

ACC

AC/TN) 24. C.E.

10000) 148) 1495

00/148/1496

VARIOUS WORKS
JAN. - SEPT. 1945

TRANSLATION

51

MINISTRY OF TRANSPORTS
ISPETTORATO GENERALE DELLA MOTORIZZAZIONE
CIVILE E DEI TRASPORTI IN CONCESSIONE.

Rome, 12 September 1945.
Ref.: Serv.5^ouff.3^oN^o9852.

SUBJECT: Calabro-Lucane Railways.
Junction at Crotona Port.
Work situation.

TO : Tn.Sub-Commission AC
Rail Division
Bldg.

1. Ref. is your letter AC/Tn.3 S.O.E. dated 20 April 1945.
2. Calabro Lucane Railways informs that on July 26, 1945, the junction-track at Molo Giunti in Crotona Port has been re-opened to traffic and put at complete disposal of the Allied Command. Only the ballast is not yet finished as they are laying the second coat of small stones.

General Director
Sgd. DE CUPIS

Tr/al/13/9/45.

3893

Rome, 22 June 1945
Ref.L.8/23 bis/31003/TT.F

MINISTRY OF TRANSPORTS
I.S.R. GENERAL DIRECTION
WORKS SERVICE

TO: I.R.S. Office - MILAN
" " - FLORENCE

for att: Allied Commission-ROME
Delegation Chief -MILAN
Compartment Chief-FLORENCE

SUBJECT: Florence Railway telephone
exchanges.-

Railway telephone exchanges with 400,500 and 200 numbers, respectively located in Florence S.M.N., at the Traction Service and in P.Prato workshops, have been removed and carried to Milan by the Germans, at about the middle of last year.

They have been utilized there for a better organization of the telephone equipment of that railroad center, and also by installing in a basement room of Milan station a telephone exchange with 700 numbers.

Consequently the former 600 numbers exchange installed on the last floor of that station building was disassembled.

This exchange, together with the smallest of those coming from Florence, that is an automatic exchange derived from Litta Building, seems to be now available in Milan though not in a complete efficiency.

It is disposed that these two last telephone exchanges be repaired in order to constitute two plants, one with about 400 and the other with about 200 numbers, and be returned to Florence I.E.S. Office. For this purpose Milan I.E.S. Office will take care of contacting Siemens Co for the execution of a/m repair works and will send at once to our Office a rough estimate for the relative authorization.

Meanwhile, Florence I.E.S. Office, while keeping contact with I.E.S. of Milan, will deal with Siemens for the execution of assembling work of the two repaired exchanges in Florence S.M.N. station and at the Traction Service, Florence I.E.S. Office will also send estimate of expense to our Office.

To Porta Prato workshops it could be later on destined one of the small automatic exchanges now in operation at the Compartment building or at the Traction Service.

Please confirm.

The General Director.

1 3 9 7

Railway telephone exchanges with 400,500 and 200 numbers, respectively located in Florence S.M.N., at the Traction Service and in P. Prato workshops, have been removed and carried to Milan by the Germans, at about the middle of last year.

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To Porta Prato workshops it could be later on destined one of the small automatic exchanges now in operation at the Compartment building or at the Traction Service.

Please confirm.

The General Director.

3802



544
DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE

(1) Servizio Lavori

OGGETTO. Centralini telefonici
ferroviari di Firenze.

Roma, 22 GIU. 1945

N. 5.8/23bis/31063/ST.P.

Al N.

del

UFFICIO I.E.S. = MILANO =

UFFICIO I.E.S. = FIRENZE =

Commissione Alleata = ROMA =

Capo Delegazione = MILANO =

Capo Compartito = FIRENZE =

Risulta che verso la metà dello scorso anno le centrali telefoniche ferroviarie a 400, 500 e 200 numeri, rispettivamente impiantate a Firenze S.M.N., Servizio Trazione, Officine P.Prato, furono asportate dai Tedeschi e trasportate a Milano.

Ivi furono utilizzate per meglio sistemare gli impianti telefonici di quel centro ferroviario, fra l'altro installando in locale sotterraneo nella Stazione di Milano una centrale a 700 numeri.

Fu di conseguenza smontata la primitiva centrale a 600 numeri, impiantata all'ultimo piano di quel P.V.. Tale centrale, nonché la più piccola di quelle provenienti da Firenze, ovvero un centralino automatico ricavato da Palazzo Litta, sarebbero ora disponibili a Milano, ma non completamente in efficienza.

Si dispone perchè le due dette centrali opportunamente rimesse in ordine per costituire due impianti, l'uno a circa 400 e l'altro a circa 200 numeri, siano restituite all'Ufficio I.E.S. di Firenze. All'uso l'Ufficio

./ 3801

(1) Servizio

1399

I.E.S. di Milano provveda a trattare con la Siemens per la esecuzione del detto ripristino, e invii subito a questa Sede la proposta di massima per l'autorizzazione dello stanziamento in via provvisoria.

Nel frattempo l'Ufficio I.E.S. di Firenze, che si manterrà in relazione con quello di Milano, tratterà con la Siemens per l'esecuzione del lavoro di rimontaggio delle due centrali riparate a Firenze S.M.N. e al Servizio Trazione, e invierà la proposta di spesa a questa Sede.

Alle Officine di Porta al Prato potrà essere a suo tempo destinato uno dei centralini automatici di piccola capacità ora in funzione al palazzo Compartimentale, o al Servizio Trazione.

Prego confermare.

IL DIRETTORE GENERALE

Ad. Raimondo

TRANSPORTATION SUB-COMMISSION (RAILS)
ENGINEERING BRANCH
FLORENCE

August 30; 1945

Tel. F.B. 13

Ref: AC/Tn/24/48/C/E.

V-2

To : TN. INC. MAIN ROME

For Lt. Col. A. H. STREET

Subject : Railway bridge, Line 216
Borgo S. Lorenzo-Pontassieve

Inclosed is report of Eng. Polo with
English translation on the bridge referred to
in attached copy letter of Maj. Williams dated
Aug. 14/1945

Edward Richard
Edward Richard
Chief Engineer

2 Incl.
ER/la

3800

COMPARTIMENTO FERROVIARIO
DI FIRENZE

SEZIONE LAVORI DI FIRENZE

OGGETTO: Ponte ferroviario
demolito Dicomano

Firenze, li

N/105/

Al foglio in data 14 agosto 1945
del C. WILLIAMS. MAGG. R. E.
P/BRIGADIER

DIRETTORE MILITARE R.F. SS.

1)

1) Questa Sezione Lavori ha già indetto una gara per il recupero del= This Work Section has already established a bid for the recovery of le travate metalliche della linea 216 (Borgo S. Lorenzo - Pontassieve). steel spans on the line 216 (Borgo S. Lorenzo - Pontassieve).

2) Detta gara è stata annullata, poichè i prezzi delle offerte delle Ditte Above mentioned has been annulled for the price offered by different concorrenti sono risultati troppo elevati. contractors were too high.

3) E' già stata indetta una nuova gara per gli stessi lavori.

3) A second bid has already started (instituted) for same works.

4) Il giorno 3 settembre si procederà all'esame delle offerte di queste

4) On the 3rd of September the different offers of this new bid will be examined. nuova gara, con la speranza di aggiudicare i lavori a una Ditta.

5) Fra detti lavori, è compreso il recupero, la riparazione e il ricollo= Amongst these works is included the recovery, the repairs and the canento in opera della travata del ponte sul Torrente S. Gaudenzio al putting in its place of the span on the Torrente S. Gaudenzio at Km. 15.256 della linea 216 (Borgo S. Lorenzo - Pontassieve).

6) Come per tutte le altre linee, si darà ordine alla Ditta, che risulterà As for all other lines, orders will be given to the firm, who will come out the winner, to proceed first to the recovery of the spans which vate che ingombrano i corsi d'acqua e in particolare di quelle del ponte to obstruct the flow of the water and particularly the one in the bridge in question.

F.P.

IN CAPO DELLA SEZIONE LAVORI.

3799

C o p y .MILITARY R.SERVICE
C.M.F.SUBJECT : Demolish 1 railway bridge
DICOMANO.TO : Rails Division
Tn Sub-Commission.

14th August 1945

1. A new road bridge will shortly be completed at DICOMANO, map reference R.011807 over Torrente S.GAUDENZO.
2. Just downstream are the remains of the demolished railway bridge Line 216, Borgo S.Lorenzo to Pontassieve -Km.15.256), which from a considerable obstruction of the waterway, and in time of flood are liable to create a dangerous scour which might imperil the foundations of the new road bridge.
3. It is therefore essential that this obstruction be removed from the waterway.
4. It is not known what plans you may have in mind for the reconstruction of this railway. Further it is not known whether it would be possible to salvage all or part of this demolished steel span.
5. It is therefore requested that you will call on the I.S.R. to put work in hand on one of the two following schemes :-
Either
 - a) Salvage and lifting of the demolished span clear of the waterway,
 - or
 - b) Demolition and removal of the demolished span from the waterway.
6. It is further requested that this may be treated as urgent in order that some beneficial progress may have been achieved by the time the railway season begins.

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

Subject : Demolished Railway Bridge -
DICOMANO.

Military Railway Service,
C.N.F.

Tel : Firebox 9341.
Outside line 84336.
Ref : Tn.A.4/172.

14 August 1945.

To : Rails Division,
Tn. Sub-Commission,
H.Q. Allied Commission.

Copy to : C.E.,
1 District. (Your CE.3870/4 dated 6 August 1945 refers).

1. A new road bridge will shortly be completed at DICOMANO, map reference R.014807 over Torrente S. GAUDENZO.
2. Just downstream are the remains of the demolished railway bridge (Line 216, Borgo S. Lorenzo to Pontassieve - Km. 15.256), which form a considerable obstruction of the waterway, and in time of flood are liable to create a dangerous scour which might imperil the foundations of the new road bridge.
3. It is therefore essential that this obstruction be removed from the waterway.
4. It is not known what plans you may have in mind for the reconstruction of this railway. Further, it is not known whether it would be possible to salvage all or part of this demolished steel span.
5. It is therefore requested that you will call on the I.S.R. to put work in hand on one of the two following schemes :-
Either
(a) Salvage and lifting of the demolished span clear of the waterway,
or
(b) Demolition and removal of the demolished span from the waterway.
6. It is further requested that this may be treated as urgent in order that some beneficial progress may have been achieved by the time the rainy season begins.

Copy to : C.E.,

E.O., Allied Commission.

1 District. (Your CS. 3870/1, dated 6 August 1945 refers).

1. A new road bridge will shortly be completed at DICOMANO, map reference R.014897 over Torrente S. GAUDENZO.
2. Just downstream are the remains of the demolished railway bridge (Line 216, Borgo S. Lorenzo to Pontassieve - Km. 15.256), which form a considerable obstruction of the waterway, and in time of flood are liable to create a dangerous scour which might imperil the foundations of the new road bridge.
3. It is therefore essential that this obstruction be removed from the waterway.
4. It is not known what plans you may have in mind for the reconstruction of this railway. Further, it is not known whether it would be possible to salvage all or part of this demolished steel span.
5. It is therefore requested that you will call on the I.S.R. to put work in hand on one of the two following schemes :-
 - (a) Salvage and lifting of the demolished span clear of the waterway,
 - or
 - (b) Demolition and removal of the demolished span from the waterway.
6. It is further requested that this may be treated as urgent in order that some beneficial progress may have been achieved by the time the rainy season begins.

3797

C. Williams

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



MINISTERO DEI TRASPORTI
~~MINISTERO DEL~~ COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) Servizio Lavori e Costruzioni

OGGETTO. Ripristino Montepescali-
Roccastrada.

Roma, 2 agosto 1945 *46*
N. C.S/393
Al N.A.C/Tn/2/11/C.E. del 30/7/1945

SOTTOCOMMISSIONE TRASPORTI
Sig.Colonnello STREET

Le Imprese Tiberine saranno invitate ai lavori di ricostru-
zione della Montepescali-Roccastrada.

IL CAPO DEL SERVIZIO

Locequo

3796



MINISTERO
DEI TRASPORTO
FERROVIE DELLO STATO
DIREZIONE GENERALE
Serv. Lav. e Costruz.
Grup. Ricostruz.

431
Roma, li 21 luglio 1945 A

N. L.9/378

Al N. del

Colonnello
SIG. ~~MASSIMO~~ STREET

UFFICIO TRASPORTI DELLA A.C.

OGGETTO

Linea 221.

- S E D E +

Montepescali-Roccastrada.

ALLEGATI N.

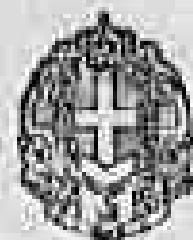
- 1) - Riferimento alla V. lettera N° AC/Tn/24/39/C.E.
- 2) - La lettera L.5/13/37307 dell'11 luglio, che è stata scritta prima che ci pervenisse dall'Ufficio di Siena il computo dettagliato dei lavori da eseguire, contiene diverse inesattezze.
- 3) - L'elenco dei materiali occorrenti, che si desume dall'elenco inviato con la lettera del 13 luglio, è il seguente:

<u>BENZINA</u>	litri 12.100 + 1.900 (per azionamento di impianti di cantiere)	litri	14.000
<u>LUBRIFICANTI</u>	il 5 % della benzina	"	700
<u>CEMENTO</u>		quintali	3.000
<u>MATTONI</u>		N°	212.000
<u>ACCIAIO</u>	per travate	tonn.	70

- 4) - La Montepescali - Asciano non è compresa nel programma di riattivazione per il 1945 - 46 sottoposto ultimamente alla Commissione Alleata. Si conferma tuttavia la opportunità di un rapido ripristino del tratto Montepescali - Roccastrada.-

IL CAPO DEL SERVIZIO 8794

Loquio



MINISTERO
~~MINISTERO COMUNICAZIONI~~
DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO LAVORI

OGGETTO

Linea: Roma - Formia

Galleria Rialto.

Roma 0 LUG 1945 194 - A.

N. L. 5/13/37343

Al N.

del

ALLA SOTTOCOMMISSIONE TRASPORTI (Ferrovie)

Stanza 52

3° piano

ALLEGATI N.

= S E D E =

1°) - Si fa riferimento alla vostra lettera A.C./Tn
24-31-C.E. del 3 luglio 1945.

2°) - I materiali occorrenti per il ripristino della
galleria Rialto sulla linea Roma - Formia sono:

- cemento	ton. 980.=
- mattoni	n° 1.200.000.=
- carburante	litri 10.000.=
- olio lubrificante	" 200.=

IL CAPO DEL SERVIZIO

Volpato

3793

Ext:513

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-CommissionFPR/mdp 41

Ref: 233/27/56/Tn.2

14 July 1945

Subject : Railway line between Roccastrada and
Montepescali
(Length of line: 16 Kilometres).

To : Industry Sub-Commission.

- (1) Your reference Mines-900 of 27 June '45 and enclosed Mining Division Reports concerning properties that would benefit by these repairs.
- (2) The Italian State Railways are being reconstructed in 4 phases over a period of time, but in view of your remarks the project of the repair of the above section was put before the Minister of Transport for his comment.
- (3) His reply states that the destruction between Roccastrada and Montepescali is considerable and completely in variance with statements contained in letter dated 12 June '45 from Ing. Vittorio de Gasperi, President of the "Società Antimontifera", Terni.
- (4) It necessitates complete construction of
 - (a) 5 Bridges in brick with arches 6-10 metres, and one 4.50-10-45 metres.
 - (b) 3 Steel bridges. Arches 12.30 metres.
 - (c) 1 Bridge of reinforced concrete 2 spans of 7.80 metres.
 - (d) 250 metres of rail required and complete ballasting.

(5) The estimate of expenditure is approximately Lire 26,000,000.

(6) The quantity of material required is very high. cement and steel are in short supply and are being absorbed in the reconstruction of the main arteries of the Italian State Railways at present.

(7) The I.S.R. point out that the entire line Montepescali-Asclano is in the programme of lines for reconstruction in 1946.

(8) In view of the above remarks I think you will agree that this cannot be considered as a No 1 priority and even if authorised, work would be slow owing to lack of materials. It is therefore suggested that this section of line be repaired on its prepared I.S.R. schedule.

F.P. Richardson Maj.

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

Copy to : Rail Division, Tn.4
(attn. Major A.H. Street, D.S.O.).



DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) SERVIZIO LAVORI E COSTRUZIONI

OGGETTO: GUIDONIA - Raccordo
Cementerie Italiane

Roma, li 13 Luglio 1945 - A
N.L.8.bis/38321/C.IV.106(7)bis/4
Al N. del

SOTTOCOMMISSIONE TRASPORTI A.C.
(DIVISIONE FERROVIE)
INCREMENTO TRASPORTI C.M.F.
SIG. MAGGIORE STREET
(Piano 3° - Stanza N.52)

- 1) - Si risponde alla lettera N.A.C. Tn/24/30.C.E del 3/7/c.a.
- 2) - Come fatto presente con la precedente lettera N.L.8.bis/21578 del 5/4/c.a. sono state studiate due soluzioni per il raccordo ferroviario in oggetto e del relativo piano è stata consegnata copia alla Ditta interessata per l'ulteriore studio del progetto e per le pratiche occorrenti.
- 3) - La Ditta ha richiesto altra copia del piano che le è stato inviato in data 11 Giugno 1945.

:/.

Stab. Tip. Puccini - Ancona - Ord. 37 - 30-6-12-XX - 1701.529 1/2 f.

(1) Servizio

3790

4) - Si è ora in attesa che la Ditta concessionaria del raccordo faccia conoscere le proprie decisioni e il risultato dei propri studi.

IL CAPO DEL SERVIZIO*

Delegato

AMS/ef

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

Tel : 843239
Ref : AG/Tn/24/39/C.E.

14th July 1945

SUBJECT : Line 221. Montepescali-
Roccastrada.

TO : Eng. Lo Cigno

1. Reference your letters L.5/13/37307 of 11th July and L.9/335 of 13 July.
2. There are certain discrepancies which need to be cleared.
3. In your first letter you state that 8.000 quintals of cement, 20.000 litres of petrol and 70 tons of steel are required, whilst in the list of materials sent with your second, you request only 3.000 quintals of cement, 12.100 litres of petrol, but 30 tons of steel, which is correct.
4. In para.3 of first letter you say, that the line Montepescali-Asciano is included in the programme for 1946, whilst your second letter in para.5 says it is not included. Please clear this.

For the Director/:

A.H. STREET, Major.

3789



MINISTERO

~~XXXXXXXXXXXXXXXXXXXX~~
DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

SERVIZIO LAVORI E COSTRUZIONI

OGGETTO

Linea 221
Montepescali-Roccastrada

ma 18.7. 1943 - n.

E. G. / 765

Al n.

del 1.9/360

SIG. MAGGIORE STREET

Ufficio Trasporti della A.C.

ALLEGATO N.

- 1) - In risposta a vostra lettera N° AC/Tn/24/33 CE del 3 corrente mese vi trasmetto un esemplare della proposta per la ricostruzione della linea Montepescali-Asciano (km.84 circa) nella quale é compreso il tratto Montepescali-Roccastrada (km.17 circa).
- 2) - L'importo complessivo della proposta é di 192 milioni di lire di cui £. 20.000.000 per il tratto Montepescali-Roccastrada.-
- 3) - I materiali occorrenti per il tratto Montepescali-Roccastrada figurano nell'allegato 5 (1^ voce di ogni categoria).
- 4) - Il tempo che si prevede per la sistemazione del tratto in oggetto é di mesi 3.
- 5) - La linea Montepescali-Asciano non é compresa fra quelle da riattivare entro l'anno 1946. Data però la brevità del tratto Montepescali-Roccastrada, il lieve importo per la sua sistemazione e il fatto che a Roccastrada fanno capo miniere di sabbie silicee per vetrerie e fonderie, cave di caolino per l'industria ceramica e di gesso, e importanti produzioni di carbone vegetale, esprimo l'avviso che sia conveniente appaltare subito i lavori per la sua riattivazione.

3788

IL CAPO DEL SERVIZIO LAVORI

Bozzolo

AHS/ef

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

38

Tel : 843239
Ref : AC/Tn/24/38/C.E.

14th July 1945

SUBJECT : Line 221. Montepescali-
Roccastrada.

TO : Planning Staff
Attn : Major Richardson.

1. Further to my AC/Tn/24/37/C.E. of 12th July.
2. A further letter has been received from the I.S.R. urging that the section Monte Pescali-Roccastrada be carried out forthwith the section Roccastrada Asciano is down for completion in 1946.
3. The time for completion of the first section is 90 days after commencement of work.

A.H. STREET, Major

2787

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

12 July 1945

Tel : 843239
Ref : AC/Tn/24/37/C.E.

SUBJECT : Line 221. Roccastrada-
Montepescali.

TO : Planning Division

1. Reference your letter 233/22/56/Tn.2 of 30 June 45.
2. Herewith attached please find copy of letter from the I.S.R. with information required.

A.H. STREET, Major.

3786

SERVIZIO LAVORI

OGLIETTO

Linea 221.=
Montepescali-Roccastrada

ALLEGATI N.

Roma 11 LUG 1945 194 - A.

N.L. 5/13/37307

Al N. _____ del _____

SIG. MAGG. STREET

COMMISSIONE ALLEATA
Sottocommissione Trasporti
P.no 3° stanza 52

$$= SED E =$$

- 1) Riferimento al Vostro n°.A.C./Tn/24/33/C.E. del 3 luglio 1945
- 2) Per il ripristino del tratto Montepescali - Roccastrada, della linea Montepescali - Asciano, dovranno essere ricostruiti:

Il fabbricato viaggiatori di Roccastrada

4 ponti in mutatura della linea da m.6 ÷ 10

1 ponte con piattabanda in cemento armato a due luci di m.7,80

3 ponti in ferro di m. 12,30 di luce

1 ponte in muratura a tre luci (m.4,50 - 10 - 4,50)

250 metri di binario e massicciata.

Il tempo occorrente per tali lavori sarà di circa 4 mesi ed il costo relativo si prevede ammonterà a circa £.26.000.000.=

I materiali occorrenti sono:

Cemento q.li 8.000.=

Benzina litri 20.000.=

Benzina		
Olio	"	500.=

Travi profilate speciali ton. 22.=

Travi profilate speciali ton. 22.1

3) Si segnala che l'intera linea Montepescali - Asciano è nel programma di linee da ripristinare entro l'anno 1946.

IL CAPO DEL SERVIZIO

IL CAPO DEL SERVIZIO

1. Cronin

AHS/sm

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

33

Tel : 843239
Ref : AC/Tn/24/33 C.E.

3rd July 1945

SUBJECT / Line 221 Monte Pecali-Reconstrada.

TO : Eng. Lo Cigno
Chief of Works Service.

1. A request has been received for the reconstruction of the above section of railway.
2. Please submit estimated, cost list of materials required, and length of time required for completion.
3. I shall be glad to hear, what priority you assess to above work.

A.H. STREET, Major.

Copy to : Planning Staff
Refs 233/22/56Tn 2 of 30th June.
File returned.

3784

Ext:513

TRANSPORTATION SUB COMMISSION

FPR/id

INTER OFFICE MEMO

Ref: 233/22/56/Tn.2

30 June 1945.

Subject : Line 221 Roccastrada - Montepescali
To : Rail Division (Tn.4)

(1) Reference attached letter from Tn.3 of 30 June 1945, with copy of letter Mines 900 dated 27th June 1945.

(2) The distance between stations requested for reconstruction is 16 klms. only, and from perusal of file it would appear that it will open up an important industrial area. Outward movement from Roccastrada appears to be:-

	3,300 tons per month		
Sand	400	"	"
Gypsum	200	"	"
China Clay	500	"	"
Agricultural Produce	800	"	"
Wood & Charcoal			

(3) No request appears to have been received from the Italian State Railways for the rehabilitation of this section of line but in view of the statements contained in the file, it would appear necessary to consult the Italian State Railways on the subject.

(4) Please advise the results of your conversations with the Italian State Railways, with their suggestions, so that if they agree I may follow it up for financial authority. At the same time have them submit an estimated cost of expenditure and expected date of completion.

(5) *Kindly return file after perusal.*
F. P. Richardson.

F. P. RICHARDSON, Major,
Planning Staff.

3783

28
TRANSPORTATION SUB-COMMISSION, A.C.,
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

Tel : 843239
Ref : AC/Tn/24/28/C.E.

2nd July 1945

SUBJECT : Lagonegro-Spezzano
Albanese Railway.

TO : Major Street
Building.

1. In compliance with your instructions, the damaged Lauria viaduct between Lagonegro and Lauria which prevents trains from running from the hydrocarbon mines at Castelluccio to Lagonegro was inspected on the 30th June in company with the Director and the Engineer of this private line whom I met at Lagonegro.

2. The Director of this privately owned railway Cav. Dott. Giuseppe Robecchia has an office in Rome, Via Nizza 35 and in view of the fact, that the work had not commenced I asked the Director to call and see you today the 2nd June. For future record his telephone number is Rome 862.252.

3. The railway is of 95 cm. gauge and 8 Km. of which, due to severe gradients, are fitted with a rack rail starting from Lagonegro station. Transhipment facilities are available at Lagonegro station a metre gauge line running parallel with the standard gauge I.S.R. line.

4. One pier and the two adjacent arches of the Lauria Viaduct have been demolished. The pier is 14 mts high with a 4 metres foundation. Both demolished arches are 18 mts.

5. Eighteen tons of cement had already been dispatched by the I.S.R. from Poggioreale T.S.D. and had been received at Lauria. Authority for the release of 100 tons cement was in possession of the I.S.R. store keeper at Poggioreale.

6. The Director stated that it would take 4 months to rebuild this viaduct and it was eventually agreed, that the viaduct would be completed by 15th October.

1. In compliance with your instructions, the damaged Lauria viaduct between Lagonegro and Lauria which prevents trains from running from the hydrocarbon mines at Castelluccio to Lagonegro was inspected on the 30th June in company with the Director and the Engineer of this private line whom I met at Lagonegro.

2. The Director of this privately owned railway Cav. Dott. Giuseppe Robecchia has an office in Rome, Via Nizza 35 and in view of the fact, that the work had not commenced I asked the Director to call and see you today the 2nd June. For future record his telephone number is Rome 852.252.

3. The railway is of 95 cm. gauge and 8 Km. of which, due to severe gradients, are fitted with a rack rail starting from Lagonegro station. Transhipment facilities are available at Lagonegro station a metre gauge line running parallel with the standard gauge I.S.R. line.

4. One pier and the two adjacent arches of the Lauria Viaduct have been demolished. The pier is 14 mts high with a 4 metres foundation. Both demolished arches are 18 mts.

5. Eighteen tons of cement had already been dispatched by the I.S.R. from Poggioreale I.S.D. and had been received at Lauria. Authority for the release of 100 tons cement was in possession of the I.S.R. store keeper at Poggioreale.

6. The Director stated that it would take 4 months to rebuild this viaduct and it was eventually agreed, that the viaduct would be completed by 15th October.

Peter Lavery Capt. R.
M.P.M. GREANY, CAPTAIN.

AHS/ef

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

27

30 June 1945

Tel : 843239
Ref : AC/Tn/24/27/C.E.

SUBJECT : Cement for Lauria Viaduct.
Calabro Lucane Railway.

TO : Ispettorato Motorizzazione
Civile.

1. Will you please draw 50 tons of cement at Naples for the Lauria Viaduct.
2. This completes the 100 tons originally asked for.

For the Director.

A.H. STREET, Major.

3781

AHS/ef

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

26

29 June 1945

Tel : 843239
Ref : AC/Tn/24/26/C.E.

SUBJECT : Montecorvino station.

TO : Eng. Lo Cigno
Chief of Works Service.

1. The A.F. H.Q. are complaining that the end loading ramp has not yet been repaired and the overhead wire not been removed.

2. Will you please issue immediately instructions to the Works Section Naples, so as to complete these works within the 4th July.

For the Director.

A.H. STREET, Major

3703

AHS/ef

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

Tel : 843239

Ref : AC/Tn/24/25/C.E.

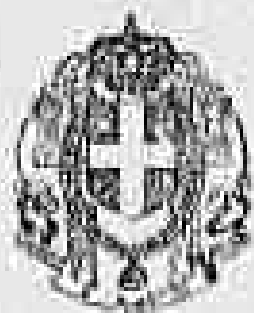
SUBJECT : Calabro-Iucane Railways.
Lauria Viaduct.TO : Ispettorato Generale
Motorizzazione Civile.

25 June 1945

1. Reference your letter 651/2279 of 23 June 45.
2. In previous correspondence the amount of cement requested has always been 160 tons.
3. In above letter the amount has now been increased to 189 tons.
4. Please give full details as to why the extra cement is required.

For the Director:

A.H. STREET, Major.



Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Divisione R.S.T. *Is.*
Det. N. 651/1279 *Allegati*

Roma, 23 GIU 1945 24 A

TRANSPORTATION SUB-
COMMISSION A.C.

(Rail Division) (*my. Street*)
c/o Transportation (Br)
Main C.M.F.

Risposta al f. NAC/Tn/24/23/C.E.
del 21 - 6 - 45

OGGETTO Ferrovie Calabro-Lucane
Viadotto di Lauria

Si comunica che la ricostruzione del Viadotto di Lauria delle Ferrovie Calabro-Lucane potrà essere ultimata circa tre mesi dopo la consegna del cemento e il servizio potrà essere riattivato dopo circa un altro mese.

La Società esercente di dette Ferrovie ha preso accordi con l'ing. Lo Cigno, Capo del Servizio Lavori Ferrovie Stato, per il ritiro delle 100 tonn. di cemento concesse per il viadotto in oggetto, e un incaricato si è recato a Napoli dove quel Compartimento deve farne la consegna.

Si ricorda che il quantitativo necessario per il lavoro è di tonn. 189, e che pertanto debbono ancora essere consegnate 89 tonn. di cemento.

IL DIRETTORE GENERALE

3778

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

JWB/bjs

19th June 1945

Tel; Ext 318

351/36/Tn.3

SUBJECT. Calabro - Lucane narrow gauge line,
Lagonegro - Spezzano.

TO. Rail Division (TN.4)

1. Ref all previous correspondence relating to
Castelluccio (Mercure) lignite mine.

2. Will you please say whether cement has now
been supplied to the directors of Calabro - Lucane
railway, and give a date for the completion of the
Lauria viaduct.

3. Repair of this viaduct was given first priority
and the reestablishment of full rail service for this
lignite mine is of utmost importance. Please treat
as urgent.

M. J. Sieff

M. J. SIEFF, Colonel.
Chief, Movements Division

3777

A HS/ef

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

Tel : 843239
Our ref: AC/Tn/29/C.E.

10th April 1945

TO : Deputy Director
Transportation
Sub-Commission
Attn: Major Worthington

SUBJECT : Castelluccio Lignite Mines
Lauria Viaduct.

1. Reference is made to your letter 351/24/Tn 3, dated 8 April 1945, on above subject.
2. Please see my letter AC/Tn/24/41/C.E. of 7th April 1945.

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

GRW/elo

INTER-OFFICE MEMORANDUM

24.

8 April 1945

Tel : 478704

351/24/TN 3

SUBJECT : Castelluccio Lignite Mines,
Lauria ViaductTO : Transportation Sub-Commission,
Rail Division ✓

1. Reference your AC/TN/29/C.E. dated 3 April '45.
2. In view of the conversations at the Meeting held on 7 April '45 regarding the re-opening Ortona - Ancona Line, please arrange for the Lauria Viaduct re-construction plan to be included in your list of proposed re-constructions works, which you are preparing for the next Priorities Board, who will be considering what work can be carried out immediately with such materials as can readily be made available.

C.R. Woolton
for M.B. THOMAS, Colonel *may*
Deputy Director
Transportation Sub-Commission

Copy to : Economic Section

3775

AHS/ef

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

Tel : 843239
Our ref:AC/Tn/29/C.E.

3rd April 1945

TO : Chief of Movement
Division, A.C.
Transportation

SUBJECT : Castelluccio Lignite
Mines, Lauria Viaduct.

1. Reference your 351/22/3n3 of 1st April.
2. Up to date no further correspondence has been received from the Ministry of Transports, General Directorate.
3. Our letter AC/57/35 Tn4 of 12 March pointed out the difficulties likely encountered.
4. As stated in our letter A.C.57.35 Tn 4 of 22nd March.The question of the repair of this railway will be considered at the next meeting of the Reconstruction Sub-Committee.
5. Since writing our letter referred to in Para.4 the cement situation has become more acute and it is doubtful if cement will be available for this work before June, as there are many works authorized which it has been impossible to put in hand due to shortage of cement.
6. Against cement demands for April for 4.035 tons, we have only received so far release of 1235 tons.
7. If this work is very urgent, special priority should be obtained from A.C. Priorities board, as it will mean diverting cement, from another work already in hand.

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

3rd April 1945

Tel : 843239
Our ref:AC/Tn/29/C.E.

TO : Chief of Movement
Division, A.C.
Transportation

SUBJECT : Castelluccio Lignite
Mines, Lauria Viaduct.

1. Reference your 351/22/5n3 of 1st April.
2. Up to date no further correspondence has been received from the Ministry of Transports, General Directorate.
3. Our letter AC/57/35 Tn4 of 12 March pointed out the difficulties likely encountered.
4. As stated in our letter A.C.57.35 Tn 4 of 22nd March. The question of the repair of this railway will be considered at the next meeting of the Reconstruction Sub-Committee.
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O.H. LINDBERG
Lieut-Colonel,
Tn-Sub.Comm.A.C.
3774

JWB/elc

191

INTER-OFFICE MEMORANDUM

Tel : 478704

1 April 1945

351/22/Tn 3

SUBJECT : Castelluccio Lignite Mines
Lauria viaduct

TO : Rail Division, Tn Sub-Commission

1. Reference is made to your AC/57/35/Tn 4 dated 19 March '45, addressed to Ministry of Transports General Inspectorate, copy to this Division.
2. This letter is followed by your AC/Tn/29/C.E. dated 22 March '45.
3. The situation would seem to need clarification and in view of the urgent necessity of providing rail transportation for the production of these Mines, will you please give answers to the following questions :-
 - (a) Is the Ministry Of Transports General Inspectorate taking any action in this matter, or is this Sub-Commission waiting for the Calabro-Lucane Railways to apply through channels indicated in your letter mentioned in para 2 above?
 - (b) Can the question of priority for reconstruction and allocation of cement be settled by reps of Rail Division with Construction Sub-Committee of Allied Railway Board, or is it desired that an over-all priority be obtained from AC Priorities Board?
4. Shipping to this Theatre has been considerably reduced and will be still further reduced. It is essential, therefore, that every use be made of local resources, not the least important of which is Lignite.
5. Please treat as urgent.

J. W. B. *dr. Coe*
M.J. SIEFF, Colonel
Chief, Movements Division

1. Reference is made to your AC/57/35/Tn 4 dated 19 March '45, addressed to Ministry of Transports General Inspectorate, copy to this Division.
2. This letter is followed by your AC/Tn/29/C.E. dated 22 March '45.
3. The situation would seem to need clarification and in view of the urgent necessity of providing rail transportation for the production of these Mines, will you please give answers to the following questions :-
 - (a) Is the Ministry of Transports General Inspectorate taking any action in this matter, or is this Sub-Commission waiting for the Calabro-Lucane Railways to apply through channels indicated in your letter mentioned in para 2 above?
 - (b) Can the question of priority for reconstruction and allocation of cement be settled by reps of Rail Division with Construction Sub-Committee of Allied Railway Board, or is it desired that an over-all priority be obtained from AC Priorities Board?
4. Shipping to this Theatre has been considerably reduced and will be still further reduced. It is essential, therefore, that every use be made of local resources, not the least important of which is Lignite.
5. Please treat as urgent.

 M.J. SIEFF, Colonel
Chief, Movements Division

3773

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

Tel : 343239
Ref : AC/Tn/28/C.B.

9th June 1945

TO : The Director
Tn Sub-Commission

SUBJECT : Marble Works Railway.

1. The attached correspondence has reached this office.
2. This railway is purely a system of short branch lines used solely for the marble trade and consequently does not rank as a railway.
3. It would appear to be a matter for Industry and Commerce to handle.
4. If it is decided that the work should be put in hand, I will instruct the I.S.R. to repair the two small bridges on the State Railway line.
5. Line 50 between Viareggio and La Spezia is not yet repaired.

C.R. LINDBERG, Lt. Col.

AHS/ em

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

Tel : 843239

Our ref : AC/Tn/14/117 C.E.

30th May 1945

TO : The Director
Transportation Subcommission
Italian State Railway.

SUBJECT : Permanent repairs.

1. Schemes have been presented by the Directorate I.S.R. for permanent repairs to the following lines.

- a) Permanent repair and opening of second track between Rome and Casilina Ceperano. Line 90.
- b) Permanent repair and opening of second track between Cassino and Caserta. Line 90.

2. The cost of (a) is 270.000.000 lire. The following materials are required:

Track material	4.000 tons
Cement	1.100 tons
Iron section for bridge repair	400 tons

3. The cost of (b) is 737.350.000 lire.

Track material	17.400 tons
Cement	700 tons
Iron section for bridge repair	150 tons

4. The present moment would hardly seem appropriate for the initiation of works of this importance involving the use of 21.000 tons of track material, which would have to be imported.

5. It is proposed that sanction for the repair of all bridges buildings etc. be granted and work put in hand, but that the track work should be placed on deferred priority.

6. May we be advised please if this scheme meets with your approval.

7. Herewith all relevant papers received from the I.S.R. which please return.

3771

SUBJECT : Permanent repairs.

1. Schemes have been presented by the Directorate I.S.R. for permanent repairs to the following lines.

- a) Permanent repair and opening of second track between Rome and Casilina Ceperano. Line 90.
- b) Permanent repair and opening of second track between Cassino and Caserta. Line 90.

2. The cost of (a) is 270.000.000 lire. The following materials are required:

Track material	4.000 tons
Cement	1.100 tons
Iron section for bridge repair	400 tons

3. The cost of (b) is 787.850.000 lire.

Track material	17.400 tons
Cement	700 tons
Iron section for bridge repair	150 tons

4. The present moment would hardly seem appropriate for the initiation of works of this importance involving the use of 21.000 tons of track material, which would have to be imported.

5. It is proposed that sanction for the repair of all bridges buildings etc. be granted and work put in hand, but that the track work should be placed on deferred priority.

6. May we be advised please if this scheme meets with your approval.

7. Herewith all relevant papers received from the I.S.R. which please return.

3771

O.H.LINDBERG, Lt.Col.

Subject: Rehabilitation of
Stores Depot, Foligno.

14
Military Railway Service,
C.M.F.
Tel: Firebox 89.

Tn. A. 2/76/1.

23 May 45.

To:- Tn. Sub Commission A.C.
(Rail Division).

1. Referring to I.S.R. letter ML.5/17/S 18860, 24 Apr. 45 addressed jointly to M.R.S. and yourselves.
2. The request for authority to carry out the work necessary to rehabilitate the Stores Sheds at Foligno is considered reasonable.
3. The materials required should be provided from I.S.R. sources or by arrangements made through A.C. channels. In the event of your being unable to arrange supply of all requirements we will consider giving assistance provided we are able to do so without prejudice to military needs.



D.R.H. CHAPLIN, Lt. Col.,
for Brigadier,
Director, Military Railway Service.

3770



MINISTERO D E COMUNICAZIONI
FERROVIE DELLO STATO DIREZIONE GENERALE

(1)

OGGETTO. Ripristino impianti fissi
di trazione elettrica.

Roma, - 8 MAG 1945 104. 13

N. 17/20/23134/SA1

Al N. del

Colonnello Lindbergh
Sottocommissione Alleata
3° piano stanza n. 52

S E D E

Informo la S.V. che ho approvato le seguenti spese per i lavori di
ripristino degli impianti fissi di trazione elettrica delle seguenti li-
nee:

linea Roma - Orte

L. 210.000.000

linea Roma - Villa Literno - Aversa

" 300.000.000

Majors Kubala

fa DIRETTORE GENERALE
Locego

3769

(1) Servizio.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

RVIII/35/35/27

25 March 45

SUBJECT: Railway - Grosseto to Roccastrada.

TO : Rail Officer.

✓ To Major Street GSO

1. What can be done to expedite the repair and placing in operation of the rail from the main-line north of Grosseto to Roccastrada Station?

2. Near Roccastrada Station there are mines producing silica sand for glass, gypsum, china clay etc. Moreover this area produces a large part of the charcoal used in the northern Provinces. During the past winter it was necessary to station a unit of Army trucks near the above named point to move charcoal to railhead.

George B. Sowers
GEORGE B. SOWERS,
Major, AUS.,
Chief Transportation Officer.

GBS/lb.

Copy to: Provincial Commissioner, Province of Grosseto
(att. Provincial Supply Officer).

3768

AHS/em

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

Tel. 843239

25th April 1945

Our Ref. : AC/Tn/24/8/C.E.

TO : Eng. IO CIGNO,
Chief of the Work Service.

SUBJECT : Siding at Palombara-Marcellina
for Italcementi.

1. Reference attached copy of letter 2116/MF-1t.
of 11th April.

2? As far as this Commission is concerned, there
is no objection to the work being carried out.

O.H. LINDBERG,
Lieut-Colonel,
Chief, Rail Div.

3767



DEI TRASPORTI
 MINISTERO ~~DEI~~ ~~LE~~ ~~COMUNICAZIONI~~
 FERROVIE DELLO STATO - DIREZIONE GENERALE
 SERVIZIO LAVORI E COSTRUZIONI

OGGETTO GUIDONIA - Raccordo
 Cementerie Italiane

Roma 5 Aprile 1945 . A .

N.L.8.bis/21578/CIV.106(7bis)

Al N. del 4

SOTTOCOMMISSIONE TRASPORTI A.C.
 (Divisione Ferrovie)
 INCREMENTO TRASPORTI C.M.F.
 (Sig. Cap. Greany R.E.)

P.n. Sig. Maggiore STREET-Piano 3°
 Stanza 52)

S E D E

- 1°)- Si fa seguito alla lettera N.L.8.bis/15267 del 13-4-45
- 2°)- Si è oggi consegnato al Geom. Lalli Rappresentante delle Cementerie Italiane un piano contenente due soluzioni per il raccordo ferroviario delle Cementerie di Guidonia alla Stazione omonima.
- 3°)- Si sono date al predetto Geometra le istruzioni del caso per la verifica del tracciato sul terreno e per l'ulteriore studio del progetto, richiamando l'attenzione sulle pendenze che si sono dovute adottare, in relazione alla potenza del locomotore, che la Ditta dovrà procurarsi per il servizio fra lo Stabilimento e la Stazione.

./.

3766

(1) Servizio

- 4°)- Poichè quest'Amministrazione non ha disponibili di materiale d'armamento e d'altra parte si tratta di raccordo di proprietà privata, la Società è stata interessata a procurarsi il materiale necessario sul mercato.
- 5°)- Si è invitata la Ditta a far conoscere a suo tempo il risultato delle sue pratiche.

IL CAPO DEL SERVIZIO

Volpe

"ITALCEMENTI"

Fabbriche Riunite Cemento

SOCIETÀ ANONIMA - CAPITALE SOCIALE L. 180.500.000

FILIALE DI ROMA

PREGASI
CITARE
21116/AF-It.
UFF. TECH.

Roma, 11 aprile 1945

TO

MILITARY RAILWAY SERVICE

R O M E

La sottoscritta Società chiede che le venga data l'autorizzazione ad eseguire il raccordo ferroviario, nella stazione di Palombara-Marcellina, che interessa il suo stabilimento di Marcellina.

Allega copia fotografica dell'approvazione del progetto da parte della Sezione Lavori del Compartimento di Roma delle Ferrovie dello Stato.

Ringraziando in anticipo distintamente saluta.

We beg to ask for authorization to execute a railway junction near Palombara-Marcellina station, in the interest of our factory of Marcellina.

We are enclosing herewith photographic copy of the project's approval by "Sezione Lavori del Compartimento di Roma delle Ferrovie dello Stato".

Thanking you in advance, we are, dear Sirs, yours faithfully.

"ITALCEMENTI,"

Filiale di Roma

DIRETTORE

7 Apr 45

3785

FILIALE DI ROMA

PREGASI CITARE 2116/AF-lt.
T.T.P. - C.C.

Roma, 11 aprile 1945

To

MILITARY RAILWAY SERVICE

R O M E

La sottoscritta Società chiede che le venga data l'autorizzazione ad eseguire il raccordo ferroviario, nella stazione di Palombara-Marcellina, che interessa il suo stabilimento di Marcellina.

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Thanking you in advance, we are, dear Sirs, yours faithfully.

ITALCIMENTI

Filiale di Roma

DUE PROCEDURE

For: *[Signature]*

3765

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
Comp.di Roma Sez. Lav. di Roma

Roma, li 11/4/1945

N° 6523/E39

Al N° Ing. M/rb-1731 Ufficio Tecnico

OGGETTO: Palombara Marcellina -
Bina. - Binario di raccordo.

"ITALCEMENTI"

FABBRICHE RIUNITE DEL CEMENTO

Via del Tritone 132

R C M A

In risposta alla lettera susseguente, d'accordo con la Sezione Movimento, si approva il progetto presentato da codesta Società per la costruzione del binario di raccordo ferroviario con la stazione di Palombara Marcellina, come dal vostro disegno N° 6539, prevedendo l'installazione di staffe fermacarri, collegate con la manovra dello scambio al innesto del binario di raccordo, che non figurano nel disegno stesso.

Tale approvazione si intende in linea di massima, salvo cioè la introduzione di eventuali varianti che potranno essere ritenute necessarie in seguito ad un ulteriore esame del progetto.

IL CAPO DELLA SEZIONE LAVORI

E. Cavallari

ARS/ef

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

Tel : 843223

Our ref: AG/Tn/24/7/C.F.

24th April 1945

TO : Mr. Lo Gigno
 Chief of Works Service.

SUBJECT : Removal of track
 Bari Division. Brindisi
 Taranto.

1. Reference is made to your letter N.I.G.bis/16279/
 CI.37(10)0 dated 16th April.
2. Attached please find copy of a letter from
 T.M.R.S.

O.H. LINDBERG,
 Lieut-Colonel.

Subject: Removal of track -
BARI Division :
BRINDISI - TARANTO.

MILITARY RAILWAY SERVICE,
CMF.

Tele: Firebox 9313

In. As (O)/6/6 - 87A

23 Apr 45

TO: In. Sub-Comm. AC
Rail Division (diag)

Reference AC/In/26/6/6 dated 19 Apr 45 and enclosure.

This headquarters does not agree to the removal of the avoiding line between DIVIO RESTINCO - DIVIONE SAGNE, but has no objection to the line BELLAVISTA - NASISI being taken up.

For your information the ISN were told in May 1944 that the section BELLAVISTA - NASISI was not considered essential to operations in the TARANTO area.

R. G. Wilson

Major, R.E.

For Brigadier,

Director, Military Railway Service.

Copy to: In. Officer,
BARI Ops Office,
HQ ISN BARI.

DDIn(Const):Conversation

Major Williams - Wilson refers.

3762

61
AHS/em

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

Tel. 843239

Our Ref. : AC/TN/24/6/C.E.

19th April 1945

TO

: D.M.R.S.

Attn.: Operation Branch.

SUBJECT : Junction between Bari
and Taranto.

1. Ref. attached letter N.6.L.8 bis/15279/CI.37/(10)0
2. Please say if these junction lines can be
taken up.

O.H. LINDBERG,
Lieut-Colonel,
Chief, Rail Div.

1 4 4 7

MINISTRY OF TRANSPORT
STATE RAILWAYS
WORK AND CONSTRUCTION SERVICE.

16th April 1945

N.I.3 bis/15279/CI.37(10)O

SUBJECT : Demolition of permanent way material - Junction near Brindisi between Bari and Taranto lines. -Siding between Bellavista and Masisi.

TO : Tn.S.C.,A.C. - Attn. Major Street.

1. In order to recover permanent way material, essential for the destroyed lines, we deem necessary to demolish the following tracks :
 - a)- Junction line near Brindisi, between the Bari and Taranto lines.
 - b)- Siding between Bellavista and Masisi near Taranto.
2. The Railway Administration has already given advise about these demolitions, subordinating its carrying out according to the authorization of the Allied Command.
3. The Allied Command under which jurisdiction is Bari, has not yet given the authorization for the demolition of the siding near Brindisi, awaiting instructions by the Superior Command.
4. No instructions have been given regarding the demolition of the section Bellavista-Masisi.
5. Will you kindly take this matter up and, if there is nothing to the contrary, authorize these demolitions.

The Chief of the Service
Sgd.: Lo Cigno.

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
SERVIZIO LAVORI E COSTRUZIONI

Roma 16 Aprile 1945

N.L.8.bis/15279/CI.37(10)0

SOTTOCOMMISSIONE TRASPORTI A.C.
(Divisione Ferroviaria)

OGGETTO
Demolizione impianti d'armamento.

Raccordo presso Brindisi fra
le linee per Bari e per Taranto-
Binario fra Bellavista e Nasisi,

(MAGGIORE STREET) - 3° piano-
stanza N.52

S E D E

- 1°)- Allo scopo di ricavare materiali d'armamento per il ripristino di linee interrotte si ritenebbe opportuno demolire i seguenti binari:
- a)- Raccordo presso Brindisi fra le linee per Bari e per Taranto.
- b)- Binario fra Bellavista e Nasisi presso Taranto.
- 2°)- Questa Direzione ha già comunicato il provvedimento per tali demolizioni, subordinandone l'attuazione al benessere del competente Comando Alleato.
- 3°)- Il Comando Alleato avente giurisdizione sul Compartimento di Bari non ha dato, per ora, il suo benessere per la demolizione del raccordo presso Brindisi, in attesa di disposizioni dal Superiore Comando di costi.
- 4°)- Non risultano intervenute decisioni per la demolizione del tratto Bellavista- Nasisi.
- 5°)- Si prega voler esaminare la questione e autorizzare, ove nulla osti, le demolizioni proposte.

IL CAPO DEL SERVIZIO

Delegato

- 1°)- Allo scopo di ricavare materiali d'armamento per il ripristino di linee interrotte si riterebbe opportuno demolire i seguenti binari:
- a)- Raccordo presso Brindisi fra le linee per Bari e per Taranto.
 - b)- Binario fra Bellavista e Nasisi presso Taranto.
- 2°)- Questa Direzione ha già comunicato il provvedimento per tali demolizioni, subordinandone l'attuazione al benessere del competente Comando Alleato.
- 3°)- Il Comando Alleato avente giurisdizione sul Compartimento di Bari non ha dato, per ora, il suo benessere per la demolizione del raccordo presso Brindisi, in attesa di disposizioni dal Superiore Comando di costì.
- 4°)- Non risultano intervenute decisioni per la demolizione del tratto Bellavista- Nasisi.
- 5°)- Si prega voler esaminare la questione e autorizzare, ove nulla osti, le demolizioni proposte.

IL CAPO DEL SERVIZIO

Delegue

3788

JA

AHS/em

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

Tel. 843239

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

17th April 1945

TO : Planning Staff,
Tn.S.C., A.C.

SUBJECT : Priorities of I.S.R.
reconstruction work.

1. Reference your 233/2/Tn.2 of 16th April.
2. In future cost, and materials required will be advised when requesting priority.
3. In view of the difficulty of obtaining materials it is not possible to give any time for completion.
4. I regret I am unable to send my current correspondence but should you wish to consult same, it is always available, for consultation, here?

O.H. LINDBERG,
Lieut Colonel,
Chief, Rail Div.

TO : Planning Staff,
Tn.S.C., A.C.

SUBJECT : Priorities of I.S.R.
reconstruction work.

1. Reference your 233/2/Tn.2 of 16th April.
2. In future cost, and materials required will be advised when requesting priority.
3. In view of the difficulty of obtaining materials it is not possible to give any time for completion.
4. I regret I am unable to send my current correspondence but should you wish to consult same, it is always available, for consultation, here.

O.H. LINDBERG,
Lieut Colonel,
Chief, Rail Div.

27/9

Ext: 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

FPR/id

INTER OFFICE MEMO

Ref: 233/2/Tn.2

16 April 1945

Subject : Priorities of I.S.R. Reconstruction Work
supervised by A.C.

To : Rail division, TN 4.

Your AC/TN/24/41/C.E. of 7 April 1945.

1. It is noted that all requests for reconstruction of railways will be submitted by you to this H.Q. for priority to be assessed before submission to the Construction Sub Committee.

2. To enable these priorities to be assessed, it is necessary that you forward me your current correspondence to peruse or you give me details, i.e. estimated cost, amount of material required and length of time of completion, also a short report on your point of view. The economic aspect will be studied here.

F.P. Richardson
F.P. RICHARDSON,
Major,
Planning Staff.

Copy to:- Chief, Movements Division, TN 3.
Movements, Rail Division, TN 3.

3758

AMS/em

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

Tel. 843239

Cur Ref. : AC/Tn/24/41/C.F.

7th April 1945

TO : Planning Branch,
Tn.S.C., A.C.

SUBJECT :

1. Due to the shortage of cement, it was decided at the last meeting of the Reconstruction Committee Allied Railway Board, that all requests for rehabilitation of railways should have a definite priority fixed before authorization by the Committee.
2. Will you therefore please fix priorities for the following works consulting, if necessary, the Priorities Board and the Economic Section.

3. Works already approved and started.

Termoli - Campobasso	Line 279	98% Complete
Rome - Avezzano	Line 28	60% Complete
Rome - Viterbo	Line 257	75% Complete
Arezzo - Florence	Line 65	1% Complete
Terni - Rieti	Line 277	50% Complete
Cancello - Torre Annunziata	Line 291	3% Complete
Benevento - Avellino	Line 281	Contracts let
Avellino - Rocchetta	Line 294	Contracts let
Bastia - Eilera	Line 244	5% Complete
Calabria Lucania		
Leuria Viaduct		
Cancello - Benevento		
Terni - Todi - Perugia		
		Private Railway
		Private Railway
		Private Railway

4. The following reconstructions have been requested but not yet started.

Chiusi - Empoli	Line 220
Pescara - Chieti	Line 28
Benevento - Campobasso	Line 279
Campino - Albano	Line 246
Isernia - Caianello	Line 278
Carpione - Isernia	Line 280

SUBJECT :

1. Due to the shortage of cement, it was decided at the last meeting of the Reconstruction Committee Allied Railway Board, that all requests for rehabilitation of railways should have a definite priority fixed before authorization by the Committee.
2. Will you therefore please fix priorities for the following works consulting, if necessary, the Priorities Board and the Economic Section.
3. Works already approved and started.

Termoli - Campobasso	Line 279	93% Complete
Rome - Avezzano	Line 88	60% Complete
Rome - Viterbo	Line 257	75% Complete
Arezzo - Florence	Line 65	1% Complete
Terni - Rieti	Line 277	50% Complete
Cancello - Torre Annunziata	Line 291	3% Complete
Benevento - Avellino	Line 281	Contracts let
Avellino - Rocchetta	Line 294	Contracts let
Bastia - Ellera	Line 244	5% Complete
Calabria Lucania		Private Railway
Lauria Viaduct		Private Railway
Cancello - Benevento		Private Railway
Terni - Todi - Perugia		
4. The following reconstructions have been requested but not yet started.

Chiusi - Empoli	Line 220
Rescara - Chieti	Line 88
Benevento - Campobasso	Line 279
Campino - Albano	Line 246
Isernia - Caianello	Line 273
Carpione - Isernia	Line 280
Bivio Basso Redole-Carpione	Line 278
Antrodoto - Aquila	Line 277

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4.

5. In future all requests for reconstruction of railways will be submitted to you for priority to be fixed before submission to Reconstruction Sub-Commission.

A.H. STREET, Major,
Tn.S.C., A.C.

Copy to : Movements Division (Rails),
Tn.S.C., A.C.

- Chief Rail Division,
Tn.S.C., A.C.

A.H. STREET, Major,
Tn.S.C., A.C.

Copy to : Movements Division (Rails),
Tn.S.C., A.C.

- Chief Rail Division,
Tn.S.C., A.C.

2716

AHS/ef
31

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

Tel: 843239

23d March 1945

Our reference: AC/Tn/8/114.C.E.

TO : Military Railway Service
Attention: Col. Ratter

SUBJECT : Line 227.

1. Reference your letter Tn A4/176 of 21st March.
2. I have already instructed Major Buckley who is in charge of work being carried out by A.C. in this area that no contract work should be started on line 227 by A.C.

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

Copy : Major Stull
M.R.S.

3755

Subject: Railway reconstruction -
Leghorn area.

To : Tn-Sub Commission,
A.C.

Copy to: Major Stull.

Military Railway Service,
C.M.F.
Tel. Firebox 41.
Outside Line 843236.
Tn.A.4/176.
21 Mar'45.

1. Arrangements have been made for the following additional reconstruction work to be carried out:-

(a) Line 227 - Colle Silvetti to Pisa

This will be carried out by the 715 and 719 Railway Operating Battalions as soon as these units are free from work on line 219.

(b) Rail connection to Leghorn Central station.

This is to be carried out by the 345 Engineer Regiment, U.S. Army, to provide a quick connection to station which is required for use of personnel trains and also to give connection to workshops.

2. It is understood that a contract has been let for the execution of the work specified in para.1 (b) above, but that work has not yet started. The work to be carried out by the 345 Engineer Regt. will be in the nature of a temporary repair to get traffic moving, but permanent repairs will be required later, and it is therefore suggested that the contracts be held up until such time as the extent of the permanent repairs necessary has been decided.

Walter
(J. Ratter) Colonel,
for Brigadier,
Director, Military Railway Service.

AHS/ef

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION
(Railway Division)

21

Tel : 843239
Our reference: AC/Tn

6th March 1945

TO : Director General
Italian State Railways
SUBJECT : Building Via G. Marconi
Ancona.

1. Reference your letter IS/15/30713/C/O(13-B)
9 of 17th January.
2. There is no objection to this work being
carried out as and when cement becomes available.

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

3753

(translation)

Ministry of Transports
I S R General Direction
Works and Construction Service

Rome 17 January 1945
File M. I. 5. 15/30713/E/C
(13 - B)g

Subject: Ancona Centrale
Building via G. Marconi

To H.Q. L.Rly.S.
To Allied Commission
Transports Sub Commission
Building

- 1) The building, former Seat of the Electric Plants and Signals Office of Ancona Compartimento, via Guglielmo Marconi, bordering the yard of Ancona Centrale station, and expressly built by I.S.R. Administration in 1939, though hit by two bombs, suffered only comparatively light damages, that could easily be repaired especially on the roof.
- 2) In order to enable the Electric plants and Signals Office (now provisionally settled in the building of the Compartimento, in insufficient premises) to go back to its former Seat and to avoid further damages to the said building, that could be caused by inclemency of the weather, this Administration intends to start as soon as possible the works for the rehabilitation of the building.
- 3) We beg you to grant the authorization for the performance of the necessary works and to agree with the concerned Authorities for the release of the building, now occupied by a unit of the British Army.
- 4) For the rehabilitation of the building an expense of about L. 2.250.000 is foreseen; the following construction materials will be needed, for which we request the release and the allotment:

a) Cement	qts	250
b) Small bricks	n.	20.000
c) Air bricks	"	5.000
d) Iron for concrete	Kg.	1.000
e) Fir tree timber	cubic m.	1
f) Cement tiles for floors	sq.m.	300
- 5) We will communicate as soon as possible the sources of supply of the said construction materials.

The Director General
signed Di Raimondo

Office of Ancona Compartimento, via Guglielmo Marconi, bordering the yard of Ancona Centrale station, and expressly built by I.S.R. Administration in 1938, though hit by two bombs, suffered only comparatively light damages, that could easily be repaired especially on the roof.

2) In order to enable the Electric Plants and Signals Office (now provisionally settled in the building of the Compartimento, in insufficient premises) to go back to its former seat and to avoid further damages to the said building, that could be caused by inclemency of the weather, this Administration intends to start as soon as possible the works for the rehabilitation of the building.

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e) Fir tree timber	cubic m.	1
f) Cement tiles for floors	sq.m.	300

5) We will communicate as soon as possible the sources of supply of the said construction materials.

The Director General
signed Di Raimondo

PV ng20/1

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Lavori e Costruzioni

Roma, 17 GEN 1945

N°L.5.15/30713/C.o(13-B)9

ALLA DIREZIONE GENERALE DEL
SERVIZIO FERROVIARIO MILITARE ALLEATO

OGGETTO - ANCONA CENTRALE
Fabbricato in Via
G. Marconi

ALLA COMMISSIONE ALLEATA -
SOTTOCOMMISSIONE TRASPORTI

S E D E
=====

1) - Il fabbricato ove aveva sede l'Ufficio Impianti Elettrici e di Segnalamento del Compartimento di Ancona, ubicato in Via Guglielmo Marconi ai margini del Piazzale della stazione di Ancona C.le e costruito appositamente dall'Amministrazione F.S. nell'anno 1939, pur essendo stato colpito da due bombe, ha subito danni, relativamente limitati e facilmente riparabili, specialmente alla copertura.

2) - Allo scopo ~~poi~~ di riportare nella primitiva sede dell'Ufficio Impianti Elettrici e di Segnalamento, ora sistemato provvisoriamente nel Palazzo Compartimentale in locali insufficienti, nonché per evitare ulteriori danni al fabbricato anzidetto per effetto delle intemperie, questa Amministrazione intende procedere al più presto alla riparazione del fabbricato stesso.

3) - Si prega voler concedere benessere per l'esecuzione dei lavori relativi e provocare altresì l'ordine da parte della competente Autorità che il fabbricato sia lasciato libero dal reparto dell'Esercito Inglese che attualmente lo occupa.

4) - Per la riparazione del fabbricato si prevede occorra una spesa di circa £.2.250.000= e l'impiego dei seguenti materiali da costruzione, dei quali si chiede lo sblocco o l'assegnazione:

a) Cemento	q ^{li} 250
b) Mattoni comuni	N°20.000
c) Mattoni forati	" 5.000

S E D E
=====

- 1) - Il fabbricato ove aveva sede l'Ufficio Impianti Elettrici e di Segnalamento del Compartimento di Ancona, ubicato in Via Guglielmo Marconi ai margini del Piazzale della stazione di Ancona C.le e costruito appositamente dall'Amministrazione F.S. nell'anno 1939, pur essendo stato colpito da due bombe, ha subito danni, relativamente limitati e facilmente riparabili, specialmente alla copertura.
- 2) - Allo scopo ~~per~~ di riportare nella primitiva sede dell'Ufficio Impianti Elettrici e di Segnalamento, ora sistemato provvisoriamente nel Palazzo Compartimentale in locali insufficienti, nonchè per evitare ulteriori danni al fabbricato anzidetto per effetto delle intemperie, questa Amministrazione intende procedere al più presto alla riparazione del fabbricato stesso.
- 3) - Si prega voler concedere benestare per l'esecuzione dei lavori relativi e provocare altresì l'ordine da parte della competente Autorità che il fabbricato sia lasciato libero dal reparto dell'Esercito Inglese che attualmente lo occupa.
- 4) - Per la riparazione del fabbricato si prevede occorra una spesa di circa £.2.250.000= e l'impiego dei seguenti materiali da costruzione, dei quali si chiede lo sblocco o l'assegnazione:

a) Cemento	q ^{li} 250
b) Mattoni comuni	N° 20.000
c) Mattoni forati	" 5.000
d) Ferro per cemento armato	Kg. 1.000
e) Legname di abete	mc. 1
f) Mattonelle di cemento per pavimenti ..	mq. 300

F.I.

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5)- Si fa riserva di comunicare appena possibile le fonti di approvvigionamento dei materiali da costruzione anzidetti.

IL DIRETTORE GENERALE



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