIVORNO C.			4.6 ✓	
FIORENCE C.M.			4.1 ✓	
FIORENCE S.M.N.			33.5 ✓	
FIORENCE C.M.			4.2 ✓	
FORNOVO	32.9 ✓			
S. STEFANO	7.1 ✓			
ROME			210.4 ✓	
	354.8 ✓		746.0 ✓	

0.676

DIVISION	FROM	TO	3,700 V 16.7 F/3	10,000 V DC	
FLORENCE	FORNOVO	PARMA			2
FLORENCE	B. MONTETRELLI	F.V. ELISA			1
FLORENCE	CAMPIGLIA	BIOMBINO			3
BOLOGNA	FORRETTA TERME	FISTOLA			5
BOLOGNA	BOLOGNA	FORRETTA TERME			8
BOLOGNA	BOLOGNA C.	PRATO			1
BOLOGNA	BOLOGNA C.	BOLOGNA Sm.			20
BOLOGNA	BOLOGNA	ANCONA			
BOLOGNA	WIDENZA	SAISONAGGIORE			2
BOLOGNA	WIDENZA	FORNOVO			
BOLOGNA	LAVINO B.	BEVERARA			
BOLOGNA	B. TAVENNELE	B. CALDERARA			
BOLOGNA	BOLOGNA ARCOVEG.	B. NAVILE			
BOLOGNA	BOLOGNA S. DONATO	B. S. DONATO			
BOLOGNA	BOLOGNA E. DONATO	B. RIMESSE			
BOLOGNA	B. PESCAROLA	BOLOGNA CORT.			
BOLOGNA	BOLOGNA C.	CASILLIAGGIORE			10
BARI	FOGGIA-CERVARO	BENEVENTO			2
TRIESTE	UDINE	TARVISIO			
TRIESTE	UDINE	GORIZIA			
TRIESTE	CERVIGNANO	TRIESTE (JUNCTIONS)			
TRIESTE	MONTALCONE	GORIZIA			
TRIESTE	B. CALDERA	B. AURISINA			
TRIESTE	DIACCIA	S. PIETRO D. CARO			
TRIESTE	S. PIETRO DEL CARO	DOSTUMIA			
TRIESTE	S. PIETRO DEL CARO	VIUME			
TRIESTE	TRIESTE C.M.	VILLACORRIGINA			
ROMA	ROMA PRENESTINA	TIVOLI			
ROMA	TIVOLI	MANDELA			
ROMA	MANDELA	AREZZANO		53.4	
ROMA	AREZZANO	SUINONA		64.8	
ROMA	ROMA-VILLA ETERNO	AVERSA			2
ROMA	ROMA TERMINI	ROMA PRENESTINA			
ROMA	ROMA TUSCOLANA	ROMA Tiburtina			

1931

FROM	TO	2,700 V 16.7 F/3	10,000 V DC	3,000 V DC	750 V DC
	PARMA			23.0 ✓	
	F.V. PISA			7.3 ✓	
BIANINI	PIOMBINO			13.8 ✓	
LIA	PISTOLA			32.8 ✓	
TA TERME	PORRETTA TERME			58.5 ✓	
	PRATO			80.5 ✓	
A G.	BOLOGNA Sm.			10.4 ✓	
A G.	ANCONA			204.0 ✓	
	SALCOMAGGIORE			9.0 ✓	
	FORNOVO			24.7 ✓	
	REVERARA			9.3 ✓	
B.	B. CALDERARA			226 ✓	
FINELLE	B. NAVILE			1.3 ✓	
A ANCOVER.	B. J. DONATO			1.6 ✓	
A S. DONATO	B. RIMESSE			1.3 ✓	
A S. DONATO	BOLOGNA CORT.			3.6 ✓	
AROLA	CASTELMAGGIORE			8.9 ✓	
A G.	BENEVENTO			101.4 ✓	
-CENVARO	TREVISO			93.6 ✓	
	GORIZIA			32.9 ✓	
MANO	TRIESTE (JUNCTIONS)			45.8 ✓	
COME	GORIZIA			22.3 ✓	
ERIA	B. AURISINA			31.5 ✓	
ITA	S. PIETRO B. CARO			2329 ✓	
PRO DEL CARO	POSTUMIA			12.8 ✓	
PRO DEL CARO	PIUME			55.5 ✓	
DE C.M.	VILLACORTICINA			17.6 ✓	
PRENESTINA	TIVOLI			35.5 ✓	
	MANDELA			14.1 ✓	
LA	AVEZZANO		53.4 ✓		
ANO	SULMONA		54.8 ✓		
VILLA D'ETERNO	AVERSA			201.0 ✓	
TERMINI	ROMA PRENESTINA			4.3 ✓	
THUCOTAMA	ROMA Tiburtina			3.7 ✓	
			118.2	1196.5	

DIVISION	FROM	TO	24.700 V 15.7 1/2	10.200 V 15.7 1/2	2.
TURIN 1	TROFARELLO	ALESSANDRIA	77.0		
TURIN 2	ALESSANDRIA ST.	ALESSANDRIA	3.7		
TURIN 3	ALESSANDRIA	NOVI LIGURE	21.6		
TURIN 4	ALESSANDRIA	VORTONA	21.9		
TURIN 5	CAMPASSO S. BENIGNO	OSSEMOIO NUOVO	3.7		
TURIN 6	CUNEO S. DALMAZZO	S. DALMAZZO	58.1		
TURIN 7	PIENA	VENTIMIGLIA	17.1		
TURIN 8	SAVONA	VENTIMIGLIA	107.4		
TURIN 9	ROSTA	S. DESIDERIO T.	31.6		
TURIN 10	TROFARELLO	CUNEO	74.1		
TURIN	POSSANO	CEVA	38.2		
TURIN	S. DALMAZZO	PIENA	24.2		
TURIN	CARMAGNOLA	CEVA	70.3		
TURIN	S. GIUSEPPE-AQUI	ALESSANDRIA	82.2		
TURIN	CONNECTION NEW STATION OF CUNEO		13.2		
TURIN	CEVA	ORNOA	35.4		
GENOA	RONCO	BUSALLA	5.2		
GENOA	RONCO	SAMPIERDARENA	24.4		
GENOA	B. SUCCHESALE	CAMPASSO	2.7		
GENOA	SAMPIERDARENA	GENOA P.P.	3.1		
GENOA	CORTIGLIANO	SAMPIERDARENA	0.5		
GENOA	ALESSANDRIA	NOVI LIGURE	21.6		
GENOA	CAMPASSO-GENOA	S. LIMBANA	2.9		
GENOA	NOVI LIGURE	RONCO	25.4		
GENOA	B. BUSALLA	B. RONCO	1.3		
GENOA	SAMPIERDARENA	MOLTO VECCHIO	1.5		
GENOA	GENOA S. LIMB.	GENOA P.P.	3.1		
GENOA	NOVI S. BOVO	NOVI LIGURE	2.1		
GENOA	RONCO	ARQUATA SCRIVIA	13.0		
GENOA	SAMPIERDARENA	S. BENIGNO	1.7		
GENOA	SAMPIERDARENA	S. B. S. LIMB	2.8		
GENOA	SAMPIERDARENA	S. BENIGNO	1.8		
GENOA	GENOVA P.P.	SESTRI LEVANTE	45.3		
GENOA	MOLTO VECCHIO	GENOVA P.P.	3.3		
GENOA	SESTRI LEVANTE	SESTRI	44.2		
TURIN	SALISTRAND	BUSSOLENA	23.7		
			91.8.6	711.6	

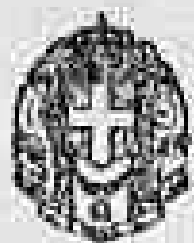
1932

0679

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

TO	3.700 V 18.7 1/3	12.000 V	3.000 V DG	750V DG
ALESSANDRIA	77.0			
ALESSANDRIA	3.7			
NOVI LIGURE	21.6 ✓			
TORTONA	21.9			
GENOIA OSSERNOIO NUOVO	3.7			
MAZZO S. DALLMAZZO	58.1 ✓			
VENTIMIGLIA	17.1 ✓			
VENTIMIGLIA	107.4 ✓			
S. DESIDERIO T.	31.6 ✓			
CUNEO	74.1 ✓			
CEVA	38.2			
PIENA	24.2 ✓			
CEVA	70.3 ✓			
ACQUI ALESSANDRIA	82.2 ✓			
STATION OF CUNEO	13.2 ✓			
GENOVA	35.4 ✓			
DUSILLA	5.2 ✓			
SAMPIERDARENA	24.4 ✓			
CALPAISO	2.7 ✓			
GENOVA F.B.	3.1 ✓			
SAMPIERDARENA	0.5 ✓			
NOVI LIGURE	21.6			
S. LIMBANIA	2.9			
RONCO	25.4			
B. RONCO	1.3			
MODIC VECCHIO	4.5			
GENOVA F.B.	3.1			
NOVI LIGURE	2.1			
ARQUATA SCRIVIA	13.0			
S. BENIGNO	1.7			
S.B.S. LIMB	2.3			
S. BENIGNO	1.8			
CESTRI LEVANTE	45.3			
GENOVA F.B.	3.3			
CHIO	44.2 ✓			
EVANDRE	23.7 ✓			
DIESOLENA	91 1.6 711.6 ✓			

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MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Lavori

OGGETTO

Electric power supply
at Mandela and Castel
Madama.

ALLEGATI N.

Rome

7-55

1944 - A.

N. L. 7/19/19179/I.132/540

Al N.

del

To I.T.Col.L.E.Vining H.Q.A.C.C. -
Transportation Sub-Commission

A.P.O.394

1) With yours, Ref. APO/400 21st August 1944,
works of reabilitation of the Rome- Avezzano line
(line 88) were authorized.

2) For working of electric interlocking plants
and signalling apparates in the stations of Man-
dela and Castel Madama. that are lying along the
above line, it is necessary to put at our disposi-
tion an electric-power supply of about 3 Kilowatt
at Castel Madama.

3) The "Azienda Comunale ELETTRICITA' ed ACQUE"
(Via Milano, N° 62-Rome) must provide to this elec-
tric power supply.

4) Please give necessary dispositions.

THE DIRECTOR GENERAL

ft B. Raimondo

L. Butcher

Lazio Region

843274

Regional Engineer

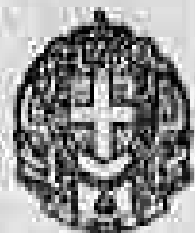
E.M. Section, Sesto

Lazio Umbria Region

522005

1933

134



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Lavori

OGGETTO

Fornitura energia elettrica
a Mandela e Castel Madama.

Roma, 17 - XI 194 4 - A.

N 17/19/19172/I.132/540

Ai N. _____ del _____

Sig. Colonnello D.E. VINING

Head Quarters Allied Control Commission
Transportation Sub Commission

A.P.O. 394

ALLEGATI N. _____

- 1) Con lettera N° APO/406 del 21 agosto 1944, sono stati autorizzati i lavori di ripristino della linea ferroviaria N°83 - Roma - Avezzano.
- 2) Per l'azionamento degli apparati centrali elettrici e di segnalamento delle stazioni di Mandela e Castel Madama, site lungo la precitata linea, occorre che sia messa a disposizione una fornitura di energia elettrica per una potenza di circa 3 KW per Mandela e di circa 5 KW per Castel Madama.
- 3) A tale fornitura di energia dovrebbe provvedere l'Azienda Comunale Elettricità ed Acque di Roma - Via Milano N° 62.
- 4) Si prega di voler concedere la prescritta autorizzazione.

IL DIRETTORE GENERALE

Luigi Raimondo

1934

MINISTRY OF COMMUNICATIONS
WORK SECTION

Rome 7 II 1944

To LT. COL. L.E. VINING,
Transportation Sub Commission

A .P.O. 394

Supply of electric power
at Mandela and Castel Madama.

1. By letter N° APO/400 dated 21. August 1944, the reconstruction of line N° 88 Rome Avezzano has been authorized.
- 2/ For the working of the electric interlocking plants and signal apparatus in the stations of Mandela and Castel Madama, along said line, it is necessary to put at our disposal a supply of electric power, viz., approximately 3 KV for Mandela and approximately 5 KV for Castel Madama.
3. The " Azienda Comunale di Elettricità ed Acque, Rome, Via Milano 62" should supply the said supply.
4. Please give the necessary authorization.

THE DIRECTOR GENERAL
s/s Io Cigno

EJM/em

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub Commission
APO 394

REF. : AGC.TN/100/88 November 14th 1944

TO : Regional Engineer
Lazio Umbria Region

For attention E. and M. Section

SUBJECT : Electric power for Italian State Railways.

1. The work of reconstructions on the Rome - Avezzano line is at present being carried out.
2. For working the signalling apparatus, which are electrically driven, it is necessary to have a small supply of power.
3. It is therefore requested that an immediate supply of 3 Kilowatts be allocated at Mandela and 5 Kilowatts at Castel Madama.

E. J. M. de Nager

Lt. Col. O. E. LINDBERG, R.E.,
Tptn. S.C., A.C. (Rails).

1936

ELECTRIFICATION - ITALY

TRIPHASE LOW FREQUENCY SYSTEM - 3700 V. 16 2/3 Hz.

	Track
Fossano-Cuneo-Ventimiglia-Genova.	1
Torino-Fossano-Mondovi'	2
Mondovi'-Carnagnola.	1
Torino-Pinerolo-Barge	1
Bardonecchia-Torino-Alessandria-Genova-Viareggio.	2
Bastia-Ceva-Savona	1
Asti-Acqui-Ovada.	1
Alessandria-Ovada-Genova	1
Alessandria-Acqui-Cairo	1
Arquata-Genova (succursale)	2
Alessandria-Tortona.	2
Novi Ligure-Tortona	2
Serravalle-Tortona-Voghera	2
Trento-Brennero	2
Monza-Lecco-Colico-Tirano	1
Colico-Chiavenna	1

TRIPHASE HIGH FREQUENCY SYSTEM - 11,000 V. 50 Hz.

Mandela-Sulmona

D.C. SYSTEM 3d rail - 650 V.

Milano-Varese-Porto Ceresio 2

D.C. SYSTEM 3000 V.

Milano-Bologna-Firenze-Roma-Napoli-R. Calabria	2
Falconara-Terni	1
Bologna-Riccione-Ancona.	2
Terni-Orte	2
Milano-Voghera	2
Milano-Como-Chiasso	2
Cervignano-S. Pietro del Carso-Postumia	2
Monfalcone-Gorizia-Udine.	2
Udine-Tarvisio	1
S. Pietro del Carso-Fiume	1
Modena-Finale	1
Trento-Verona	2
Verona-Bologna.	1
Bologna-Pistoia-Firenze	1
Viareggio-Roma	2
Terni-Perugia-Umbertide	1
Aversa-Benevento-Foggia	1
Roma-Mandela	1



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO APPROVVIGIONAMENTI

OGGETTO

Richiesta energia elettrica

ALLEGATI N°

Roma, li 22 Novembre 194 A. P.

N A.25.2/ 693 /89/ 100A
1425/33

Al N. _____ del _____

DIREZIONE GENERALE del

" MILITARY RAILWAY SERVICE "

S E D E

1°- La Ditta F.lli ACHILLI GIULIO e AME-
DEO di Viterbo (piazza degli Espositi N° II)

cui è stata testè rilasciata una ordinazione per la fornitura
a questa Amministrazione di N° 60.000 manichi per pale, picco-
ni e forconi, ha fatto richiesta tendente ad ottenere dalla
Soc. Volsinia di Eletticità di colà, la corrente elettrica
per alimentare il proprio Stabilimento per tutto il giorno, an-
zichè per sole 4 ore giornaliere come ora viene concessa - e
ciò allo scopo di approntare la fornitura stessa al più pre-
sto possibile e comunque nel termine di tempo stabilito.

2°- Siccome è interesse di questa Amministrazio-
ne che la fornitura suddetta sia approntata con la maggiore
possibile sollecitudine, pregasi autorizzare la prefata Soc.
Volsinia a concedere alla Ditta ACHILLI quanto dalla medesima
richiesto.

IL DIRETTORE GENERALE

Luigi Raimondo

1938

Translation Ministry of Communications
I S R General Direction Rome 22 Nov. 1944 7
Procurement Service N A 25/2/693/89/iceA/142/33
Subject: Electric power supply

To Director M.R.S. Building

1) The Firm "Brothers Achilli Giulio & Amedeo" at Viterbo, (11 Espositi Square) which has to manufacture 60.000 handles of shovels, pick axes and pitch forks for the I.S.R. has requested the "Soc. Volsinis di Eletticità" of Viterbo to supply the electric power for its factory, during the whole day instead of 4 daily hours as now it happens.

The purpose of the request is to manufacture said handles as soon as possible, and in any case not beyond the prescribed time.

2) As we are greatly interested in getting quickly such items, we beg you to authorize the "Soc. Volsinis" to supply the Firm Achilli with the power as requested.

The General Director
signed Di Raimondo

Cu/ng22

1939

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION /
RAILS

Reference Tn/R/15 S

NOV. 25 - 44

SUBJECT : Electrical Power

TO : THE POWER ALLOCATION COMMITTEE

R.A.A.C.

Piazza Venezia 11.

1. A request has been received from the Italian State Railway for the supply of electric power to "Laboratorio del Sig. Giorgi Filippo - Via Monserrate 23.
2. This firm is employed in making wire frames for the protection of the railway bridges.
3. Amount of current 4 HP daily for one month.
4. This work is urgent and I shall be glad if the power can be supplied as soon as possible.

A.H. STREET, Major
TRANSPORTATION SUB COMMISSION
RAILS.

1940

Subject: Electric Power Supply.

Military Railway Service,
C.M.F.
Tel: Firebox 53.

File Tn.A.2/76/1.

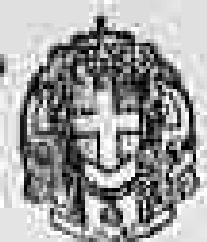
27 Nov. 44.

To: Transportation Sub Commission,
A.C.C.

1. As it is considered that the application for the increase of electric power in a factory producing tool handles for the I.S.R., from 4 hours per day to cover the normal daily working period, is an A.C.C. matter, the enclosures are forwarded for whatever action you consider necessary.

Enc.

G.J. Ellis
G.J. Ellis, S/Capt.,
for Brigadier,
Director Military Railway Service. 1941



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Lavori

OGGETTO

Fornitura energia elettrica
Ditta Achilli Santi di Bracciano.

Roma, - 1 DIC, 1944

194 A.

N. 17/19/25384/I.131/540

Al N.

del

Head Quarters Allied Commission
Transportation sub-Commission
Sig. Maggiore MOLE

A.P.O.394

ALLEGATI N.

- 1) Con lettera N°. ACC/tn/10-6 dell'8 Novembre 1944, è stata autorizzata la costruzione di una tettoia nella stazione di Civitavecchia Porto, mediante l'impiego di travature in legno.
- 2) Dette travature verranno fornite dalla Ditta Achilli Santi di Bracciano.
- 3) Per poter accelerare la lavorazione del precitato materiale occorre che per venti giorni la Ditta Achilli possa far funzionare i propri motori elettrici per 10 ore giornaliere anziché per tre, come attualmente si verifica.
- 4) A tale fornitura di energia già provvede la Soc. Romana di Eletticità - Distribuzione Nord - con sede in Roma, Via Poli N°. 14.
- 5) Si prega di voler concedere la prescritta autorizzazione.

IL CAPO DEL SERVIZIO
LAVORI E COSTRUZIONI

V. Cegus

1942

AMS/em

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
RAILS

REF. : AC.Tn/R/15/S

December 3rd 1944

SUBJECT : Electrical power.

TO : The Power Allocation Committee
R.A.A.C.
Piazza Venezia, 11

1. A request has been received from the Director General I.S.R. that the firm "Achilli Santi" - Bracciano be supplied with electric current for the whole day instead of three hours as at present.

2. This firm are employed on work of military importance, i.e. preparation of timber for roof of warehouse at Civitavecchia.

3. Please issue instructions that the current requested be supplied so that this work shall not be delayed.

A.H. STREET, Major,
Transportation S.C.,
Rails.

Copy to : Director General I.S.R.
Ref.: L7/19/25384/I.131/540
of 1st Dec. 44.

1943

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
RAILS.

ARS/ef
12

REF. : AC.Tn/B/15 S. December 5th 1944

SUBJECT : Electric power.

TO : Electric Division
Region #IV
25, Corso d'Italia.

1. Herewith list of requests for electric power that are outstanding :

- a. Ref. ACC.Tn/100/88 of Nov. 14th
request by State Railways for :
3 K.V. for Mandela
5 K.V. for Castel Madama
for signalling.
- b. Ref. Tn/R/158 of Nov. 25th
by Italian State Railways on behalf of
GIORGI Filippo - 23, Via Monserrato, Rome
4 HP for 1 month
- c. Ref. AC.Tn/R/15/3 of Nov. 28th
from Italian State Railways for
Fratelli ACHILLI Giulio e Amedeo,
via Esposti, 11, Viterbo
current all day instead of 4 hours.
- d. Ref. AC.Tn/R/15/S of Dec. 3rd
Italian State Railways for
ACHILLI Santi - Bracciano
current for whole day instead of 3 hours.

2. Please hasten the allocation of this current.


A.H. STREET, Major,
Transportation Sub Commission,
Rails.

0692

LJM/ld

13

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
A.P.O. 394

18 October 1944

ACC/TN. 138/1

To. Rome Area Allied Command,
Electric Board,

Attention C 4

Subject Supply of Current for Industrial Purposes.

1) The firm of Innocenti, whose works are at Porto Fluviale No 22 have been awarded the contract for the supply and erection of the tubular steel scaffolding to be used in connection with the reconstruction of the River Petrace Bridge on the Italian State Railway system at Gioia Tauro.

2) The reconstruction of this bridge is essential and work has already commenced.

3) A certain amount of drilling and machining is required on the sections to be used for the steel scaffolding and it is therefore requested that current be supplied to the firm.

4) The estimated consumption is 200 KW hours for three consecutive days and it is desired to know on what days this current could be available.

L. S. VINING

L. S. VINING, Lt. Col.,
Trans. Sub Comm.,
Rails.

1945

C O P Y

is major mole for info ^{/aa} IX
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27
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WB/wg

HEADQUARTERS
LAZIO-UMBRIA REGION A.M.G.
(Engineering Division)
APO 394

Rome, 24th November 1944

TO : AC. HQ. Transportation S.C. (Rails)
SUBJECT : Electric Power for Italian State Railways.
FILE N° : R4/ENG/716 (to quote in reply)

In reply to your ACC.Tn/100/88 dated November 14
subject as above.

The request for 3 and 5 kilowatts has been
forwarded to E & M officer N° 3 district for action.

Lt.E.P.WADE-BROWN R.A.
Chief E & M Section.

Noted E.P.M.

1946

0694

ELENCA DELLE LINEE ELETTROPICATE
DAL 16 OTTOBRE 1901 AL 9 APRILE 1943

L I N E E	LUNGHEZZA DELLE LINEE			SISTEMA	DATA DI ATTIVAZIONE
	a semplice binario	a doppio binario	totale		
<u>1 9 0 1</u>					
VARESE-RHO-MILANO	---	58,3	58,3	c.c.750 V.3°r.	16-10-1901
<u>1 9 0 2</u>					
PORTO CERESIO-VARESE	14,3	---	14,3	c.c.750 V.3°r.	15-16-1902
CHIAVENNA-COLICO	26,3	---	26,3	tr.16,7p.3700V.	4- 9-1902
SONDRIO-COLICO	40,3	---	40,3	id	id
COLICO-LECCO	39,0	---	39,0	id	id
Totale 1902	119,9	---	119,9		
Totale progressivo	119,9	58,3	178,2		
<u>1 9 0 8</u>					
BRUNICO-CAMPO TURES	15,3	---	15,3	c.c.800 V.f.a.	21- 7-1908
Totale 1908	15,3	---	15,3		
Totale progressivo	135,2	58,3	193,5		
<u>1 9 1 1</u>					
BUSALLA-PONTEDECIMO	---	10,4	10,4	tr.16,7p.3700V.	1- 3-1911
PONTEDECIMO-B.RIVAROLO	---	6,5	6,5	id	1-10-1911
B.RIVAROLO-CAMPASSO SUD	---	2,2	2,2	id	id
Totale 1911	---	19,1	19,1		
Totale progressivo	135,2	77,4	212,6		
<u>1 9 1 2</u>					
BARDONECCHIA-SALBERTRAND	---	17,0	17,0	tr.16,7p.3700V.	10- 7-1912
Totale 1912	---	17,0	17,0		
Totale progressivo	135,2	94,4	229,6		
<u>1 9 1 3</u>					
SALBERTRAND-BUSSOLENO	23,7	---	23,7	tr.16,7p.3700V.	1- 5-1913
B.RIVAROLO-SAMPIERDARENA	---	3,1	3,1	id	1- 9-1913
Totale 1913	23,7	3,1	26,8		
Totale progressivo	158,9	97,5	256,4		
<u>1 9 1 4</u>					
CEVA-S.GIUSEPPE DI CAIRO	25,5	---	25,5	tr.16,7p.3700V.	1- 5-1914
S.GIUSEPPE DI CAIRO-SAVONA	19,9	---	19,9	id	id

1901	VARESE-RHO-MILANO	---	58,3	c.c.750 V.3°r.	16-10-1901
1902	PORTO CERESIO-VARESE	14,3	---	14,3 c.c.750 V.3°r.	15-16-1902
	CHIAVENNA-COLICO	26,3	---	26,3 tr.16,7p.3700V.	4-9-1902
	SONDRIO-COLICO	40,3	---	40,3 id	id
	COLICO-LECCO	39,0	---	39,0 id	id
	Totale 1902	119,9	---	119,9	
	Totale progressivo	119,9	58,3	178,2	
1908	BRUNICO-CAMPO TURES	15,3	---	15,3 c.c.800 V.f.a.	21-7-1908
	Totale 1908	15,3	---	15,3	
	Totale progressivo	135,2	58,3	193,5	
1911	BUSALLA-PONTEDECIMO	---	10,4	10,4 tr.16,7p.3700V.	1-3-1911
	PONTEDECIMO-B.RIVAROLO	---	6,5	6,5 id	1-10-1911
	B.RIVAROLO-CAMPASSO SUD	---	2,2	2,2 id	id
	Totale 1911	---	19,1	19,1	
	Totale progressivo	135,2	77,4	212,6	
1912	BARDONECCHIA-SALBERTRAND	---	17,0	17,0 tr.16,7p.3700V.	10-7-1912
	Totale 1912	---	17,0	17,0	
	Totale progressivo	135,2	94,4	229,6	
1913	SALBERTRAND-BUSSOLENO	23,7	---	23,7 tr.16,7p.3700V.	1-5-1913
	B.RIVAROLO-SAMPIERDARENA	---	3,1	3,1 id	1-9-1913
	Totale 1913	23,7	3,1	26,8	
	Totale progressivo	158,9	97,5	256,4	
1914	CEVA-S.GIUSEPPE DI CAIRO	25,5	---	25,5 tr.16,7p.3700V.	1-5-1914
	S.GIUSEPPE DI CAIRO-SAVONA	19,9	---	19,9 id	id
	Totale 1914	45,4	---	45,4	
	Totale progressivo	204,3	97,5	301,8	
1915	LECCO-USMATE CARNATE	18,6	6,9	25,5 tr.16,7p.3700V.	15-2-1915
	USMATE CARNATE-MONZA	11,8	---	11,8 id	id

L I N E E	LUNGHEZZA DELLE LINEE			SISTEMA	DATA DI ATTIVAZIONE
	a semplice binario	a doppio binario	totale		
MODANE-CONFINE FRANCESE	---	11,3	11,3	tr. 16,7p. 3700V.	20- 5-1915
CONF. FRANCESE-BARDONECCHIA	---	7,4	7,4	id	id
RONCO-BUSALLA	---	5,2	5,2	id	20- 6-1915
RONCO-SAMPIERDARENA	---	24,4	24,4	id	21- 7-1915
BIVIO SUCCURSALE-CAMPASSO	---	2,7	2,7	id	id
Totale 1915	30,4	57,9	88,3		
Totale progressivo	234,7	155,4	390,1		
1 9 1 6					
SAMPIERDARENA-GENOVA P.P.	---	3,1	3,1	tr. 16,7p. 3700V.	16- 5-1916
B. CORNIGLIANO-SAMPIERDARENA	0,5	---	0,5	id	1- 9-1916
SAVONA LET.-SAMPIERDARENA	29,1	10,8	39,9	id	id
Totale 1916	29,6	13,9	43,5		
Totale progressivo	264,3	169,3	433,6		
1 9 1 7					
TORINO-PINEROLO	29,7	7,5	37,2	tr. 16,7p. 3700V.	1- 5-1917
Totale 1917	29,7	7,5	37,2		
Totale progressivo	294,0	176,8	470,8		
1 9 1 9					
SUSA-BUSSOLENO	7,5	---	7,5	tr. 16,7p. 3700V.	2- 8-1919
Totale 1919	7,5	---	7,5		
Totale progressivo	301,5	176,8	478,3		
1 9 2 0					
BUSSOLENO-TORINO P.N.	---	45,4	45,4	tr. 16,7p. 3700V.	26-11-1920
Totale 1920	---	45,4	45,4		
Totale progressivo	301,5	222,2	523,7		
1 9 2 1					
TROPARELLO-CHIERI	8,6	---	8,6	tr. 16,7p. 3700V.	20- 4-1921
B. SANGONE-TROPARELLO	---	6,3	6,3	id	id
PINEROLO-BRICHERASIO	9,6	---	9,6	id	18- 7-1921
BRICHERASIO-TORRE PELLICE	7,7	---	7,7	id	20- 9-1921
BRICHERASIO-BARGE	11,7	---	11,7	id	id
Totale 1921	37,6	6,3	43,9		
Totale progressivo	339,1	228,5	567,6		
1 9 2 2					
TROPARELLO-ALESSANDRIA	---	77,0	77,0	tr. 16,7p. 3700V.	1952 4-1922
ALESSANDRIA-ALESSANDRIA	---	3,7	3,7	id	10- 4-1922

1 9 1 6	SAMPIERDARENA-GENOVA P.P. Genova	3,1	3,1	tr. 16,7p. 3700V.	16- 5-1916
	B. CORNIGLIANO-SAMPIERDARENA Genova	---	0,5	id	1- 9-1916
	SAVONA LET.-SAMPIERDARENA Torino	10,8	39,9	id	id
	Totale 1916	13,9	43,5		
	Totale progressivo	169,3	433,6		
1 9 1 7					
	TORINO-FINEROLO Torino	7,5	37,2	tr. 16,7p. 3700V.	1- 5-1917
	Totale 1917	7,5	37,2		
	Totale progressivo	176,8	470,8		
1 9 1 9					
	SUSA-BUSSOLENO Torino	7,5	7,5	tr. 16,7p. 3700V.	2- 8-1919
	Totale 1919	7,5	7,5		
	Totale progressivo	176,8	478,3		
1 9 2 0					
	BUSSOLENO-TORINO P.N. Torino	45,4	45,4	tr. 16,7p. 3700V.	26-11-1920
	Totale 1920	45,4	45,4		
	Totale progressivo	222,2	523,7		
1 9 2 1					
	TROPARELLO-CHIERI Torino	8,6	8,6	tr. 16,7p. 3700V.	20- 4-1921
	B. SANGONE-TROPARELLO Torino	---	6,3	id	id
	FINEROLO-BRICHERASIO Torino	9,6	9,6	id	18- 7-1921
	BRICHERASIO-TORRE PELLICE Torino	7,7	7,7	id	20- 9-1921
	BRICHERASIO-BARGE Torino	11,7	11,7	id	id
	Totale 1921	37,6	43,9		
	Totale progressivo	339,1	567,6		
1 9 2 2					
	TROPARELLO-ALESSANDRIA TO	77,0	77,0	tr. 16,7p. 3700V.	4-1922
	ALESSANDRIA sm.-ALESSANDR. TO	3,7	3,7	id	10- 4-1922
	ALESSANDRIA-NOVI LIGURE Genova	21,6	21,6	id	id
	CAMPASSO-GENOVA S. LIMBANIA GEN	1,7	2,9	id	id
	NOVI LIGURE-RONCO GENOVA	25,4	25,4	id	id
	B. BUSALLA-B. RONCO GENOVA	1,3	1,3	id	12- 4-1922

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L I N E E	LUNGHEZZA DELLE LINEE			SISTEMA	DATA DI ATTIVAZIONE
	a semplice binario	a doppio binario	totale		
SAMPIERDARENA-S. LIMBANIA-P. CARICAM; -MOLO VECCHIO	1,7	2,8	4,5	tr. 16,7p. 3700V.	20- 4-1922
Totale 1922	2,9	133,5	136,4		
Totale progressivo	342,0	352,0	704,0		
1 9 2 3					
GENOVA S. LIMB.-GENOVA P.B.	1,7	1,4	3,1	tr. 16,7p. 3700V.	1- 4-1923
NOVI S. BOVO-NOVI LIGURE	---	2,1	2,1	id	15- 4-1923
RONCO-ARQUATA SCRIVIA	---	13,0	13,0	id	20- 6-1923
Totale 1923	1,7	16,5	18,2		
Totale progressivo	343,7	378,5	722,2		
1 9 2 4					
VOCHERA-NOVI LIGURE	---	34,5	34,5	tr. 16,7p. 3700V.	30- 6-1924
ALESSANDRIA+TORTONA	---	21,9	21,9	id	id
CAMPASSO-S. BENIGNO-B. OSSER.	---	2,7	2,7	id	id
MOLO NUOVO	---	0,3	0,3	id	id
SAMPIERD.-S. BENIGNO	1,7	---	1,7	id	id
TORTONA-ARQUATA SCRIVIA	---	22,0	22,0	id	id
SAMPIERD.-S. BENIGNO-S. LIMB.	2,8	---	2,8	id	id
QUADRIVIO TORBELLA-SAMPIERdarena-S. BEIGNO	1,2	3,3	4,5	id	id
SAMPIERDARENA-S. BENIGNO (linea della Sanità)	1,8	---	1,8	id	id
Totale 1924	7,5	84,7	92,2		
Totale progressivo	351,2	463,2	814,4		
1 9 2 5					
GENOVA P.P.-SESTRI LEVANTE	---	45,3	45,3	tr. 16,7p. 3700V.	26- 4-1925
MOLO VECCHIO-Q. TRAVERSATA-GENOVA P.P.	2,2	1,1	3,3	id	30- 6-1925
POZZUOLI SOLF.-NAPOLI MERG.	---	8,5	8,5	c.c. 3000 V.f.a.	20- 9-1925
NAPOLI MERG.-NAPOLI P.G.	---	6,0	6,0	id	id
TORINO P.N.-TORINO sm.	1,1	2,0	3,1	tr. 16,7p. 3700V.	1-11-1925
TORINO sm.-Q. ZAPPATA-TORI.	---	7,2	7,2	id	id
NO DORA	---	70,1	73,4		
Totale 1925	3,3	533,3	887,8		
Totale progressivo	354,5				
1 9 2 6					
SESTRI LEVANTE-SPEZIA	18,4	25,8	44,2	tr. 16,7p. 3700V.	21- 4-1926
SPEZIA-VIAREGGIO	---	52,4	52,4	c.c. 3000 V.f.a.	25-10-1926
VIAREGGIO-PISA	---	22,2	22,2	id	id
NOVI-PIA	---	1,0	1,0	id	id

GENOVA S.LIMB.-GENOVA P.B.	1,4	3,1	tr. 16,7p. 3700V.	1-4-1923
NOVI S. BOVO-NOVI LIGURE	2,1	2,1	id	15-4-1923
RONCO-ARQUATA SCRIVIA	13,0	13,0	id	20-6-1923
Totale 1923	1,7	18,2		
Totale progressivo	343,7	722,2		
1 9 2 4				
VOGHERA-NOVI LIGURE	34,5	34,5	tr. 16,7p. 3700V.	30-6-1924
ALESSANDRIA+TORTONA	21,9	21,9	id	id
CAMPASSO-S. BENIGNO-B. GASSER	2,7	2,7	id	id
MOLO NUOVO	0,3	0,3	id	id
SAMPIERD.-S. BENIGNO	---	1,7	id	id
TORTONA-ARQUATA SCRIVIA	22,0	22,0	id	id
SAMPIERD.-S. BENIGNO-S. LIMB.	---	2,8	id	id
QUADRIVIO TORBELLA-SAMPIER				
darena-S. BEIGNO	3,3	4,5	id	id
SAMPIERDARENA-S. BENIGNO	---	1,8	id	id
(linea della Sanità)	1,8			
Totale 1924	7,5	92,2		
Totale progressivo	351,2	814,4		
1 9 2 5				
GENOVA P.P.-SESTRI LEVANTE	45,3	45,3	tr. 16,7p. 3700V.	26-4-1925
MOLO VECCHIO-Q. TRAVERSATA-				
GENOVA P.P.	1,1	3,3	id	30-6-1925
POZZUOLI SOLF.-NAPOLI MERG.	8,5	8,5	c.c. 3000 V.f.a.	20-9-1925
NAPOLI MERG.-NAPOLI P.G.	6,0	6,0	id	id
TORINO P.N.-TORINO sm.	2,0	3,1	tr. 16,7p. 3700V.	1-11-1925
TORINO sm.-Q. ZAPPATA-TORI.				
NO DORA	7,2	7,2	id	id
Totale 1925	70,1	73,4		
Totale progressivo	533,3	887,8		
1 9 2 6				
SESTRI LEVANTE-SPEZIA	25,8	44,2	tr. 16,7p. 3700V.	21-4-1926
SPEZIA-VIAREGGIO	52,4	52,4	c.c. 3000 V.f.a.	28-10-1926
VIAREGGIO-PISA	22,2	22,2	id	id
B. NAVICELLI-B. TAGLIAFERRO	1,0	1,0	id	id
PISA-LIVORNO	18,9	18,9	id	id
B. CALABRONE-LIVORNO M.-				
LIVORNO S. MARCO	2,4	5,9	id	id
LIVORNO S. MARCO-LIVORNO C.	---	4,6	id	id
Totale 1926	122,7	149,2		
Totale progressivo	656,0	1037,0		

0700

L I N E E	LUNGHEZZA DELLE LINEE			SISTEMA	DATA DI ATTIVAZIONE
	a semplice binario	a doppio binario	totale		
1 9 2 7					
NAPOLI P.G.-NAPOLI V.G. <i>NAPOLI</i>	---	1,5	1,5	c.c. 3000 V.f.a.	12- 5-1927
PORRETTA TERME-PISTOIA <i>BOLOGNA</i>	39,8	---	39,8	id	24- 5-1927
BOLOGNA-PORRETTA TERME <i>BOLOGNA</i>	53,6	4,9	58,5	id	28-10-1927
FIRENZE S.M.N.-FIRENZE C.M. <i>FIRENZE</i>	---	4,1	4,1	id	id
PISTOIA-FIRENZE S.M.N. <i>FIRENZE</i>	---	33,5	33,5	id	id
RIFREDI-FIRENZE C.M. <i>FIRENZE</i>	---	4,9	4,9	id	id
VILLA LITERNO-POZZUOLI <i>NAPOLI</i>	---	21,0	21,0	id	id
Totale 1927	93,4	69,9	163,3		
Totale progressivo	474,4	725,9	1200,3		
1 9 2 8					
FOGGIA-CERVARO-BENEVENTO <i>NAPOLI</i>	92,8	8,6	101,4	c.c. 3000 V.f.a.	1- 3-1928
ROMA PRENESTINA-TIVOLI <i>ROMA</i>	35,3	---	35,3	id	28-10-1928
Totale 1928	128,1	8,6	136,7		
Totale progressivo	602,5	734,5	1337,0		
1 9 2 9					
TIVOLI-MANDELA <i>ROMA</i>	14,1	---	14,1	c.c. 3000 V.f.a.	23- 3-1929
MANDELA-AVEZZANO <i>ROMA</i>	53,4	---	53,4	tr. 10000 V.45p.	id
SAMPIERD.-OVADA-ALESSANDR. <i>GENOVA</i>	64,1	9,6	73,7	tr. 16,7p. 3700V.	21- 4-1929
BOLZANO-BRENNERO <i>VERONA</i>	---	89,3	89,3	id	15- 5-1929
Totale 1929	131,6	98,9	230,5		
Totale progressivo	734,1	833,4	1567,5		
1 9 3 0					
DOMODOSSOLA-ISELLE <i>MILANO</i>	---	19,1	19,1	mon. 16,7p. 15000V	15- 5-1930
Totale 1930	---	19,1	19,1		
Totale progressivo	734,1	852,5	1586,6		
1 9 3 1					
CUNEO-S. DALMAZZO <i>TORINO</i>	58,1	---	58,1	tr. 16,7p. 3700V.	15- 5-1931
PIENA-VENTIMIGLIA <i>TORINO</i>	17,1	---	17,1	id	id
SAVONA-VENTIMIGLIA <i>TORINO</i>	93,8	13,6	107,4	id	id
ACOSTA-S. DESIDERIO TERME <i>TORINO</i>	31,6	---	31,6	c.c. 3000 V.f.a.	16-10-1931
BENEVENTO-NAPOLI <i>NAPOLI</i>	76,9	19,2	96,1	id	28-10-1931
TELESE-TELESE BAGNI <i>NAPOLI</i>	1,6	---	1,6	id	id
Totale 1931	279,1	32,8	311,9		
Totale progressivo	1013,2	885,3	1898,5		
1 9 3 2					
VEZZANO-FORNOVO <i>FIRENZE</i>	71,0	17,9	88,9	tr. 16,7p. 3700V.	1- 3-1932
SARZANA-S. STEFANO <i>FIRENZE</i>	7,1	---	7,1		

		21,0	21,0	id	id
TIVOLI-LITIGANO-ROZZANO		---	---	---	---
Totale 1927		93,4	69,9	163,3	---
Totale progressivo		474,4	725,9	1200,3	---
=====		=====	=====	=====	=====
1 9 2 8					
FOGGIA-CERVARO-BENEVENTO		92,8	8,6	101,4	c.c.3000 V.f.a. 1- 3-1928
ROMA PRENESTINA-TIVOLI		35,3	---	35,3	id 28-10-1928
Totale 1928		128,1	8,6	136,7	
Totale progressivo		602,5	734,5	1337,0	
=====		=====	=====	=====	=====
1 9 2 9					
TIVOLI-MANDELA		14,1	---	14,1	c.c.3000 V.f.a. 23- 3-1929
MANDELA-AVEZZANO		53,4	---	53,4	tr.10000 V.45p. id
SAMPIERD.-OVADA-ALESSANDR.		64,1	9,6	73,7	tr.16,7p.3700V. 21- 4-1929
BOLZANO-BRENNERO		---	89,3	89,3	id 15- 5-1929
Totale 1929		131,6	98,9	230,5	
Totale progressivo		734,1	833,4	1567,5	
=====		=====	=====	=====	=====
1 9 3 0					
DOMODOSSOLA-ISELLE		---	19,1	19,1	mon.16,7p15000V 15- 5-1930
Totale 1930		---	19,1	19,1	
Totale progressivo		734,1	852,5	1586,6	
=====		=====	=====	=====	=====
1 9 3 1					
CUNEO-S.DALMAZZO		58,1	---	58,1	tr.16,7p.3700V. 15- 5-1931
PIENA-VENTIMIGLIA		17,1	---	17,1	id id
SAVONA-VENTIMIGLIA		93,8	13,6	107,4	id id
AOSTA-S.DESIDERIO		31,6	---	31,6	c.c.3000 V.f.a. 16-10-1931
BENEVENTO-NAPOLI		76,9	19,2	96,1	id 28-10-1931
TELESE-TELESE BAGNI		1,6	---	1,6	id id
Totale 1931		279,1	32,8	311,9	
Totale progressivo		1013,2	885,3	1898,5	1950
=====		=====	=====	=====	=====
1 9 3 2					
VEZZANO-FORNOVO		71,0	17,9	88,9	tr.16,7p.3700V. 1- 3-1932
SARZANA-S.STEFANO		7,1	---	7,1	id id
Totale 1932		78,1	17,9	96,0	
Totale progressivo		1091,3	903,2	1994,5	
=====		=====	=====	=====	=====

LINEE	LUNGHEZZA DELLE LINEE			SISTEMA	DATA DI ATTIVAZIONE
	a semplice binario	a doppio binario	totale		
1933					
AVEZZANO-SULMONA <i>ROTTA</i>	64,8	---	64,8	tr. 10000V. 45p.	1- 3-1933
Totale 1933	64,8	---	64,8		
Totale progressivo	1156,1	903,2	2059p3		
1934					
BOLOGNA C.-PRATO <i>RO</i>	---	80,5	80,5	c.c. 3000 V.f.a.	22- 4-1934
BOLOGNA C.-BOLOGNA SM. <i>RO</i>	---	10,4	10,4	id	id
BOLZANO-MERANO <i>Venezia</i>	31,5	---	31,5	tr. 16,7p. 3700V.	28-10-1934
TRENTO-BOLZANO <i>Venezia</i>	---	55,4	55,4	id	id
TROPARELLO-CUNEO <i>Torino</i>	23,8	50,3	74,1	id	id
FOSSANO-CEVA <i>Torino</i>	---	38,2	38,2	id	id
NAPOLI-SALERNO <i>Napoli</i>	---	53,7	53,7	c.c. 3000 V.f.a.	id
TORRE ANNUNZIATA-GRAGNANO <i>Napoli</i>	4,8	5,7	10,5	id	id
Totale 1934	60,1	294,2	354,3		
Totale progressivo	1216,2	1197,4	2413,6		
1935					
S. DALMAZZO-PIENA <i>TOR</i>	24,2	---	24,2	tr. 16,7p. 3700V.	21- 4-1935
NOCERA INFERIORE-CODOLA <i>NAP</i>	3,6	0,7	4,3	c.c. 3000 V.f.a.	id
CARMAGNOLA-CEVA <i>TOR</i>	70,3	---	70,3	tr. 16,7p. 3700V.	28-10-1935
UDINE-TARVISIO <i>Trieste</i>	93,6	---	93,6	c.c. 3000 V.f.a.	id
FIRENZE C.M.-ROMA <i>Firenze</i>	---	310,4	310,4	id	id
ROMA-VILLA LITerno-AVERSA <i>ROMA</i>	6,4	194,6	201,0	id	id
e racc. S. MARCELL.-GRICIG.	---	4,3	4,3	id	id
ROMA TERM.-ROMA PRENEST. <i>ROMA</i>	---	3,7	3,7	id	id
ROMA TUSC.-ROMA TIBURTINA <i>ROMA</i>	---	1,6	1,6	id	id
B. TUSCOLANA-BIVIO MANDRIONE <i>ROMA</i>	---	---	---	id	id
ROMA TUSC.-BIVIO MANDRIONE <i>ROMA</i>	1,7	---	1,7	id	id
ROMA PRENEST.-ROMA TIBURT. <i>ROMA</i>	2,4	---	2,4	id	id
ROMA TIBURT.-ROMA S. LORENZ. <i>ROMA</i>	2,0	---	2,0	id	id
Totale 1935	231,7	515,3	747,0		
Totale progressivo	1447,9	1712,7	3160,6		
1936					
UDINE-GORIZIA <i>Trieste</i>	---	32,9	32,9	c.c. 3000 V.f.a.	1- 2-1936
CERVIGNANO-TRIESTE e racc. cordi RONCHI <i>Trieste</i>	2,1	43,7	45,8	id	1- 6-1936
MONFALCONE-GORIZIA <i>Trieste</i>	15,0	7,3	22,3	id	id
BIVIO GALLERIA-DIVACCIA e racc. B. VIADOT.-B. AURISINA <i>Trieste</i>	---	31,5	31,5	id	id
DIVACCIA-S. PIETRO DEL CARSO <i>Trieste</i>	---	23,9	23,9	id	15- 7-1936
S. PIETRO DEL CARSO-POSTUMIA <i>Trieste</i>	---	12,8	12,8	id	14- 8-1936
					20- 9-1936

1934	BOLOGNA C.-PRATO <i>RO</i>	---	80,5	c.c.3000 V.f.a.	22-4-1934
	BOLOGNA C.-BOLOGNA Sm. <i>RO</i>	---	10,4	id	id
	BOLZANO-MERANO <i>Venezia</i>	31,5	31,5	tr.16,7p.3700V.	28-10-1934
	TRENTO-BOLZANO <i>Venezia</i>	---	55,4	id	id
	TROFARELLO-CUNEO <i>Torino</i>	23,8	74,1	id	id
	POSSANO-CEVA <i>Torino</i>	---	38,2	id	id
	NAPOLI-SALERNO <i>Napoli</i>	---	53,7	c.c.3000 V.f.a.	id
	TORRE ANNUNZIATA-GRAGNANO <i>Napoli</i>	4,8	10,5	id	id
	Totale 1934	60,1	354,3		
	Totale progressivo	1216,2	2413,6		
1935	S. DALMAZZO-PIENA <i>TOR</i>	24,2	24,2	tr.16,7p.3700V.	21-4-1935
	NOCERA INFERIORE-CODOLA <i>NAP</i>	3,6	4,3	c.c.3000 V.f.a.	id
	CARMAGNOLA-CEVA <i>TOR</i>	70,3	70,3	tr.16,7p.3700V.	28-10-1935
	UDINE-TARVISIO <i>TRIESTE</i>	93,6	93,6	c.c.3000 V.f.a.	id
	FIRENZE C.M.-ROMA <i>Firenze</i>	---	310,4	id	id
	ROMA-VILLA LITerno-AVERSA <i>ROMA</i>	6,4	194,6	id	id
	e racc.S.MARCELL.-GRICIG.	---	4,3	id	id
	ROMA TERM.-ROMA PRENEST. <i>ROMA</i>	---	3,7	id	id
	ROMA TUSC.-ROMA TIBURTINA <i>ROMA</i>	---	1,6	id	id
	B.TUSCOLANA-BIVIO MANDRIONE <i>ROMA</i>	---	---	id	id
	ROMA TUSC.-BIVIO MANDRIONE <i>ROMA</i>	1,7	---	id	id
	ROMA PRENEST.-ROMA TIBURT. <i>ROMA</i>	2,4	---	id	id
	ROMA TIBURT.-ROMA S.LORENZ. <i>ROMA</i>	2,0	---	id	id
	Totale 1935	231,7	747,0		
	Totale progressivo	1447,9	3160,6		
1936	UDINE-GORIZIA <i>Trieste</i>	---	32,9	c.c.3000 V.f.a.	1-2-1936
	CERVIGNANO-TRIESTE e racc. <i>cordi Ronchi</i>	2,1	43,7	id	1-6-1936
	MONFALCONE-GORIZIA <i>Trieste</i>	15,0	7,3	id	id
	BIVIO GALLERIA-DIVACCIA e racc.B.VIADOT.-B.AURISINA	---	31,5	id	id
	DIVACCIA-S.PIETRO DEL CARSO	---	23,9	id	15-7-1936
	S.PIETRO DEL CARSO-POSTUMIA	---	12,8	id	14-8-1936
	S.PIETRO DEL CARSO-PIUME	55,5	---	id	20-9-1936
	SALERNO-BATTIPAGLIA <i>Napoli</i>	---	19,8	id	28-10-1936
	Totale 1936	72,6	244,5		
	Totale progressivo	1520,5	3405,1		

L I N E E	LUNGHEZZA DELLE LINEE			SISTEMA	DATA DI ATTIVAZIONE
	a semplice binario	a doppio binario	totale		
1 9 3 7					
OVADA-ACQUI-ASTI <i>Genova</i>	60,3	---	60,3	tr. 16,7p. 3700V.	21- 4-1937
S. GIUSEPPE-ACQUI-ALESSANDR. <i>Torino</i>	74,7	7,5	82,2	id	id
BATTIPAGLIA-REGGIO CALABR. <i>Reggio Calabria</i>	398,9	0,8	399,7	c.c. 3000 V.f.a.	id
Rettifica tracciato della NAPOLI-BATTIPAGLIA <i>Napoli</i>	---	0,2	0,2	id	28-10-1937
TRIESTE C.M.-VILLAOPICINA <i>Trieste</i>	17,6	---	17,6	id	id
e raccordi					
Allacciamento nuova stazione di CUNEO <i>Torino</i>	9,9	3,3	13,2	tr. 16,7p. 3700V.	7-11-1937
Totale 1937	561,4	11,8	573,2		
Totale progressivo	2081,9	1896,4	3978,3		
1 9 3 8					
ALESSANDR. SM.-ALESSANDR. C. <i>Torino</i>	1,2	---	1,2	tr. 16,7p. 3700V.	21- 4-1938
MILANO-BOLOGNA <i>Milano</i>	---	218,3	218,3	c.c. 3000 V.f.a.	14-11-1938
BOLOGNA-ANCONA <i>Bologna</i>	---	204,0	204,0	id	id
ROMA-LIVORNO <i>Roma</i>	---	315,8	315,8	id	id
FIDENZA-SALOMAGGIORE <i>Fidenza</i>	9,0	---	9,0	id	id
FIDENZA-FORNOVO <i>Fidenza</i>	24,7	---	24,7	id	id
FORNOVO-PARMA <i>Fidenza</i>	23,0	---	23,0	id	id
BIVIO MORTELLINI-Asse F.V. <i>Fidenza</i>	---	7,3	7,3	id	id
di PISA <i>Fidenza</i>	---	---	10,4	id	id
PONTE GALERIA-FIUMICINO <i>Roma</i>	10,4	---	10,4	id	id
CIVITAVECCHIA st.-CIVITA- <i>Roma</i>	1,3	---	1,3	id	id
VECCHIA (sc.p.) <i>Roma</i>	---	---	---	id	id
MILANO C.-MILANO ROGOREDO <i>Milano</i>	---	9,6	9,6	id	id
(p. Voghera) <i>Milano</i>	---	22,6	22,6	id	id
RACCORDI DI MILANO <i>Milano</i>	---	0,7	0,7	id	id
B. PANIGALE-BIVIO LAVINO <i>Milano</i>	35,4	---	35,4	tr. 16,7p. 3700V.	19-12-1938
CEVA-ORMEA <i>Torino</i>	105,0	778,3	883,3		
Totale 1938	2186,9	2674,7	4861,6		
Totale progressivo					
1 9 3 9					
CAMPIGLIA-PIOMBINO <i>Piombino</i>	13,8	---	13,8	c.c. 3000 V.f.a.	23- 4-1939
VOGHERA-ROGOREDO <i>Voghera</i>	---	54,0	54,0	id	28-10-1939
MILANO GRECO-CHIASSO <i>Milano</i>	---	47,4	47,4	id	id
FALCONARA-ORTE <i>Falconara</i>	175,5	27,3	202,8	id	id
ANCONA C.-ANCONA M. <i>Ancona</i>	1,7	---	1,7	id	id
ROMA TIBURT;-SETTEBAGNI <i>Roma</i>	---	11,5	11,5	id	id
Totale 1939	191,0	140,2	331,2		
Totale progressivo	2377,9	2814,9	5192,8		

e raccordi	17,6	---	17,6	id	id
Allacciamento nuova stazione di CUNEO <i>Pavia</i>	9,9	3,3	13,2	tr. 16,7p. 3700V.	7-11-1937
Totale 1937	561,4	11,8	573,2		
Totale progressivo	2081,9	1896,4	3978,3		
=====					
1 9 3 8					
ALESSANDR. Sm.-ALESSANDR. C. <i>Forlì</i>	1,2	---	1,2	tr. 16,7p. 3700V.	21- 4-1938
MILANO-BOLOGNA <i>Firenze</i>	---	218,3	218,3	c.c. 3000 V.f.a.	14-11-1938
BOLOGNA-ANCONA <i>Firenze</i>	---	204,0	204,0	id	id
ROMA-LIVORNO <i>Roma</i>	---	315,8	315,8	id	id
FIDENZA-SALISOMAGGIORE <i>Reggio</i>	9,0	---	9,0	id	id
FIDENZA-FORNOVO <i>Reggio</i>	24,7	---	24,7	id	id
FORNOVO-PARMA <i>Firenze</i>	23,0	---	23,0	id	id
BIVIO MORTELLINI-Asse F.V. <i>Firenze</i>	---	---	---	id	id
di PISA <i>Firenze</i>	---	7,3	7,3	id	id
PONTE GALERIA-PIUMICINO <i>Roma</i>	10,4	---	10,4	id	id
CIVITAVECCHIA st.-CIVITA- VENEZIA (sc.p.) <i>Roma</i>	1,3	---	1,3	id	id
MILANO C.-MILANO ROGOREDO (p. Voghera) <i>Firenze</i>	---	9,6	9,6	id	id
RACCORDI DI MILANO <i>Firenze</i>	---	22,6	22,6	id	id
B. PANIGALE-BIVIO LAVINO	---	0,7	0,7	id	id
CEVA-ORMEA <i>Firenze</i>	35,4	---	35,4	tr. 16,7p. 3700V.	19-12-1938
Totale 1938	105,0	778,3	883,3		
Totale progressivo	2186,9	2674,7	4861,6		
=====					
1 9 3 9					
CAMPIGLIA-PIOMBINO <i>Firenze</i>	13,8	---	13,8	c.c. 3000 V.f.a.	23- 4-1939
VOGHERA-ROGOREDO <i>Firenze</i>	---	54,0	54,0	id	28-10-1939
MILANO GRECCO-CHIASSO <i>Firenze</i>	---	47,4	47,4	id	id
FALCONARA-ORTE <i>Firenze</i>	175,5	27,3	202,8	id	id
ANCONA C.-ANCONA M. <i>Firenze</i>	1,7	---	1,7	id	id
ROMA TIBURT;-SETTEBAGNI <i>Roma</i>	---	11,5	11,5	id	id
Totale 1939	191,0	140,2	331,2	1948	
Totale progressivo	2377,9	2814,9	5192,8		
=====					
1 9 4 1					
VENTIMIGLIA-MENTONE <i>Roma</i>	---	10,6	10,6	tr. 16,7p. 3700V.	1- 3-1941
B. CROCETTA-B. LAGRANGIA <i>Firenze</i>	---	1,5	1,5	id	28- 3-1941
LAVINO-B. BEVERARA <i>Reggio</i>	---	9,3	9,3	c.c. 3000 V.f.a.	14- 5-1941
ROMA-FRASCATI <i>Roma</i>	9,5	13,9	23,4	id	23- 6-1941

L I N E E	LUNGHEZZA DELLE LINEE			SISTEMA	DATA DI ATTIVAZIONE
	a semplice binario	a doppio binario	totale		
BOLOGNA-VERONA-TRENTO	100,4	105,0	205,4	c.c.3000 V.f.a.	15-11-1941
Totale 1941	109,9	140,3	250,2		
Totale progressivo	2487,8	2955,2	5443,0		
1942					
B.TAVERNELLE-B.CILDERARA		2,6	2,6	c.c.3000 V.f.a.	14- 5-1942
BOLOGNA ARCOVEG.-B.NAVILE		1,3	1,3	id	id
BOLOGNA S.DONATO-B.S.DONATO		1,6	1,6	id	id
BOLOGNA S.DONATO-B.RIMESSE		1,3	1,3	id	id
MILANO C.-MILANO CERTOSA		8,7	8,7	id	1- 7-1942
P.M.BIVIO GRECO-B.MUSOCCO		5,7	5,7	id	id
CASERTA-CANCELLO-TORRE ANN.		11,8	42,7	id	1- 8-1942
BIVIO BERTALIA-BIVIO TREBBO		1,3	1,3	id	id
B.PESCAROLA-BOLOGNA CORTIC.		3,6	3,6	id	id
BOLOGNA C.-CASTELMAGGIORE		9,9	9,9	id	id
CANCELLO-CODOLA	35,4	---	35,4	id	26-10-1942
B.NOCERA-NOCERA SUPERIORE	44,6	---	44,6	id	id
VERONA P.N.-VERONA P.V.		3,4	3,4	id	1-12-1942
Totale 1942	70,9	51,2	122,1		
Totale progressivo	2558,7	3006,4	5565,1		
1943					
CIVITAVECCHIA-AURELIA	6,0	---	6,0	c.c.3000 V.f.a.	22- 3-1943
CANCELLO-NAPOLI	---	21,4	21,4	id	9- 4-1943
B.CASSINO-NAPOLI TRACCIA-BIVIO SALERNO	---	3,1	3,1	id	id
Totale 1943	6,0	24,5	30,5		
Totale progressivo	2564,7	3030,9	5595,6		

1947

ROME AREA ALLIED COMMAND
APO 794, U. S. Army
ELECTRICITY CONTROL BOARD

16.
WHH/va
2 December 1944

SUBJECT: Electricity for Pretelli Achilli,
Piazza degli Esposti 11, Viterbo.

TO : Allied Commission, Transportation Sub-Commission
Railways, APO 394.

1. Reference your letter 28 November 1944 which is herewith returned,
as VITERBO is not within area of the Electricity Control Board. The
Regional Commissioner allots power in his district. VITERBO is in
District 3.

W.H. Hughes

for
W.H. HUGHES
Major DAQMG
Chairman

1 Incl:
As above

1954

PROMEMORIA PER IL SIG. MAGGIORE MOLE

L7/19/I.131/540

In dipendenza dei lavori di ripristino della linea Roma-Avezzano, dovranno essere rimessi in funzione l'impianto di Appareti centrali elettrici della stazione di Mandela ed i servizi accessori a Castel Madama.

Per l'azionamento dei detti impianti occorre che sia messa a disposizione una potenza di circa 3 KW a Mandela e di circa 5 KW a Castel Madama.

Per l'autorizzazione di tale fornitura, che dovrebbe essere effettuata dall'Azienda Comunale Elettricità ed Acque di Roma, con lettera N. L7/19/19179/I.132/540 del 7 Novembre 1944, si è interessata la Commissione Alleata - Sotto Commissione Trasporti - APO/394.

Non essendo a tutt'oggi pervenuta la richiesta autorizzazione e non essendo consentito a questo Servizio di sollecitare la Commissione stessa, di quanto sopra informo la S.V. per le eventuali disposizioni del caso.

Roma, li 4 Dicembre 1944.

IL CAPO DEL SERVIZIO LAVORI



1955

NO FOR MAJOR MOLE.

L7/19/1/ 131/540.

Reference is made to the reconstruction of the Rome-Avezzano line. It is necessary to put the interlocking plant of the Mandela station, as well as the auxiliary plants of Castel Madama in working order. Said plants should ~~have~~ therefore be supplied with electric power of approximately 3 KV for Mandela and approximately 5 KV for Castel Madama.

Concerning the authorization for said power, which should be supplied by the Azienda Comunale Elettricit  ed Acque, Rome" the Allied Transportation SubCommission has taken the matter up. As the requested authorization has not yet been granted, and due to the fact that we cannot solicit the Commission, I beg to inform you about said matter.

THE CHIEF OF THE WORK SERVICE
s/s Io Cigno

Rome, 4th December 1944

1956

18.
COSTRUZIONI INDUSTRIALI E LAVORI PUBBLICI
(C. I. L. P.)

SOCIETÀ A RESPONSABILITÀ LIMITATA

Lavori ferroviari, stradali, di
gallerie - Costruzione di acquedotti,
impianti idroelettrici, opere di bonifica e di irrigazione -
Lavori edili - Fondazioni in terreni difficili

N° 58L/Cc/Ing.GM/gt.

ROMA - PIAZZA AUGUSTO IMPERATORE N. 32
TELEF. 683-921 - 64-917

ROMA, 13 Gennaio 1945

COMANDO ALLEATO
presso SOC. MERIDIONALE DI ELETTRICITA'

M A P O L I
Via Paolo Emilio Imbriani

Si partecipa che la Segheria Rocco Giuliano sita in Afragola in Via Matteo Renato Imbriani n. 5 lavora per conto di questa Società per la fornitura di mercantanti di pioppo occorrenti per i lavori di ricostruzione del ponte in Terni della via Flaminia (Route n. 3) e delle gallerie della linea ferroviaria Ancona-Porto Civitanova, essendo ambedue i lavori di priorità militare n. 1 e di immediato inizio.

Si prega per quanto possibile di aderire alla richiesta di fornitura di energia elettrica.

Ringraziando, con osservanza.

Esatto che la
ditta deve costruire due
gallerie presso Chiusone.
C'è l'altro posto che.

C. I. L. P.
Costruzioni Industriali e Lavori Pubblici
L. 10/11/1935 n. 1502

Ing. Giovanni Marcella
(Dott. Ing. Giovanni Marcella)

1957

18/1/45

gallerie - Costruzione di acquedotti, impianti idroelettrici, opere di bonifica e di irrigazione - Lavori edili - Fondazione in terreni difficili

N° 58L/Cc/Ing.GM/gt.

ROMA, 13 Gennaio 1945

presso COMANDO ALLEATO
SOC. MERIDIONALE DI ELETTRICITA'

N A P O L I
Via Paolo Emilio Imbriani

Si partecipa che la Segheria Rocco Giuliano sita in Afragola in Via Matteo Renato Imbriani n. 5 lavora per conto di questa Società per la fornitura di marciavanti di pioppo occorrenti per i lavori di ricostruzione del ponte in Terni della via Flaminia (Route n. 5) e delle gallerie della linea ferroviaria Ancona-Porto Civitanova, essendo ambedue i lavori di priorità militare n. 1 e di immediato inizio.

Si prega per quanto possibile di aderire alla richiesta di fornitura di energia elettrica.

Ringraziando, con osservanza.

*Esatto che la
ditta deve ricostruire due
gallerie presso Chiusano.
L'altro forse di più.*

18/1/45

Loefer

C. I. L. P.
Costruzioni Industriali e Lenz. Pabbini
L'Amministrazione

Ing. Paolo Marella
(Dott. Ing. Carlo Marella)

1957

AHS/ef

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

Tel: 843239

21st January 1946

Our reference: AC/Tn/5/18/C.E.

TO : Regional Commissioner
Southern Region

SUBJECT : Electricity for Rocco
Giuliano, Via Matteo Imbriani 5
Afragola (Naples)

1. The firm of C.I.L.P. "Costruzioni Industriali e Lavori Pubblici" are carrying out the reconstruction of the Ancona - Civitanova line.

2. The work is of Military Priority No 1.

3. The workshop of Rocco Giuliano, Via Matteo Imbriani 5, Afragola (Naples) is producing for the above stated contractor, special pieces of timber, essential for the reconstruction of the Renni bridge and for the Ancona - Porto Civitanova tunnel.

3. I should be glad if it is possible to supply said workshop with the following power: 200 KW H per day of 8 hours for a month.


C. M. IMBRIANI,
Lieut-Colonel,
Tri-Sub-Comm. A.C.

1958

Tel: 843229

21st January 1945

Our reference: 40/Tn/5/18/C.F.

TO : Regional Commissioner
Southern RegionSUBJECT : Electricity for Rocco
Giuliano, Via Matteo Imbriani 3
Afragola (Naples)

1. The firm of C.I.E.P. "Costruzioni Industriali e Lavori Pubblici" are carrying out the reconstruction of the Ancona - Civitanova line.
2. The work is of Military Priority No 1.
3. The workshop of Rocco Giuliano, Via Matteo Imbriani 3, Afragola (Naples) is producing for the above stated contractor, special pieces of timber, essential for the reconstruction of the Torni Bridge and for the Ancona - Porto Civitanova tunnel.
3. I should be glad if it is possible to supply said workshop with the following power: 200 kw 11 per day of 8 hours for a month.


C. H. LINDBERG,
Lieut-Colonel,
Tn-Sub-Comm.A.C.

1958

AMS/ef

TRANSPORTATION SUB - COMMISSION, A.C.
(MAIL SERVICE)
C/o. Transportation Incorporated,
U.S.A.

191

U R G E N T

20th January 1945

Tel : 843208
Our reference: AC/Tn/5/10/C.S.

TO : Electrical Division
Lazio-Umbria Region
25 Corso d'Italia

SUBJECT : Reconstruction Line
Fisa-Imperia-Florence.

1. The repair of the above line is rated as a military priority.

2. Request has been made by Ferrobeton, Via Catania 3, Rome, contractors for the bridge over the river Arno for the supply of electric current needed for work connected with above reconstruction.

every day
5 KW extra
a) 5 KW per hour during the hours of darkness for lighting the work yard at Casalbetone- Rome- till the 25th February.

every day
31st March
b) Light for use in drawing office and plan copying press - Rome, at Via Catania 3, till 25th February, amount 50 KW monthly.

every day
c) Power to be supplied to Casalbetone work yard, Rome, throughout day and night till 25th February. Amount 8,000 KW monthly.

4. In view of urgency of work I shall be glad if above request can be granted.

O.H. MINNIBERG,
Lieut-Colonel,
Tn-Sub. Comm. A.C.

Tel : 143239

20th January 1949

Our reference: AC/Tn/2/10/0.2.

TO : Electrical Division
Lazio-Umbria Region
25 Corso d'Italia

SUBJECT : Reconstruction line
Pisa-Florence.

1. The repair of the above line is rated as a military priority.

2. Request has been made by Ferrobeton, Via Catania 9, Rome, contractors for the bridge over the river Arno for the supply of electric current needed for work connected with above reconstruction.

every day
5 KW ex etc a
3. a) 5 KW per hour during the hours of darkness for lighting the work yard at Casalbetone-Rome- till the 28th February.

every day
31st March
ex etc a
b) Light for use in drawing office and plan copying press - Rome, at Via Catania 9, till 28th February, amount 30 KW monthly.

every day
c) Power to be supplied to Casalbetone work yard, Rome, throughout day and night till 28th February. Amount 5,000 KW monthly.

4. In view of urgency of work I shall be glad if above request can be granted.

C. H. LINDBERG,
Lieut-Colonel,
Tn-Sub-Comm.A.C.

1959

C o p i a

Roma 20 Gennaio 1945

On.le

Ministero delle Comunicazioni

Ferrovie dello Stato

Direzione Generale Servizio Lavori e

Costruzioni

R O M A

Linea Firenze - Empoli - Pisa
Ripristino ponte sull'Arno

In conformità alle ns. condizioni di offerta e di aggiudicazione dei lavori in oggetto, chiediamo che nella ns. Officina sita in Casalbottone la forza motrice, già concessa in quantità sufficiente, sia erogata regolarmente durante il giorno in modo che l'Officina stessa sia in grado di effettuare almeno due turni.

Inoltre, in rapporto a tali necessari turni di lavoro, chiediamo anche che l'energia elettrica, per illuminazione della Officina sia portata al consumo di 5/Kw al giorno.

Solo con queste concessioni la fabbricazione delle centine potrà proseguire col ritmo necessario a mantenere i termini fissati nelle ns. offerte.

Ciò premesso chiediamo l'interessamento di codesta On. Direzione per l'accoglimento delle domande di cui alla presente.

Con perfetta osservanza.

Linea Firenze - Empoli - Pisa
Ripristino ponte sull'Arno

In conformità alle ns. condizioni di offerta e di aggiudicazione dei lavori in oggetto, chiediamo che nella ns. Officina sita in Casalbortone la forza motrice, già concessa in quantità sufficiente, sia erogata regolarmente durante il giorno in modo che l'Officina stessa sia in grado di effettuare almeno due turni.

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Solo con queste concessioni la fabbricazione delle centine potrà proseguire col ritmo necessario a mantenere i termini fissati nella ns. offerta.

Ciò premesso chiediamo l'interessamento di codesta On. Direzione per l'accoglimento delle domande di cui alla presente.

Con perfetta osservanza.

1930

C o p i a

Roma 20 Gennaio 1945

On.le Ministero delle Comunicazioni
Ferrovie dello Stato
Direzione Generale Servizio Lavori e
Costruzioni

R O M A

Linea Firenze-Eapoli-Pisa
Ripristino Ponte sull'Arno

Per il coordinamento dei ns. lavori di Ufficio per la parte tecnico-amministrativa occorrenti per l'esatto adempimento degli impegni assunti verso codesta On.le Amministrazione per l'appalto dei lavori di cui in oggetto, ci permettiamo fare presente che è necessario che ai ns. Uffici centrali siti in Via Catania n. 9 venga assegnato dall'Ente Comunale interessato, e precisamente dalla A.G.E.A. la forza elettrica sia per l'illuminazione che per la corrente industriale senza aumentare l'attuale dotazione complessiva in modo che di giorno il ns. reparto cinematografico possa riprodurre le copie dei disegni e nelle ore serali il ns. ufficio possa proseguire nell'orario fino alle 8 di sera.

Per quanto riguarda la possibilità della erogazione da noi chiesta aggiungiamo che ci consta, per informazioni assunte, che essa è possibile senza inconvenienti di sorta.

Pregiamo quindi codesta On.le Direzione perchè voglia fare quanto necessario per il favorevole accoglimento della ns. richiesta.

Costruzioni

R O M A

Linea Firenze-Tupoli-Pisa
Ripristino Ponte sull'Arno

Per il coordinamento dei ns. lavori di Uf-
ficio per la parte tecnico-amministrativa occorrenti per l'esatto
adempimento degli impegni assunti verso codesta On.le Amministrazione
ne per l'appalto dei lavori di cui in oggetto, ci permettiamo fare
presente che è necessario che ai ns. Uffici centrali siti in Via
Catenia n. 9 venga assegnato dall'Ente Comunale interessato, e pre-
cisamente dalla A.C.E.A. la forza elettrica sia per l'illuminazione
che per la corrente industriale senza aumentare l'attuale dotazione
complessiva in modo che di giorno il ns. reparto cinesografico possa
riprodurre le copie dei disegni e nelle ore serali il ns. ufficio
possa proseguire nell'orario fino alle 8 di sera.

Per quanto riguarda la possibilità della
erogazione da noi chiesta aggiungiamo che ci consta, per informazio-
ni assunte, che essa è possibile senza inconvenienti di sorta.

Preghiamo quindi codesta On.le Direzione
perchè voglia fare quanto necessario per il favorevole accoglimento
della ns. richiesta.

1961

Ferrobeton

SOCIETÀ ANONIMA ITALIANA - CAPITALE LIT 50.000.000 INTERAMENTE VERSATO
CEMENTO ARMATO - LAVORI IDRAULICI - CIVILI - INDUSTRIALI
SEDE IN ROMA Via Catania 9

- UFFICI
- VENEZIA: Calle Comello, S. Canciano, 5521
Telefono 20-604
 - MILANO: Via Carlo Alberto, 15
Telefono 85395
 - GENOVA: Via Carlo Felice, 4
Telefono 22096
 - NAPOLI: Via S. Brigida, 51
Telefono 22460
 - CAGLIARI: Viale Regina Margherita, 30
Telefono 3191
 - MESSINA: Via dei Verdi (Is. 267)
Telefono 10304
 - PALERMO: Via Gligio Gattuso, 4
Telefono 13255

LABORATORIO SPERIMENTALE
ROMA - Via Catania 9
OFFICINE - MAGAZZINI
ROMA - Casalbertone
Telefono 490360
C.P.E. - ROMA - N. 69

11/C *Roma li* 25 gennaio 1945 *19*
Al
Ministero dei Trasporti
Direzione Generale - Servizio Lavori
ROMA

Linea Firenze-Empoli-Pisa
Ripristino ponte sull'Arno Km. 22+149

Con ns/ lettere del 20 corr., delle quali accludia-
mo copia, esponemmo a cotesto Ministero la necessità di ener-
gia elettrica della officina in località Casalbertone e del
ns/ ufficio di Via Catania.

Per qualche giorno la ns/ officina aveva avuto allac-
ciata l'energia e aveva iniziato il lavoro; ieri 24 corr. la
energia elettrica è stata nuovamente staccata cosicchè si è
dovuto sospendere ogni lavorazione e il carico dei camion non
potendo utilizzare le grue.

Ci rivolgiamo a cotesta Direzione Generale perchè
voglia nuovamente intervenire presso il Comando Alleato, perchè
l'energia elettrica richiesta con le ns/ del 20 corr. ci ven-
ga costantemente concessa in modo da non intralciare o sospen-
dere le lavorazioni necessarie per il cantiere del Ponte sul-
l'Arno.

IL CAPO DEL SERVIZIO Con ogni osservanza.
LAVORI E COSTRUZIONI

Volcano

1962
mu.



25/1/45
Al
Maggiore
Street
con preghiera
di far concedere
quanto
chiede la
Ferrobeton.

BUCA POSTALE 160 - NOMBENTANA
1867 CASALBERTONE (TELEFONO) 1868 4531-4532-4533-4534-4535-4536-4537-4538-4539-4540-4541-4542-4543-4544-4545-4546-4547-4548-4549-4550-4551-4552-4553-4554-4555-4556-4557-4558-4559-4560-4561-4562-4563-4564-4565-4566-4567-4568-4569-4570-4571-4572-4573-4574-4575-4576-4577-4578-4579-4580-4581-4582-4583-4584-4585-4586-4587-4588-4589-4590-4591-4592-4593-4594-4595-4596-4597-4598-4599-4600-4601-4602-4603-4604-4605-4606-4607-4608-4609-4610-4611-4612-4613-4614-4615-4616-4617-4618-4619-4620-4621-4622-4623-4624-4625-4626-4627-4628-4629-4630-4631-4632-4633-4634-4635-4636-4637-4638-4639-4640-4641-4642-4643-4644-4645-4646-4647-4648-4649-4650-4651-4652-4653-4654-4655-4656-4657-4658-4659-4660-4661-4662-4663-4664-4665-4666-4667-4668-4669-4670-4671-4672-4673-4674-4675-4676-4677-4678-4679-4680-4681-4682-4683-4684-4685-4686-4687-4688-4689-4690-4691-4692-4693-4694-4695-4696-4697-4698-4699-4700-4701-4702-4703-4704-4705-4706-4707-4708-4709-4710-4711-4712-4713-4714-4715-4716-4717-4718-4719-4720-4721-4722-4723-4724-4725-4726-4727-4728-4729-4730-4731-4732-4733-4734-4735-4736-4737-4738-4739-4740-4741-4742-4743-4744-4745-4746-4747-4748-4749-4750-4751-4752-4753-4754-4755-4756-4757-4758-4759-4760-4761-4762-4763-4764-4765-4766-4767-4768-4769-4770-4771-4772-4773-4774-4775-4776-4777-4778-4779-4780-4781-4782-4783-4784-4785-4786-4787-4788-4789-4790-4791-4792-4793-4794-4795-4796-4797-4798-4799-4800-4801-4802-4803-4804-4805-4806-4807-4808-4809-4810-4811-4812-4813-4814-4815-4816-4817-4818-4819-4820-4821-4822-4823-4824-4825-4826-4827-4828-4829-4830-4831-4832-4833-4834-4835-4836-4837-4838-4839-4840-4841-4842-4843-4844-4845-4846-4847-4848-4849-4850-4851-4852-4853-4854-4855-4856-4857-4858-4859-4860-4861-4862-4863-4864-4865-4866-4867-4868-4869-4870-4871-4872-4873-4874-4875-4876-4877-4878-4879-4880-4881-4882-4883-4884-4885-4886-4887-4888-4889-4890-4891-4892-4893-4894-4895-4896-4897-4898-4899-4900-4901-4902-4903-4904-4905-4906-4907-4908-4909-4910-4911-4912-4913-4914-4915-4916-4917-4918-4919-4920-4921-4922-4923-4924-4925-4926-4927-4928-4929-4930-4931-4932-4933-4934-4935-4936-4937-4938-4939-4940-4941-4942-4943-4944-4945-4946-4947-4948-4949-4950-4951-4952-4953-4954-4955-4956-4957-4958-4959-4960-4961-4962-4963-4964-4965-4966-4967-4968-4969-4970-4971-4972-4973-4974-4975-4976-4977-4978-4979-4980-4981-4982-4983-4984-4985-4986-4987-4988-4989-4990-4991-4992-4993-4994-4995-4996-4997-4998-4999-5000

20/
AHS/ef

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

Tel : 843239

Our reference: AC/Tn/5/20/C.E.
25th January 1945

TO : Electric Division
Lazio-Umbria Region
25, Corso d'Italia

SUBJECT : Reconstruction Line
Pisa-Empoli-Florence.

1. Further to our letter AC/T/5/19/C.E. of 20th January.
2. The above firm have again approached me and asked for the following modifications to be made in their request.
3. Para 3 a should read: 5 KW per hour extra during the hours of darkness every day till the 31st March.
4. Para 3 b should read: Light for use in drawing office and Plan copying press - Rome, Via Catania 9 - till 31st March, amount 30 KW extra current to be supplied every day.
5. Para 3 c should read: Power to be supplied to Casalbetone Work yard- R throughout day and night every day, till 31st March, amount 2000 KW monthly.
6. The firm complain that yesterday the current was off all day, thus causing severe delay to the work.
7. The firm are also working on the line Ortona-Ancona, a military priority No 1, job.
8. Your cooperation in supplying the above current is requested.

Tel : 843239

25th January 1945

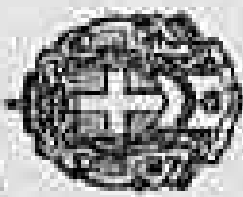
Our reference: AC/Tn/5/20/C.E.

TO : Electric Division
Lazio-Umbria Region
25, Corso d'Italia

SUBJECT : Reconstruction Line
Pisa-Empoli-Florence.

1. Further to our letter AC/T, 5/19/C.E. of 20th January.
2. The above firm have again approached me and asked for the following modifications to be made in their request.
3. Para 3 a should read: 5 KW per hour extra during the hours of darkness every day till the 31st March.
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8. Your cooperation in supplying the above current is requested.

C.H. LINDBERG
Lieut-Colonel,
Tn-Sub.Comm.A.C.



MINISTERO
DELLE COMUNICAZIONI
DEI TRASPORTI
FERROVIE DELLO STATO

DIREZIONE GENERALE

Servizio Approvvigionamenti

Roma, 11 23 gennaio 1935 Anno

n° 4.246/652/569/leg. 20/2245/33

UFFICIO CONTROLLO ELETTRICITÀ C.4

COMMISSIONE ALLEATA

R O M A

(all'attenzione del Magg. Street)

OGGETTO:

Cantiere "Cledca"
Impregnazione traverse -

- 1 - Il Cantiere "Cledca" di Roma (Via Donna Olimpia 68) provvede per conto delle Ferrovie Italiane dello Stato alla impregnazione delle traverse a mezzo di creosoto e tetraborato di sodio.
- 2 - Essendo ricominciati i collaudi e di conseguenza l'afflusso di traverse al detto Cantiere, è necessario intensificare i lavori di impregnazione, in modo da immettere sollecitamente le traverse nei lavori di riparazione delle linee per il ripristino del servizio ferroviario indispensabile per bisogni militari e civili.
- 3 - Occorre assegnare pertanto alla Società "Cledca" un supplemento di 250 Kw. giornaliero di energia elettrica per le ore notturne e propriamente dalle 19 alle ore 3 con massimo di 30 Kw. alle ore 19 - 23 - 3 - 7.
- 4 - L'energia viene fornita dalla Società romana di Elettricità

OGGETTO:

Cantiere "Cledca"
Impregnazione traverse -

UFFICIO CONTROLLO ELETTRICITA' C.4

COMMISSIONE ALLEATA

R O M A

(all'attenzione del Magg. Street)

- 1 - Il Cantiere "Cledca" di Roma (Via Donna Olimpia 68) prov-
vede per conto delle ferrovie Italiane dello Stato alla im-
pregnazione delle traverse a mezzo di creosoto e tetraborato
di sodio.
- 2 - Essendo ricominciati i collaudi e di conseguenza l'af-
flusso di traverse al detto Cantiere, è necessario intensifi-
care i lavori di impregnazione, in modo da immettere sollec-
tamente le traverse nei lavori di riparazione delle linee per
il ripristino del servizio ferroviario indispensabile per bi-
sogni militari e civili.
- 3 - Occorre assegnare pertanto alla Società "Cledca" un sup-
plemento di 250 Kw. giornaliere di energia elettrica per le
ore notturne e propriamente dalle 19 alle ore 8 con massimo
di 30 Kw. alle ore 19 - 23 - 3 - 7.
- 4 - L'energia viene fornita dalla Società romana di Elettricità
- 5 - Si prega perchè venga fatta richiesta di qu~~496~~⁴⁹⁶ sopra
alla F.S.C. Off.

IL DIRETTORE GENERALE

Luigi Xarmonesi

0725

21

Ministry of Transports
General Direction
Supply Service

23 January 1945

A 245/652/569/Sup. 2/2245/33

Armed Commission
Office Centrl Electric Power
C.4

Subject: Cantiere Cledca
Treatment of sleepers

att. Major Street Rome

- 1) The Cantiere Cledca, Rome, Via Donna Olimpia 68, is contracted with I.S.R. to treat sleepers by creosote and sodium tetraborate.
- 2) As testings have been started again and sleepers are being sent to said Cantiere, treatment works are to be intensified, in order quickly to avail of sleepers for repairing lines, to rehabilitate the railway traffic for military and civil requirements.
- 3) Therefore, additional supply of 250 Kilowatt of electric power per day is to be granted to Societa Cledca, for the night time, namely from 1900 hrs to 0800 hrs, with a maximum of 30 Kw. at 1900, 2300, 0300 and 0700 hrs.
- 4) The power is supplied by the Societa Romana di Elettricità.
- 5) Please arrange that the above request be submitted to F.S.C. Off.

Director General
signed Di Raimondo

Ca ng 32/1

1945

- 1) The Cantiere Cledca, Rome, Via Donna Olimpia 68, is contracted with I.S.N. to treat sleepers by creosote and sodium tetraborate.
- 2) As testings have been started again and sleepers are being sent to said Cantiere, treatment works are to be intensified, in order quickly to avail of sleepers for repairing lines, to rehabilitate the railway traffic for military and civil requirements.
- 3) Therefore, additional supply of 250 Kilowatt of electric power per day is to be granted to Società Cledca, for the night time, namely from 1900 hrs to 0800 hrs, with a maximum of 30 Kw. at 1900, 2300, 0300 and 0700 hrs.
- 4) The power is supplied by the Società Romana di Eletticità.
- 5) Please arrange that the above request be submitted to F.S.C. Cfr.

Director General
signed Di Raimondo

C2 ng 32/1

1965

AHS/ef 21

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

26th January 1945

Tel : 843239
Our reference: AG/Tn/5/21/C.E.

TO : Electric Division
Lazio-Umbria Region
25, Corso d'Italia.

SUBJECT : Electrical power.

1. A request has been received from the Director General I.S.R. that the firm of 3 CLEDCA - Rome - Via Donna Olimpia 68 - be supplied with electric current, needed for the sleeper treatment, essential for the reconstruction of the railway.
2. a) 250 KW during the night, namely from 1900 hours till 0800 hours, requiring a maximum of 30 KW at 1900 - 2300 - 0300 and 0700 hours.
3. I shall be glad if above request can be granted.


O.H. LINDBERG,
Lieut-Colonel,
Tn-Sub.Comm.A.C.

1966

AHS/ef

23

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

Tel : 843239
Our reference: AC/Tn/3/23/C.E.

7th February 1945

TO : Regional Engineer
Lazio Umbria Region.
SUBJECT : Electrical power.

1. The doubling of the line between Orte and Rome, is in hand and some 4.000 cubic metres of ballast are required.
2. To obtain this ballast it will be necessary to reopen the quarry at Orvieto belonging to the Ditta Cruciani.
3. To enable this to be done I shall be glad if you will authorize the supply of electric energy as follows:

To Ditta CRUCIANI
ORVIETO Quarry.

Power required : 110 K.Ws for 8 hours daily during the hours of daylight.

4. The doubling of the line is being carried out at the request of the Director Military Railway services.

O.H.LINDBERG,
Lieut-Colonel
Tn-Sub.Comm.A.C.

0729

AHS/em

22.

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

Tel.: 843239

31st January 1945

Our Ref. : AC/Tn/5/22/C.E.

TO : Regional Engineer
Lazio Umbria Region
Electrical Division.

SUBJECT : Electrical power.

1. Under reference ACC/Tn/100/88 of Nov. 14th request was made for the supply of 3 Kws of electricity for Mandela and 5 for Gastel Madama stations.
2. This current is needed for the working of the switches and signalling.
3. A detailed list of power requests was forwarded under reference AC.Tn/R/15/5 of Dec. 5th in which the above was included.
4. Your letter R/ENG/716 of 24th Nov. says that the request has been referred to N° 3 District for action.
5. May we please be informed how this matter stands, as no current has as yet been supplied and the line is being operated.

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

1968

0730
Tel. 043239

31st January 1945

Our Ref. : AC/Tn/5/22/C.E.

TO : Regional Engineer
Lazio Umbria Region
Electrical Division.

SUBJECT : Electrical power.

1. Under reference ACQ/Tn/100/88 of Nov. 14th request was made for the supply of 3 Kws of electricity for Mandela and 5 for Castel Madama stations.
2. This current is needed for the working of the switches and signalling.
3. A detailed list of power requests was forwarded under reference AC.Tn/R/15/5 of Dec. 5th in which the above was included.
4. Your letter R/ENG/716 of 24th Nov. says that the request has been referred to No 3 District for action.
5. May we please be informed how this matter stands, as no current has as yet been supplied and the line is being operated.

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

1968

0731
Re li 29 / 1 / 1945

SOTTOCOMMISSIONE TRASPORTI

COLONNELLO LINDBERG

=====

1° - In dipendenza dei lavori di ripristino della linea Roma-Avezzano, necessita provvedere alla fornitura dell'energia elettrica occorrente per l'alimentazione degli impianti d'illuminazione, sicurezza e segnalamento delle stazioni di Mandela e Castel Madama, nonchè per l'alimentazione della batteria di accumulatori installata presso quest'ultima località.

2° - Tale fornitura riveste carattere della massima urgenza specialmentene nei riguardi della predetta batteria facilmente deperibile se non si provvederà alla sua periodica carica.

3° - Per l'azionamento dei detti impianti occorre che sia messa a disposizione una potenza di circa 3 KW per Mandela e di circa 5 KW per Castel Madama.

4° - Per l'autorizzazione di tale fornitura che dovrebbe essere effettuata dall'Azienda Comunale Elettricità ed Acque di Roma, con lettera N° L. 7/19/19179/I.131/540 del 7 novembre u.s. è stato scritto a codesta Commissione Alleata - Sotto Commissione Trasporti - APO/394.

5° - Sarei a pregare di saperne dire se si potrà avere la richiesta autorizzazione.

IL CAPO DAL SERVIZIO

LoCigno

1967

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

file 5 AHS/af

Report see file 15

Tel : 843191
Ref : AC/Tn/5/31/C.E.

21 January 1946

SUBJECT : Railway Electrification.
TO : ECITO/ORMOA, Bldg.

1. Reference your RY - 407 of the 18 January 1946.
2. Herewith two copies of the monthly report of the Italian State Railways electrification liaison official. you requested?

A.H. STREET, Lt. Col.
Chief of Rail Division

1993

ECITO (ORMOA) ITALY
c/o H.Q., ALLIED COMMISSION
(Transportation & Shipping Sub Commission)
C. M. F.

Tel: 843.458.

18 January 1946.

Telegrams: ALCOM ROME
CITE ACTPT for ECITO.

AP/ch.

Ref: RY - 407.

Subject: Railway Electrification.

To: Transportation Sub Commission - (Rail Division)
Allied Commission.

1. It would be appreciated if two copies of the monthly report of the Italian State Railways electrification liaison official with your Division could be supplied to this office.

acting
R. W. L. FELLOWES,
Divisional Officer,
ECITO/ORMOA ITALY.

0734

Tel. ROME 843191/5 (Firebox)
EXT. 9377

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
OFFICE OF THE DIRECTOR (DMRSI)

Subject : Allocation of Electric Power. Tn.A.3(E)/32. *for file*

To : Servizio Lavori e Costruzione, 22 Dec. 1945.
H.Q. Italian State Railways.

Copy to : Transportation Sub-Commission A.C. (Rails).
(Attention Eng. Savio)

1. As from 1 Dec. 1945 the ALLIED FORCE ELECTRIC POWER COMMITTEE ceased to function as the controlling authority for allocating electric power in Central and Southern Italy.
2. The Allied Commission invited the appropriate Ministry of the Italian Government to set up a similar body to the Allied Force Electric Power Committee to provide a National control for the use of electric power.
3. The Italian Government in accordance with the above invitation considered that Decree No 95 dated 3 April 1944 establishing the Central Commission on Distribution and Utilization of Electric Power gives such Commission sufficient authority to assume these functions.
4. The composition of the Central Commission is substantially as follows :-

Prof. Ing. M. Visentini - Inspector General of the Ministry of Public Works, Chairman,	Dr. Fausto Fasciani - Administrative representative of the Ministry of Public Works, Member,
Dr. Marcello Valentini - Administrative representative of the Ministry of Industry and Commerce,	Eng. Giuseppe Pavia - Technical representative of the Ministry of Industry and Commerce,

0 7 3 5

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Dr. Marcello Valentini - Administrative representative of the Ministry of Industry and Commerce,

Eng. Giuseppe Pavia - Technical representative of the Ministry of Industry and Commerce,

Eng. Giovanni Silva - Representative of Electric Companies, 1001

Eng. Raffaello Melograni - Representative of Industries consuming electric power,

together with such military representation as desired by the Allied Forces, such as :

Works G.H.Q., C.M.F.,

H.Q., 3 District,

ROMA Area Allied Command,

Military Railway Service,

P.B.S. (representing both P.B.S. & MTOUSA), Allied Commission.

5. (a) The bulk allocation of electric power in Central and Southern Italy will in future be handled by the Central Commission with the proviso that military requirements of power will continue to receive first priority when allocations are made.

(b) The Central Commission will function on lines similar to those of the Allied Forces Electric Power Committee and will make monthly allocations of Electric Power commencing with those for January 1946.

(c) The Italian Government has established Local Power Commissions in NAPLES, ROME, and FLORENCE to ensure adequate liaison with the military, such local Power Commissions will compile the bids for electric power for the area under their jurisdiction in consultation with the Military representatives of the appropriate section to ensure that Military requirements are satisfied. Bids will be submitted by the Local Power Commissions to the Central Commission with copies to the Military representatives concerned and to H.Q. Allied Commission, Industries and Utilities Sub-Commission.

6. Therefore in future Italian State Railways should submit bids for electric power and all matters pertaining to such, direct to the local "COMMISSIONE per il CONTROLLO e la DISCIPLINA DELLA DISTRIBUZIONE e UTILIZZAZIONE DELL' ENERGIA ELETTRICA" of the Italian Central Commission for the Distribution and Utilization of Electric Power in accordance with the following tables:-

Designation & address of local power commission.	Geographical area for which commission is responsible	Military formation or Service concerned.
--	---	--

NAPLES. Dr. Picciocchi Presidente Commissione per il Controllo e utilizzazione dell'energia elettrica, PREFETTURA, NAPOLI.	Southern Italy Grid.	P.B.S. 3 District M.R.S.
---	-------------------------	--------------------------------

ROME Dr Scambellori Presidente Commissione per il Controllo e utilizzazione dell'energia elettrica, PREFETTURA ROMA.	Central Italy Grid less Leghorn grid.	P.B.S. 3 District R.A.A.C. M.R.S.
---	--	--

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--	---	--

NAPLES.

Dr. Piciocchi

Presidente

Commissione per il

Controllo e utilizzazione dell'energia elettrica,

PREFETTURA,

NAPOLI.

Southern Italy
Grid.

P.B.S.
3 District
M.R.S.

ROME

Dr Scambellori

Presidente

Commissione per il

Controllo e utilizzazione dell'energia elettrica,

PREFETTURA

ROMA.

Central Italy Grid
less Leghorn grid.

P.B.S.
3 District
R.A.A.C.
M.R.S.

1930

FLORENCE

Consigliere di Prefettura. Leghorn Grid.

Commissione per il

Controllo e utilizzazione dell'energia elettrica,

PREFETTURA

FIRENZE.

P.B.S.
3 District
M.R.S.

Copies of all correspondence relating to above subjects should be forwarded to this H.Q.

E. C. Lyon
S/Capt. R.E.

for Brigadier,

DIRECTOR MILITARY RAILWAY SERVICE.

TRANSLATION

SUBJECT: Electric power supply
Soc.Ferrobeton Via Casalbertone.

In reply to your letter of the 19th December 45,
we inform you that it has been established, if it is possible,
to give to the users of the subject cable the current normally
from 1100 to 1400 hrs and 1800 to 0700 of the following morning.

Società Romana di Elettricità
Direzione Generale

1989

SOCIETA' ROMANA DI ELETTRICITA'

PER AZIONI / SEDE IN ROMA / VIA POLI, 14

CAPITALE SOCIALE L. 478.500.000 VERSATO

S/ma.

Roma.

4 Gennaio 1946

814/277

Spett.

Transportation Sub-Commission

A.O. (Rail Division)

c/o Transportation (Br) Main

C.M.R.

R O M A
Via Vittorio VenetoErogazione energia elettricaSoc. Ferrobeton - Via Casa Ibertone

In risposta alla pregiata Vostra del 19 Dicembre p., V'informiamo che è stato disposto affinché, possibilmente, al cavo che alimenta l'utenza in oggetto venga data corrente normalmente dalle ore 11 alle 14 e dalle 18 alle 17 della mattina successiva.

Distinti saluti 1988

SOCIETA' ROMANA DI ELETTRICITA'
DIREZIONE GENERALE

TEL: 489081
Ext: 317

Transportation S/C

LWL/ac

HEADQUARTERS ALLIED COMMISSION
APO 394
Industry and Utilities Sub-Commission

File 5

197/PWU

28 December 45

SUBJECT : Industrial Current.

TO : Economic Commissioner for North Italy, AMG.
Milan Office.
(Attn. Major Haben).

1. The attached letter from Transportation S/C., A.C., Rail Division requesting priority for electric service to the Ferrobeton shops, who are engaged on the rehabilitation of the Bormida R.R. bridge on the Genoa - Turin R.R. is passed to you in order that it may be given consideration on the priority lists.

GEORGE F. PARKER,
Colonel, Inf.,
Chief Elec. Div.

Copy to: Transportation S/C.
Rail Division.

1987

Enclosure: Letter Transportation S/C.
[AC/In/5/30/CE - 19 December 45.]

file 5 + 5%

TH INC (AC/TH/RAILS)

271530

Capt. COFFEY,

R.L.C. (Turin)

R.L.C. 60 Sabarea (Genoa)

0.6 RESTRICTED (.) YOUR UNNUMBERED MESSAGE (.) ELECTRIC
 SHORTAGE TAKEN UP WITH ELECTRICITY BOARD (.) ALSO HOW WAGON SHORTAGE (.)
 ALL R. WAGNER SPANS EXCEEDED I.S.P. 34 K RAILROAD FOR LINE 50 (.) REF
 AC 358 TH. 4 OF 27/9/45. YES (.) PUSH LINE UP GENOVA - LA SPEZIA AND
 DOCKS (.) REMAIN NORTH SEND ONE COPY REPORTS (.)

1986

copy file 5

ALLIED FORCE
MILITARY RAILWAY SERVICE ITALY
Office of the Director(DMRSI)

Subject : Allocation of Electric power. Tn.A.3(E)/32.
To : Servizio Lavori e Costruzioni, 22 Dec. 1945.
H.Q. Italian State Railways.
Copy to : Transportation Sub-Commission A.C. (RAILS).
(Attention Eng. Savio).

1. As from 1 Dec. 1945 The ALLIED FORCE ELECTRIC POWER COMMITTEE ceased to function as the controlling authority for allocating electric power in Central and Southern Italy.
2. The Allied Commission invited the appropriate Ministry of the Italian Government to set up a similar body to the Allied Force Electric Power Committee to provide a National control for the use of electric power.
3. The Italian Government in accordance with the above invitation considered that degree N° 95 dated 3 April 1944 establishing the Central Commission on Distribution and Utilization of Electric Power gives such Commission sufficient authority to assume these functions.
4. The composition of the Central Commission is substantially as follows :-

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Dr. Fausto Fasciani	- Administrative representative of the Ministry of Public Works, Member.
Dr. Marcello Valentini	- Administrative representative of the Ministry of Industry and Commerce.
Eng. Giuseppe Pavia	- Technical representative of the Ministry of Industry and Commerce.
Eng. Giovanni Silva	- Representative of Electric companies.
Eng. Raffaello Melograni	- Representative of Industries consuming electric power.

together with such military representation as desired by the Allied Forces, such as :

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1983

Works G.H.Q., C.M.F.,
H.Q., 3 District,
Rome Area Allied Commission
Military Railway Service,
P.B.S. (representative both P.B.S. & MTOUSA).
Allied Commission.

- 2 -

5. (a) The bulk allocation of the electric power on Central and Southern Italy will in future be handled by the central Commission with the proviso that military requirements of power will continue to receive first priority when allocations are made.
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6. Therefore in future Italian State Railways should submit bids for electric power and all matters pertaining to such, direct to the local "COMMISSIONE per il CONTROLLO e la DISCIPLINA DELLA DISTRIBUZIONE e UTILIZZAZIONE DELL'ENERGIA ELETTRICA" of the Italian Central Commission for the Distribution and Utilization of electric power in accordance with the following tables :-

Designation & address of local power commission	Geographical area for which commission is responsible.	Military formation or Service concerned
NAPLES. Dr. Picciocchi Presidente Commissione per il controllo e utilizzazione dell'energia elettrica, Prefettura di NAPOLI.	Southern Italy Grid.	P.B.S. 3 District M.R.S.
ROME. Cr. Scambellori Presidente Commissione per il controllo e utilizzazione dell'energia elettrica, Prefettura di ROMA.	Central Italy grid. less Leghorn grid.	P.B.S. 3 District R.A.A.C. M.R.S.
FLORENCE. Consigliere di Prefettura Commissione per il	Leghorn Grid.	P.B.S.

1984

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<u>ROME.</u> Cr. Scambellori Presidente Commissione per il controllo e utilizzazione dell'energia elettrica, Prefettura di ROMA.	Central Italy grid. less Leghorn grid.	P.B.S. 3 District R.A.A.C. M.R.S.
<u>FLORENCE.</u> Consigliere di Prefettura Commissione per il controllo e utilizzazione dell'energia elettrica, Prefettura di Firenze	Leghorn Grid.	P.B.S. 3 District M.R.S.

1984

Copies of all correspondence relating to above subject should be forwarded to this H.Q.

Sgd/ E.C. Lyon, S/Capt. R.E.
for Brigadier

DIRECTOR MILITARY RAILWAY SERVICE.

5. MABA V MEXS RL 25 ROUTINE A/MEPK 22064

FROM CONWAY TN S.C. (RAILS) GENOVA - 22,1030A

TO TN INC MAIN ROME

GR 127 - BT

UNCLASSIFIED . FURTHER MY 20/1100A AND YOUR 0.3/21/1130 DETAILS ELECTRIC POWER FOR ANSALDO AS FOLLOWS . PRIOR TO CUT CONSUMPTION 65000 TO 70000 KWH PER MONTH NOW CUT TO 45000 KWH PER MONTH .

LIMITED TO 44 HOURS PER WEEK WITH TWO COMPLETE DAYS NO WORKING .

ACTUALLY NEED 54 HRS PER WEEK TO COMPLETE CONTRACTS .

LOCATION FOR ISR WORK ~~XXXXX~~ STABILIMENIO COSTRUZIONI CARPENTERIA GENOVA CORNIGLIANO .

URGENTLY REQUIRE THE TWO EXTRA DAYS IN WEEK 31 DEC - 6 JAN . TO COMPLETE STEEL WORK FOR ZOAGLI VIADUCT . OSIGLIA BRIDGE - 600 TONS LAMINATED STEEL ON ORDER 50 TONS DELIVERED WITH FURTHER 110 AWAITING DESPATCH .

CAN YOU EXPEDITE REMAINDER FROM T E R N I . HAVE OBTAINED RELEASE OF 10 MILES TELEPHONE CABLE FOR PORT COMMUNICATIONS ALSO TELEPHONES AM PROCEEDING TO V E R O N A TO COLLECT AFTER HOLIDAY AND MAKE FURTHER CONTACTS .

BT 22,1030A

TOR MEX 22,1320A

SENT ROGERSON - AR - K

WA ZOAGLI VIADUCT - OSIGLIA BRIDGE

RD RL 25 22-1330A GWW AR MEXS B1 - MEVQ

1983

MABA V MEXS SRL 45 AXXXX A/MEPK 20036
 FROM CONWAY TN S.C. (RAILS) GENOVA - 201100A
 TO TN INC MAIN ROME (ATT BUCKLEY)
 GR 187 . BT

UCLASSIFIED . REF YOUR O.2.17.1700A ELECTRIC POWER SHORTAGE ARE BEING DISCUSSED WITH ANSALDO AND WILL INFORM YOU CEMENT SHORTAGE MAINLY DUE TO TRANSFER OF ALLOCATING FROM AMG TO COMITATO PIETRE E TERRE . GENOVA COMP WILL BE OBTAINING RELEASE NEXT WEEK . TURIN COMP BEHIND FOR SAME REASON PLUS WAGGON SHORTAGE . AM INTERVIEWING INTERVENING TO EXPEDITE ACTION . LINE 50 TO MODANE ALL PROJECTS COMPLETE WITH EXCEPTION BRIDGE RIO AQUILA (15 JAN) BRIDGE VENTONE ALL READY TO ERECT 54M R VAGNER SPAN FOR WHICH DELIVERY IS AWAITED . MONT CENIS TUNNEL GOING SLOWLY FRESH FALLS DAILY AND WORK IS BECOMING DANGEROUS RESULTING IN STAFF DIFFICULTIES . NEW SYSTEM OF EXCAVATION AND CLEARING DEBRIS BEING INTRODUCED . IF NO FURTHER MAJOR INTERRUPTIONS OCCUR MAY BE OPEN BY MIDDLE OF APRIL . LINE 61 LINE IS BLOCKED AT PEGLI EXPECTED TO BE CLEAR IN THREE DAYS .

ASK PING REF AC.358.TN.4 DATED 27/9/45 AND ENCLOSURE IF POSTION OF DEMANDS THROUGH D M R S IS THE SAME . MY CONTACTS UP HERE ARE GOOD BUT WOULD LIKE GO AHEAD FROM H Q FIRST

NEED A LOT OF STUFF TO COMPLETE COMMUNICATIONS IN DOCK AREA AND GENOVA AREA ALSO LINKING UP OF GENOVA - ~~LA SPEZIA~~ LA SPEZIA .

BT 25,1100A

TOR MEXS 25,2200A

SENT ROGERSON - AR - K

RD 45 TOR 2322 LUN-AR



DETAILS 1730

file 57
 Beck 21/10/46

Miss Alma place
 1982
 Copy
 Affinity
 and Chairman Elect
 Board
 X lot Street for H. M. S. S. C.

LIAISON OFFICE A.C. - I.S.R.
Railway re-electrification -

Memo for Major Buckley.

Electricity

Sir,

The following shows a list of spare parts, fittings and apparatus for Brown Boveri mercury arc steel tank rectifiers, that are of major importance in order that the re-electrification of the Italian Railway system may be expedited.

The Brown Boveri rectifiers that were installed in the I.S.R. conversion substations, were manufactured in Italy by the Tecnomasio Italiano Brown Boveri - Milan. Therefore only a few parts of this apparatus were of original Brown Boveri type and constructed at Paden (Switzerland).

The catalogue numbers in brackets are mostly those used in Switzerland; in order to make identification of the items easier, I have divided them into several groups, according to the devices or the circuits in which they are utilised. When the type of this rectifier is not shown, it is to be understood that the correspondent item is common to all types of rectifiers.

A) Parts of the steel tank or installed on the steel tank.

- | | |
|--|-----|
| 1. Top covers for rectifiers type HA 612 (without anodes, bushings, vacuum tap, etc) | 10 |
| 2. Do for rectifiers type AG 512 | 10 |
| 3. Main anodes for rectifiers types HA 612 and HA 6120, complete | 80 |
| 4. Do for rectifiers type AG 512 | 160 |
| 5. Excitation anodes for rectifiers type HA 612, complete | 10 |
| 6. Do for type HA 6120 | 5 |
| 7. Do for type AG 512 | 30 |
| 8. Starting anodes (rods with tungsten points) | 30 |
| 9. Porcelain bushings (GR 31) of the main anodes for type HA 612 - 6120 | 100 |
| 10. Do (GR 95) for type AG 512 | 200 |
| 11. Porcelain bushings (GR 43) of the excitation anodes for type HA 612 | 20 |
| 12. Do (GR 74) for type HA 6120 | 10 |
| 13. Do (GR 92) for type AG 512 | 60 |
| 14. Insulators (GR 75) for excitation anodes for type HA 612 - 6120 | 30 |
| 15. Do (GR 79) for type AG 512 | 60 |
| 16. Insulators (GR 76) for starting anodes | 50 |
| 17. Do (GR 49) for cathodes | 50 |

the Tecnomasio Italiano Brown Boveri - Milan. Therefore only a few parts of this apparatus were of original Brown Boveri type and constructed at Baden (Switzerland).

The catalogue numbers in brackets are mostly those used in Switzerland; in order to make identification of the items easier, I have divided them into several groups, according to the devices or the circuits in which they are utilised. When the type of this rectifier is not shown, it is to be understood that the correspondent item is common to all types of rectifiers.

A) Parts of the steel tank or installed on the steel tank.

1. Top covers for rectifiers type HA 612 (without anodes, bushings, vacuum tap, etc)	10
2. Do for rectifiers type AG 512	10
3. Main anodes for rectifiers types HA 612 and HA 612c, complete	.80
4. Do for rectifiers type AG 512	160
5. Excitation anodes for rectifiers type HA 612, complete	10
6. Do for type HA 612c	5
7. Do for type AG 512	30
8. Starting anodes (rods with tungsten points)	1981.30
9. Porcelain bushings (GR 31) of the main anodes for type HA 612 - 612c	100
10. Do (GR 95) for type AG 512	200
11. Porcelain bushings (GR 43) of the excitation anodes for type HA 612	20
12. Do (GR 74) for type HA 612c	10
13. Do (GR 92) for type AG 512	60
14. Insulators (GR 75) for excitation anodes for type HA 612 - 612c	50
15. Do (GR 79) for type AG 512	50
16. Insulators (GR 76) for starting anodes	.200
17. Do (GR 49) for cathodes	200
18. Do (GR 69) for the fastening of the cathodic plate	400
19. Support insulators (GR 98) of the drive arc tube for type AG 512	40
20. Do (GR 93) of the anode protection tube for type AG 512	100
21. Graphite heads of main anodes for types HA 612/612c	10
22. Do for type AG 512 type (in two parts, upper and lower)	20
23. Iron heads of excitation anodes for types HA 612/612c	
24. Graphite heads of excitation anodes for type AG 512 (in two parts, upper and lower)	

25. Carbon rings for interposing between anode-heads and insulators (GR 6002) for types HA 612/612c	100
26. Graphite rings of excitation anodes (GR 6052) for type AG 512	100
27. Complete sets of rubber and asbestos packings for type HA 612	30
28. Do for type AG 512	60
29. Mercury gauges for anode seals (GR 8147 or 6005) for types HA 612/612c	100
30. Do for type AG 512 (GR 8143 or 6026)	200
31. Do (GR 6004) for cathodes.	50
32. Graphite grids for the main anodes for types HA 612/612c	100
33. Do for Type AG 512	200
34. Polarised iron grids for types HA 612/612c	100
35. Protection iron grids for types HA 612/612c.	100
36. Do for type 512 AG.	200
37. Sipra insulating elbows (GR 8a.) for the conductors feeding the grids	500
38. Sipra support insulators (GR 102 ex 81) for the grids of types HA 612/612c with pin	1000
39. Do (GR 102) for type AG 512, with pin	2000
40. Sipra insulating pipes (GR 82) for the conductors feeding the grids of types HA 612/612c	500
41. Do (GR 103) for type AG 512	1000
42. Glass bushings (GR 6051) of the conductors feeding the grids for types HA 612/612c	100
43. Do (GR 6059) for type AG 512	200
44. Drive arc tubes for main anodes (only for one grid) type HA 612/612c	100
45. Do for type AG 512	200
46. Do for excitation anodes of the types HA 612/612c	20
47. Do for type AG 512	40

B) Apparatus for exciter and starting circuits. 1990

48. Panel type ammeters 0-10 Amps	100
49. Starting coils (GR 6034)	50
50. Equipment for rectifier excitation and starting, rating 125 volts	20
51. Do rating 260 v.	80
52. Starting relays	100
53. Resistances for starting circuit (8 ohms).	200
54. Resistances for starting circuit (20 ohms).	100
55. Phantom resistances 1000 ohms	50
56. Do 500 ohms	150
57. Single phase exciter oil transformers, ratio 125/2 x 116v.	20
58. Do ratio 260/2 x 116v.	80

34. Polarized iron grids for types HA 612/612c	100
35. Protection iron grids for types HA 612/612c	100
36. Do for type 512 Ag	200
37. Sipa insulating elbows (GR 8c) for the conductors feeding the grids	500
38. Sipa support insulators (GR 102 ex 81) for the grids of types HA 612/612c with pin	1000
39. Do (GR 102) for type AG 512, with pin	2000
40. Sipa insulating pipes (GR 8a) for the conductors feeding the grids of types HA 612/612c	500
41. Do (GR 103) for type AG 512	1000
42. Glass bushings (GR 6051) of the conductors feeding the grids for types HA 612/612c	100
43. Do (GR 6059) for type AG 512	200
44. Drive arc tubes for main anodes (only for one grid) type HA 612/612c	100
45. Do for type AG 512	200
46. Do for excitation anodes of the types HA 612/612c	20
47. Do for type AG 512	40

B) Apparatus for exciter and starting circuits. 1990

48. Panel type ammeters 0-10 Amps	100
49. Starting coils (GR 6034)	50
50. Equipment for rectifier excitation and starting, rating 125 volts	20
51. Dc rating 260 v.	30
52. Starting relays	100
53. Resistances for starting circuit (8 ohms)	200
54. Resistances for starting circuit (20 ohms)	100
55. Phantom resistances 1000 ohms	50
56. Do 500 ohms	150
57. Single phase exciter oil transformers, ratio 125/2 x 116v.	20
58. Do ratio 260/2 x 116v.	30
59. Coils for starting relays Z 4005	20
60. Self inductance coils	20

C) Apparatus for vacuum.

61. Vacuum rotary pump GRPe type directly coupled with three-phases motor for 125 or 260 v. 42-50 cycles	40
62. Static pumps with heaters	40
63. Heaters for static pumps (GR 6050)	40
64. Sets of rubber, "clingerite" or "polsterite" and lead for vacuum pumps and pipes	20

65. Springs for rotary pumps (GR 732)	20
66. Transformers 260/220 v. for Headers of static pumps	20
67. Do 125/220 v.	20

D) Apparatus for the water-cooling of the steel-tanks and static pumps.

68. Master control cabinets type LC2c or N2, complete	100
69. Motor-pump sets for tank cooling, with 125 v. 42-50 cycles motor	10
70. Do with 260 v; 42-50 cycles motor	30
71. FAN-motor pump sets for the cooling of the static pump with 125 v. 42-50 cycles motor	10
72. Do with 260 v. 42-50 cycles motor	80
73. Manometers scale 0 - 760 mm of mercury	50
74. Thermometers with contacts for rectifier temperature control	50
75. Dial - thermometers, scale 0-30° Centigrades	50

E) Apparatus for the measurement and the automatic regulation of the vacuum.

76. Type 12 b equipments for vacuum automatic control.	100
77. Electromagnetic moving-iron galvanometers for vacuum measurements, scale 0.001 to 0.2 mm of mercury, with signal contacts	100
78. Multiple contact switch 15 poles 5 ways; NQ 15 type	100
79. Bridges for vacuum measurement (GR 8099)	100
80. Mercury auxiliary relays for vacuum and rectifier temperature control for Ag 512 rectifiers	100
81. Insulating transformers for vacuum measurement for rectifiers types HA 612/612c	30
82. Do for Type Ag 512.	60
83. Transformers for vacuum measurement feeding voltage 125 v. 42-50 cycles.	10
84. Do 260 v. 42-50 cycles.	80

1979

F) Apparatus for grid polarisation circuits.

85. Motor-generator set (one asynchronous motor 125 v. 42-50 cycles and two dynamos) with rheostats	20
86. Do, with motor 260 v. 42-50 cycles	80
87. Spare rheostats for the grid polarisation dynamo	100
88. Relays type H Eg 4	100
89. Relays type U for the inversion of the polarity of the grids.	100
90. Resistances type S 2 (30 ohms)	300
91. Do 50 ohms	300
92. Condensers 40 MF.	30

72. Do with 260 V. 42-50 cycles motor	50
73. Manometers scale 0 - 760 mm of mercury	50
74. Thermometers with contacts for rectifier temperature control	50
75. Dial - thermometers, scale 0-30° Centigrades	50

E) Apparatus for the measurement and the automatic regulation of the vacuum.

76. Type 12 b equipments for vacuum automatic control	100
77. Electromagnetic moving-iron galvanometers for vacuum measurements, scale 0.001 to 0.2 mm of mercury, with signal contacts	100
78. Multiple contact switch 15 poles 5 ways, NQ 15 type	100
79. Bridges for vacuum measurement (GR 8099)	100
80. Mercury auxiliary relays for vacuum and rectifier temperature control for Ag 512 rectifiers	100
81. Insulating transformers for vacuum measurement for rectifiers types HA 612/612c	30
82. Do for Type Ag 512	60
83. Transformers for vacuum measurement feeding voltage 125 V. 42-50 cycles	10
84. Do 260 V. 42-50 cycles	80

1979

F) Apparatus for grid polarisation circuits.

85. Motor-generator set (one asynchronous motor 125 V. 42-50 cycles and two dynamos) with rheostats	20
86. Do, with motor 260 V. 42-50 cycles	30
87. Square rheostats for the grid polarisation dynamo	100
88. Relays type H Bg 4	100
89. Relays type U for the inversion of the polarity of the grids	100
90. Resistances type S 2 (30 ohms)	300
91. Do 50 ohms	300
92. Condensers 40 μ F	30
93. Do 120 μ F	100

N.B.: Copper-oxide rectifiers could replace the a.m. rotating sets (85-86-87), the A.C. supply voltages remaining the same as above

G) Others apparatus.

94. Panel type D.C. ammeters, scale 0-2100 A, with shunt	100
95. Panel type D.C. voltmeters, scale 0-4500 V., with series resistances	100
96. Multiple contacts switches 13 poles, NQ 13 type, for the auxiliary circuits of the rectifier	100
97. Insulating transformers for the auxiliary circuits of the rectifiers types HA 612/612c	200

- 98. Do for type AG 512 80
- 99. Surge arresters with series resistances for types HA 612c and AG 512 500

B) HIGH-SPEED D.C. AIR SWITCHES.

- 100. High-speed D.C. air switches, type JCB5H, 1600 A., 1800 V., with reverse-power and excess-current relays, ^{hand operated} and electrically at 125 V. D.C. 50
- 101. Main copper contacts fixed (prs) 50
- 102. Main copper contacts movable (prs) 50
- 103. Main auxiliary contacts (are breaking) (prs) 100
- 104. Arcking horns (prs) 20
- 105. Arc blow-out coils (prs) 20
- 106. Trip coils for 125 V. D.C. 20
- 107. Trip lever 100
- 108. Multiple contact interlock 8 poles 20
- 109. Electromagnetic excess-current relays 20
- 110. Electromagnetic reverse-power relays 20
- 111. Master control cabinets type MBH2, complete, with motor rating 125 V. D.C. 20
- 112. Auxiliary resistances for the a.m. motors 20
- 113. Do for the re-setting of the a.m. motors 20
- 114. Contacts for the re-setting switches of the a.m. motors. . . 100

The I.S.R. are much obliged to you for your kind interest in this matter.

Rome 17th December 1945

ing. Enrico Lario

Liaison Office A.C. - I.S.R.
Railway re-electrification -

0755

ALLIED FORCES
MILITARY RAILWAY SERVICE ITALY
Office of the Director (DARS1)

COPIES
Tel: 843191/5 Fir.
Ext. 9377

Subject: Railway Electrification

To : Director General,
ISR (31dg)

Copy to: Servizio Lavori e Costruzioni,
HQ ISR (31dg)

Tr. Sub-Commission (Rails), AC (31dg)
(Attn. Ing. Savio)

Tr. A.3(E)/9.

Electrification
95

1. Reference this office letter Tr. A.3(E)/9 dated 20 Oct. 1945.
2. A Representative of this HQ recently visited the works of Brown Boveri, Breda and C.G.E. of MILAN, for the purpose of inspecting and discussing points appertaining to the repair of mobile substations and static substations equipment such as rectifiers and transformers.
3. The above mentioned firms raised many queries both of a technical and financial nature. They drew his attention to the large amount of work already carried out at the request of the ISR Electrical Department, for which they had never been reimbursed.
The firm Brown Boveri also have a large amount of electrified equipment such as synchronous motors and control gears which were originally manufactured at GENOVA workshops for ANCONA and VERONA substations.
4. This office letter reference Tr. A.3(E)/9 dated 20 Oct. 1945 suggested that the ISR should provide a capable engineer with the means of transport to enable him to visit the above mentioned plants so that these difficulties could be clarified. To my knowledge this suggestion has never been carried out.

5. It is of the utmost importance that these points should be clarified immediately if the completion dates for re-electrification of the BOLOGNA-PLACENZA and VERONA - TRENTO sections are to be met.
6. Will you please, therefore, ensure that a responsible engineer visits all firms engaged in the manufacture and repair of mobile substations, rectifiers, rectifier transformers and control gear, so that the various technical and financial points may be settled. I suggest that the undermentioned firms are included in the visiting list.

- (a) Brown Boveri, MILAN.
- (b) Breda, MILAN.
- (c) C.G.E., MILAN.
- (d) Marelli, MILAN.
- (e) Ansaldo, GENOVA.
- (f) Savigliano, TRENTO.

0756

(Attn: Ing. Savio)

1. Reference this office letter Tr.A.3(E)/9 dated 20 Oct. 1945.
2. A Representative of this H2 recently visited the works of Brown Boveri, Breda and C.G.I. of MILAN, for the purpose of inspecting and discussing points appertaining to the repair of mobile substations and static substations equipment such as rectifiers and transformers.
3. The above mentioned firms raised many queries both of a technical and financial nature. They drew his attention to the large amount of work already carried out at the request of the ISR Electrical Department, for which they had never been reimbursed.
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- (a) Brown Boveri, MILAN.
- (b) Breda, MILAN.
- (c) C.G.I., MILAN.
- (d) Marzoli, MILAN.
- (e) Ansaldo, GENOA.
- (f) Savigliano, TRENTO.

1977

Signed: Brig. WAGNER
Brigadier,
Director Military Railway Service.

0757

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

Tel : 843239
Ref : AC/Tn/5/30/C.F.

19th December 1945

SUBJECT : Industrial current.

TO : Col. Parker
Chairman Electricity Board.

1. Messrs. Ferrobeton who are Contractors for major reconstruction works on the Italian State Railways are making a caisson for underwater work at the Bormida Railway Bridge on the main line, Genoa-Turin.

I Sigg. Ferrobeton sono gli appaltatori per grandi lavori per le Ferrovie dello Stato Ital. e stanno attualmente costruendo un cassone per lavoro sub-acqua del ponte Ferrov. sulla Bormida sulla line principale Genova-Torino.

2. When this Bridge is complete, it will open up the direct route and so save about four hours coal per train.

Quando il ponte sarà completato sarà aperto la linea diretta con un risparmio di circa 4 ore di carbone per treno.

3. Under this new Electricity Decree they have cut the power to one every three days.

Sotto i nuovi decreti sul consumo di corrente elettrica l'erogazione è stato a loro ridotto a uno su tre giorni.

4. In view of these circumstances would it be possible to give them at their workshop - via Casalbertaine 2000 KW hours monthly, for six days a week.

Dato queste circostanze si prega di dare a detta Società per la loro Officina a via Casalbertaine 2000 KW ore mensili, per sei giorni alla settimana.

5. Over the festival period they will be working on Sunday 23rd & 30 Dec. - but not be working 24th, 25th, 26th and 31st Dec & 1st Jan. please.

Durante il periodo delle Feste Natalizie l'officina lavorerà La Domenica 23 e 30 Dic. - e sarà ferma i giorni 24, 25, 26 e 31 Dic. e 1° Gennaio 1946, si prega di evadere.

For A.H. STREET, Lt. Col.

S. P. BUCKLEY, Major RE

STB

I. Messrs. Ferrobeton who are Contractors for major reconstruction works on the Italian State Railways are making a caisson for underwater work at the Bormida Railway Bridge on the main line, Genoa-Turin.

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For A.H. STREET, Lt. Col.

copy to : Soc. Romana Electr.
Ferrobeton Contract No. 105280
Contratto Fornitura Elettricità No. 105280.

I Sign. Ferrobeton sono gli appaltatori per grandi lavori per le Ferrovie dello Stato Ital. e stanno attualmente costruendo un cassone per lavoro sub-acqua del ponte Ferro. sulla Bormida sulla line principale Genova-Torino.

Quando il ponte sarà completato sarà aperto la linea diretta con un risparmio di circa 4 ore di carbone per treno.

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S. P. BUCKLEY, Major RE

1976

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

file 5

Tel : 843239
Ref : AC/Tn3/29/C.E.

18th December 1945

SUBJECT : Industrial Current

TO : Col. Parker
PW & U - A.C.
Chairman Electricity Board.

1. We have a trouble on our hands- owing to the new decree.
2. I.S.R. Reconstruction Bridge spans on the line Genoa-La Spezia, which is a main line that is urgently required for essential operation, are being delayed owing to Electric current restrictions, affecting Ansaldo works, who are repairing these steel spans.
Capt. Conway is our Officer i/c TN/AC/RAILS GENOA and is seeing what can be done from that end.
3. As these are works of Priority, to rehabilitate the main railway lines, would you see if the original current can be restored please.

For A.H. STREET, Lt. Col.

[Signature]
S. P. BUCKLEY, Major RE

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

Our file 54

Tel : 843239
Ref : AC/TN5/29/C.E.

18th December 1945

SUBJECT : Industrial Current *Please add.*
TO : Col. Parker *Chairman Electricity Board.*
(PW & U - A.C.)
Chairman Electricity Board.

1. We have a trouble on our hands-- owing to the new decree.
2. I.S.R. Reconstruction Bridge spans on the line Genoa-La Spezia, which is a main line that is urgently required for essential operation, are being delayed owing to Electric current restrictions, affecting Ansaldo works, who are repairing these steel spans.
Capt. Conway is our Officer i/c TN/AC/RAILS GENOA and is seeing what can be done from that end.
3. As these are works of Priority, to rehabilitate the main railway lines, would you see if the original current can be restored please.

For A.H. STREET, Lt. Col.

STB
S. P. BUCKLEY, Major RE

I will take original to his office.
STB

1974

0761

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

MABA V NDGE 13001/2 IMPORTANT

QIM

FROM LT EC LYONS 121715

TO TRANSPORTATION SUB COMMISSION (RAILS) A C ROME

INFO TN MAIN ROME

GR 26 BT

TNA3 (ELEC) . UNCLASSIFIED . FOR ENG S.A V I O FROM L Y O N .

POWER SUPPLY REQUIRED FOR VILLA LITERNO SECTION OF ROME - NAPLES

LINE NOT AVAILABLE UNTIL BEGINNING OF OCTOBER .

PLEASE INFORM PARTY CONCERNED .

BT 121715B

DEP SENT

V13001/2 RD TOR 0207 WHM BB KK



1973

HEADQUARTERS ALLIED COMMISSION

APC 594

PUBLIC WORKS AND UTILITIES SUB-COMMISSION
Electrical DivisionApplication for supply of electricity for civilian purposes
in Italian Government Territory

1. Application for a supply of electricity for civilian purposes within the Italian Government territory should in all cases be made to the Local Office of the Electricity Supply Company.
2. Electricity Supply Companies will submit a list of all applications for electricity to the Provincial Commission within whose areas the request is made.
3. Provincial Commissions, included in the Italian Government electricity rationing decree dated 3 April 1944) will examine all applications for electricity, give priority rating and pass them to the Advisory Committee on Electric Power for the area concerned.
4. Advisory Committee on Electric Power, is a technical body to advise the Ministry on matters connected with electric power. They are formed in Sardinia, Sicily, Sotuhern and Central Italy and will, for each of these areas, advise on the availability of electric power, passing the list of applications forward to the Central Commission.
5. Central Commission, in the Ministry of Public Works (included in the Italian Government electricity rationing decree dated 5th April 1944) will coordinate applications for electricity, make final decisions and apply to the Allied Commission representative on the Electric Power Committee of the Allied Force Local Resources (Italian Board for the power to be made available).
6. Allied Commission, representatives on the Electric Power Committee will submit the application for electricity to the Chief Engineer of the appropriate Military District who will include them in his bid on the Electric Power Committee of the A.F.I.R. (1) B. afterwards notifying the Electric Power Company direct regarding the power which is to be made available.

NOTE: By deleting (6) and altering (5) to read that the Central Commission will make request direct to the Electric

Supply Company.

2. Electricity Supply Companies. will submit a list of all applications for electricity to the Provincial Commission within whose areas the request is made.
3. Provincial Commissions. included in the Italian Government electricity rationing decree dated 5 April 1944) will examine all applications for electricity, give priority rating and pass them to the Advisory Committee on Electric Power for the area concerned.
4. Advisory Committee on Electric Power. is a technical body to advise the Ministry on matters connected with electric power. They are formed in Sardinia, Sicily, Southern and Central Italy and will, for each of these areas, advise on the availability of electric power, passing the list of applications forward to the Central Commission.
3. Central Commission. in the Ministry of Public Works (included in the Italian Government electricity rationing decree dated 5th April 1944) will coordinate applications for electricity, make final decisions and apply to the Allied Commission representative on the Electric Power Committee of the Allied Force Local Resources (Italian Board for the power to be made available).
6. Allied Commission. representatives on the Electric Power Committee will submit the application for electricity to the Chief Engineer of the appropriate Military District who will include them in his bid on the Electric Power Committee of the A.F.L.R. (1) B. afterwards notifying the Electric Power Company direct regarding the power which is to be made available.

NOTE : By deleting (5) and altering (5) to read that the Central Commission will make request direct to the Electric Power Companies, the arrangements will be used at a later date by the Italian Government in their post war electricity rationing scheme.

19th March 1945

s/s W.E. Lapper
T.M. Lapper
Lt. Colonel,
Chief-Elec. Div.

1972

Tel. 843274

HEADQUARTERS
LAZIO-UMBRIA REGION ENG
(Engineering Division)
APO 394

WB/vo
603489/514

10th February 1945.

SUBJECT: Electricity Supply.

TO : ACHQ Tn SC (Rails Division)

FILE N°: R4/ENG/700.2

Reference AC/Tn/5/22/C.E. of 31 January 45 Same
Heading.

The Electricity distribution Company concerned has
been instructed to supply Castel Madama and Mandela Stations on
the Rome-Avezzano railway line.

For Regional Commissioner

E.P. Wade-Brown
E.P. WADE-BROWN Capt. RA
Chief E&M Section.

B/em
24

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

Tel. 843203

11th February 1945

Our Ref. : AC/Tn/5/24/C.E.

TO : Electric Division
Lazio-Umbria Region
25, Corso d'Italia
Rome.

SUBJECT : Reconstruction Line
Pisa-Empoli-Florence.

1. Contractors for the above line "IMPRESA PARRINI"
whose workshops are at Ponte Lungo, Rome.

VIA APPIA NUOVA 319
2. It is requested that they be given 20 KW. from
07.00 hrs. to 19.00 daily for the progress of fabricating
timber centring for bridges on the above line, which is
Military Priority No 1 plus.

SAB.

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

1970

0 7 6 6

1 0 0 0