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

ACC AC/TN/34/C.E. 10000/148/1506 (1 OF 2) ROME AUG. 1

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

0000 | 148 | 1506 (1 OF 2) ROME AVEZZANO PESCARA
AUG. 1944 – SEPT. 1946

Allegato n. 3

Distinta dei materiali occorrenti alla riparazione o ricostruzione dei ponti ed opere d'arte distrutti o danneggiati da mine o bombardamenti aerei

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IL DIRETTORE
(Ing. Dante Fuoloni)

FERROVIA SIENA-BUONCONVENTO-MONTALCINO
DIREZIONE

4311

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

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

N° d'ordine	Progressive		Indicazione del manufatto	Luci Spans N°	Luci Spans m.	Lavori di riparazione da eseguire Repairs to be carried out	Segnalato da annotare m.c
1	4+361	38	Ponte sul fiume Ombrone a N. Dutico	3	31.60	Ricostruzione di due archi e tre pile Reconstruction of 2 arches, 3 piers	130
2	5+833	17	" " torrente Bagnolo	2	6.00	" " " archi e pila Reconstruction:	
3	15+591	63	" " fiume Ombrone a N. Stazione	2	31.60	" " un arco e parte spalla 1 arch and a part of abutment	65
4	16+450	48	" " fosso a Nave e sottopasso	1	6.00	" 3 dell'arco e parte spalla the arch and a part of the abutment	
5	18+082	17	" " torrente Crevole	4	7.50	" di tre pile e quattro travate in cemento armato 3 piers and 4 concrete girders	48
6	24+335	83	" " fiume Ombrone (in ferro)	1	30.-	" dell'intera travata e di parte delle murature di spalla the whole girder and partly the walling of abutment	
7	25+001	92	" " torrente Cavoletto	1	7.60	Ricostruz.ne arco e parte della spalla Reconstruction of a part of the abutment	
8	27+646	98	" " fiume Ombrone (in ferro)	1	22.-	" " intiera travata e parte spalla the whole girder and a part of the abutment	40
9	28+479	66	" " torrente Orbia (id.)	1	26.-	" " " " "	40
10	32+410	29	" " " Sorra (id)	1	12.15	" " " " "	15
11	46+843	96	" " " Rilucgo	1	7.00	" arco e parte delle spalle An arch and a part of the abutment	8
12	48+226	36	Sottopassaggio ferrovia Siena-Asciano (F. S.)	3	14.00 6.00 4.00	" una spalla, due pile, tre archi, timpani ecc. I abutment, 2 piers, 3 arches, and tympanums and so on.	
13	49+48,5	65	Sottopassaggio strada statale Aretina	1	7.-	" arco, di parte delle spalle e dei muri d'ala arch, partly the abutment and the side walls	
14	49+962	79	Sottopassaggio strada e fosso del Bovicino	2	2.50 4.00	" degli archi, delle pila e di buona parte delle spalle the abutments, arches, piers and part of the abutments.	
15	52+969	01	Sottopassaggio strada di "Bussete"	2	3.50	" archi, pila e gran parte delle spalle	
16	53+580	71	Cavalcavia (in comune con le F. S.)	1	8.00	" completa dell'arco e di parte delle spalle Completely the arch, side of abutment.	

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di riparazione da eseguire Lime concrete with iron hinges I. bridge ire to be carried out	Segnavia da armatura m.c	Calcestruzzo di cemento con 350 Kg/m.c volume m.c	Calcestruzzo di cemento con 350 Kg/m.c cemento Q.li	Calcestruzzo di cemento con 250 Kg/m.c volume m.c.	Calcestruzzo di cemento con 250 Kg/m.c cemento Q.li	Ferro per cemento armato per archi No	Ferro per cemento armato per archi Peso Kg.	Ferro per cemento armato Kg.	Ponti in ferro a travata rettilinea Kg.
...ction of 2 arches, typical ...ches and piers truction: I arch and a part of abutment									
...ou di due archi e tre pile	130	618	2.163	162	405	56	13.160		
" " archi e pila		38	133	4	10				
" un arco e parte spalla	65	309	1.080	150	375	28	6.580		
dell'arco e parte spalla the arch and a part of the abutment		30	105	10	25				
3 piers and 4 concrete girders di tre pile e quattro trave=									
ti in cemento armato	48	93	325	18	45			24.550	
the whole girder and partly the dell'intera travata e di									
the walling of abutment della muratura di spalla				8	20				62.400
...truction of a part of the abutment un arco e parte della spalla		26	91	8	20				
" the whole girder and a part intiera travata e parte spalla	40			10	25				42.000
of the abutment " " " "	40			8	20				54.000
" " " "	15			8	20				21.500
arco e parte della spalla	8	38	133	50	125				
An arch and a part of the abut- ment 1 abutment, 2 piers, 3 arches,									
una spalla, due pile, tre									
archi, tiespani ecc.		55	192	7	18				
arch, part of the abutment and arco, di parte della spalla									
the side wall e dei muri d'ala		34	119	8	20				
the arches, piers, and partly degli archi, delle pila e									
the abutments, arches, piers di buona parte della spalla		38	133	9	23				
and part of the abutments. archi, pila e gran parte									
delle spalle		18	63	4	10				
Completed the arch, a part of completa dell'arco - di									
abutment. parte della spalla		14	49	5	13				

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

1	4+361	38	Ponte sul fiume Ombrone a S. Lutico	3	31.60	Ricostruzione di due archi e tre pile		180
2	5+833	17	" " torrente Bagnolo	2	6.00	" " " archi e pila		
3	15+591	63	" " fiume Ombrone a Istiori	2	31.60	" " un arco e parte spalla		65
4	16+450	48	" " fosso a Nave e 2° Ho passo	1	6.00	" dell'arco e parte spalla		
5	18+082	74	" " torrente Crevole	4	7.50	" di tre pile e quattro travi in cemento armato		48
6	24+335	83	" " fiume Ombrone (in ferro)	1	30.-	" dell'intera trave e di parte delle murature di spalla		
7	25+001	92	" " torrente Cavoleto	1	7.50	Ricostruz.ne arco e parte della spalla		
8	27+646	98	" " fiume Ombrone (in ferro)	1	22.-	" " intera trave e parte spalla		40
9	28+479	66	" " torrente Orbia (id.)	1	26.-	" " " "		40
10	32+410	29	" " " Sorra (id.)	1	12.15	" " " "		15
11	46+843	96	" " " Rilugo	1	7.00	" arco e parte della spalla		8
12	48+226	36	Sottopassaggio ferrovia Siena-Asciano (F.S.)	3	4.00 6.00 4.00	" una spalla, due pile, tre archi, tre pari ecc.		
13	49+48	65	Sottopassaggio strada statale Aretina	1	7.-	" arco, di parte della spalla e dei muri d'ala		
14	49+962	79	Sottopassaggio strada e fosso del Borricino	2	2.50 4.00	" degli archi, della pila e di buona parte delle spalle		
15	52+969	01	Sottopassaggio strada di "Bussetu"	2	3.50	" archi, pila e gran parte delle spalle		
16	53+580	71	Cavalcavia (in comune con le F.S.)	1	8.00	" completa dell'arco - di parte delle spalle		
							Totale m.c.	346

Nell'elenco furono notati solo i materiali non reperibili nella zona attraversata dalla Ferrovia, oppure soggetti al vincolo dell'autorità militare. - Ad esempio: pali di pino da infiggere nel letto dei fiumi per sostegno delle armature dei ponti (che pure ascendono a circa 100) non sono stati riportati nell'elenco perchè reperibili.

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y di due archi e tre pass	130	618	2.163	162	405	56	13.160		
" " archi e pila		38	133	4	11				
" un arco e parte spalla	65	309	1.080	150	375	28	6.580		
dell'arco e parte spalla		30	105	10	25				
di tre pile quattro trava=									
te in cemento armato	48	93	325	18	45			24.550	
dell'intera travata e di									
delle murature di spalla				8	20				62.400
arco e parte della spalla		26	91	8	20				
intiera travata e parte spalla	40			10	25				42.000
" " " "	40			8	20				54.000
" " " "	15			8	20				21.500
" " " "									
arco e parte della spalla	8	38	133	50	125				
una spalla, due pile, tre									
archi, tre pass. ecc.		55	192	7	18				
arco, di parte della spalla									
e dei muri d'ala		34	119	8	20				
degli archi, delle pila e									
di buona parte della spalla		38	133	9	23				
archi, pila e gran parte									
della spalla		18	63	4	10				
completa dell'arco e di									
parte della spalla		14	49	5	13				
attraversata Totale m.c.	346	q.li	4.586	q.li	1.175	Kg.	19.740	Kg.	179.900

del esempio i
li dei ponti sch
referibili.

RAILWAY SIENNA = BUONCONVENTO = MONTE ANTICO

LINE, PLANTS AND ROLLING STOCK

MAIN TRACK

I. Stretch of line in the station Monte Antico as far as the junction switch — Km 0 + 435
2) Not damaged — " 36 + 394
3) Lighty damaged — " 5 + 355
4) Destroyed or in unserviceable conditions — " II + 492
5) Carried away — " 0 + 720

Total : Km54 + 396

BRIDGES

I. BRIDGE OMBRONE at Monte Antico with 3 arches and a underpass-
Spans 31.60 m.
2 arches collapsed, on M. Antico side. Km I + 361.38.

2. Torr. Bagnolo Bridge. Km 5 + 833,I7. with due arches in lime concrete span 6 m.
The central and the 2 side arches collapsed.

3. OMBRONE BRIDGE Km I5 + 59I, 63. with 2 lime concrete arches: span 31,60 m. An arch on the M. Antico side collapsed, and also the upper part of the abutment on the Siena side is destroyed.

4. FOSSO A NAVE BRIDGE Km I6+450,48 with underpass. Span 6.00 m.
The arch collapsed and the abutments were damaged.

5. TORRENTE CREVOLE BRIDGE = Km I8+082,77 with 4 lime concrete beams : span 7.50 M.
The bridge collapsed completely.

6. OMBRONE BRIDGE = Km 24 + 335,83.
Beams of metal, span 30.00 m.
The beam fell into the river. The abutment have been partly damaged.

7. TAVOLETO BRIDGE KM 25 +00I, 92
An lime concrete arch, span 7.60 m. The arch collapsed and the were damaged.

8. OMBRONE BRIDGE = Km 27 + 646,98.
The beam is of metall, span 22,00 m.
The beam fell into the river. Partly of the abutments are damaged.

9. TORRENTE ARBIA BRIDGE = Km 28 + 479,66

43!0

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Totel : 4m54 + 396

BRIDGES

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Spans 31.60 m.
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The beam is of metall, span 22,00 m.
The beam fell into the river. Partly of the abutments are damaged.

9.TORRENTE ARBIA BRIDGE = Km 28 + 479,66
A metal beam, span 26.00 m. As stated above.

I0.TORRENTE SORRA BRIDGE = Km 32 + 410,29
A metal beam, span 12,15 m.
The beam fell and the abutments are damaged.

II.TORRE RILUOGO BRIDGE = Km 46 +843,96
An lime concrete arch, span 7.00 m.
The arch collapsed and the abutm and walls are damaged.

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12. CROSS OVER ON TH[illegible] TRACK I.S.R. SIENA = ARE[illegible] = Km. 45 + 226, 36
Lime concrete arches: the span of the central one : 6.00 m, and the span of the side one 4.00 m.
Completely destroyed by bombing, exception the abutment Siena side.

I3.UNDERPASS OF THE ARETINA WAY = Km 49 + 487,65
A lime concrete arch, span 7.00 m.
The arch colapsed and the abutments were damaged. The wings of the arch were damaged.

I4.UNDERPASS AND DITCH BORRICINO = Km. 49 + 962, 79
A lime concrete arch, span 4.00 m on the street, and another with a span 2.50 m on the ditch?
The arches are almost collapsed,the pierx ~~are~~ is heavily damaged, and the abutments are damaged.

I5. FOSSO DI FANGO NERO BRIDGE = Km 51 + 158,20?
A lime concrete arch, span 6.00 m. Completely destroyed.

I6.UNDERPASS OF THE BUSSETO WAY = Km 52 + 989,0I.
Two arches, span 3,50 m
The arches collapsed and the abutments are damaged.
(It is a double track : one of the I.S.R. Siena = Asciano line, the othe one Siena = Monte Antico Railway).

I7.CROSS OVER ON I.S.R.TRACK AND SIENA MONTE ANTICO= Km 53 + 580,7I
A lime concrete arch, span 8.00 m.
The arch collapsed, and the abutments are heavily damaged.

TUNNELS
I.TINI TUNNEL = Km.13 + 515,77 = 13 = 669 ,70.Lenght 153.93 m.
It has been bombed near the mouth, Monte Antico side.

2. QUINCIANO TUNNEL = Km.36 + 430.00 = 36 + 703,00. Lenght 273.00 m.
It has been completely mined.The ~~PONTACE~~ has been almost demolished and 8.50 m of the re-covering has been damaged, the wallings collapsed.(I0.00 m). It was impossible to ascertain the damages caused in the tunnel,because there are still unexploded mines.

3. OSERIACCIA TUNNEL = Km 50 - 242,00 = 50 + 302, 00, Lenght 60.00 m.
Explosions destroyed it completely.

STATIONS AND HALTS : Km. 50 + 242,00 = 50 + 302,00.Lenght 60.00 m.

I.Pian delle Vigne Halt = Km. 5 + 494,49.
The dwelling house has been lightly damaged. Tracks and switches are not damaged.

2.STATION OF SALCETA = Km I0 + 937,60.
The dwelling house and the goods shed have been bombed and machine gunned, and also the flat of the station helper. Heavy damages at the line keeper's house Km I0 + 38I, 48. Tracks and switches are not damaged.

3.STATION OF MURLO = Km I8 + 313,64.
The dwelling house and the goods shed, particularly the doors and windows have been damaged.(2 Granades exploded near the structures). It

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A lime concrete arch, span 6.00 m. Completely destroyed.

I6.UNDERPASS OF THE BUSSETO WAY = Km 52 + 989,0I.
Two arches, span 3,50 m
The arches collapsed and the abutments are damaged.
(It is a double track : one of the I.S.R. Siena = Asciano line, the othe one Siena = Monte Antico Railway).

I7.CROSS OVER ON I.S.R.TRACK AND SIENA MONTE ANTICO= Km 53 + 580,7I
A lime concrete arch, span 6.00 m.
The arch collapsed, and the abutments are heavily damaged.

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I.TINI TUNNEL = Km.13 + 515,77 = 13 = 669 ,70.Lenght 153.93 m.
It has been bombed near the mouth, Monte Antico side.

2. QUINCIANO TUNNEL = Km.36 + 430.00 = 36 + 703,00. Lenght 273.00 m.
It has been completely mined.The portale has been almost demolished and 8.50 m of the re-covering has been damaged, the wallings collapsed.(I0.00 m). It was impossible to ascertain the damages caused in the tunnel,because there are still unexploded mines.
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STATIONS AND HALTS : Km. 50 + 242,00 = 50 + 302,00.Lenght 60.00 m.
I.Pian delle Vigne Halt = Km. 5 + 494,49.
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2.STATION OF SALCETA = Km I0 + 937,60.
The dwelling house and the goods shed have been bombed and machine gunned, and also the flat of the station helperHeavy damages at the line keeper's houseKm I0 + 38I, 46.Tracks and switches are not damaged.

3.STATION OF MURIO = Km I8 + 313,64.
The dwelling house and the goods shed, particularly the doors and windows have been damaged.(2 Granades exploded near the structures). It is necessary to repair the roofs and some walls.
Two of the 4 switches have been blown up. The explosions of mines which destroyed the Torr. Crevole bridge, caused damages to the line keeper's houseat Km I8 + I77,25.

4.HALT AT TORRE BIBBIANO = Km 21 = 596,65.
The dwelling houses and the goods shed were lightly damaged (walls and roofs.) Many windowsare missing. ./.

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MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
Sezione Lavori di Roma

RAPPORTO

SULL'ANDAMENTO DEI LAVORI DI RIATTIVAZIONE

DELLA LINEA

ROMA-FORMIA

31 - 10 - 1944

RELATION

ON THE PROCEEDING OF THE WORKS BY REHABILITATION

OF THE LINE

4339

ROMA-FORMIA

31 - 10 - 1944

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

SULL'ANDAMENTO DEI LAVORI DI RIATTIVAZIONE

DELLA LINEA

ROMA-FORMIA

31 - 10 - 1944

RELATION

ON THE PROCEEDING OF THE WORKS BY REHABILITATION

OF THE LINE

4339

ROMA-FORMIA

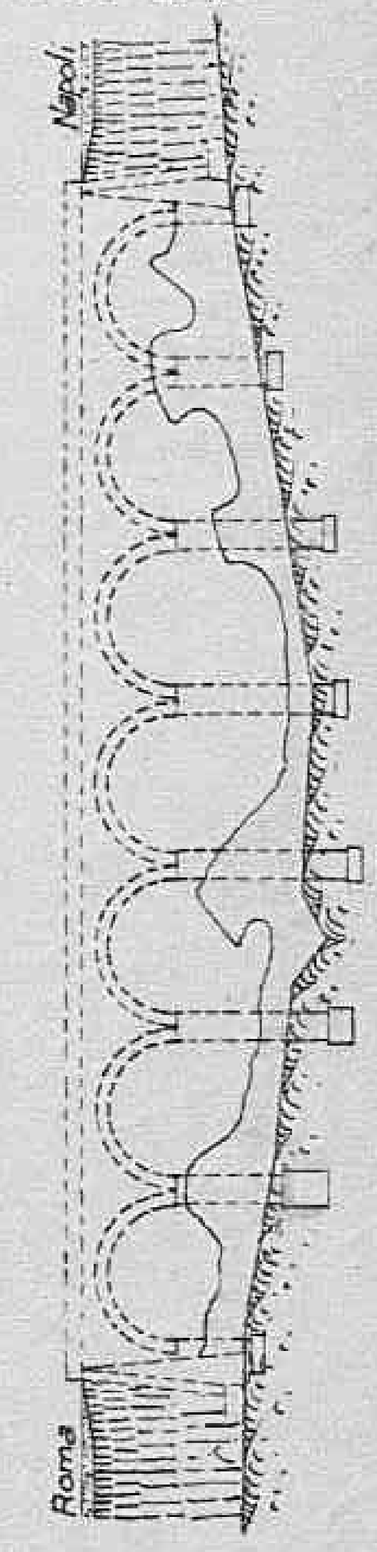
31 - 10 - 1944

Demolitions :

Works in progress :

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

Viadotto a 7 luci da m. 15 al Km 21+940 - Viaduct of 7 arches of 15 m. at Km. 21+940



Impresa S.A. Cimaglia

Conductor

Convenzione di cottimo

Contract

Importo lire

Total amount L.

Consegna lavori 11-9-1944

Commencement of works 11-9-1944

Tempo assegnato giorni 112

Terme etablished for

carring of the works 112

Scadenza 31-12-1944

Date of completion of works 31-12-1944

NOTIZIE

Ultimate demolizioni in corrispondenza di tre pile e una spalla. Prossimo inizio corrispondente murature.

INFORMATIONS

Demoliticns near three piers and one shoulder have been completed. The relative masories will start soon.

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

Viadotto a 6 luci di m 14.00 al Km 27+096 Viaduct of 6 arches of 14 m at Km 27+096

Impresa S.A. Condotte Acqua
Conductor

Convenzione di cottimo

Contract

Importo lire

Total amount L.

Consegna lavori 11-9-1944

Commencement of works 11-9-944

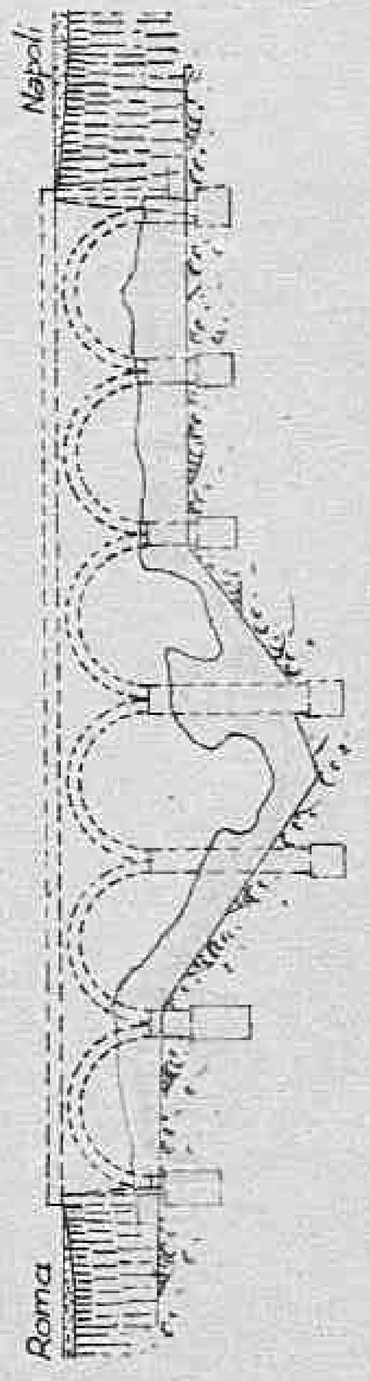
Tempo assegnato giorni 112

Terme etablished for

carring of the works 112

Scadenza 31-12-1944

Date of completion of works 31-12-1944



NOTIZIE

~~Ultimate demolizioni sgombro in corrispondenza di tre pile e delle spalle. Prossimo inizio corrispondente murature.~~

INFORMATIONS

~~Demolitions near three piers and shoulders have been completed.~~ The relative masonries will start soon.

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

Rilevato in terra in sostituzione al viadotto a 6 luci di m. 14 al Km. 28+12.
Filling as substitution to the viaduct of 6 arches of m. 14.00 at Km 28 +12

Impresa Garbarino - Sciaccaluga - Mezzacane.
Conductor

Convenzione di cottimo

Contract

Importo lire

Total amount L.

Consegna lavori

Commencement of works

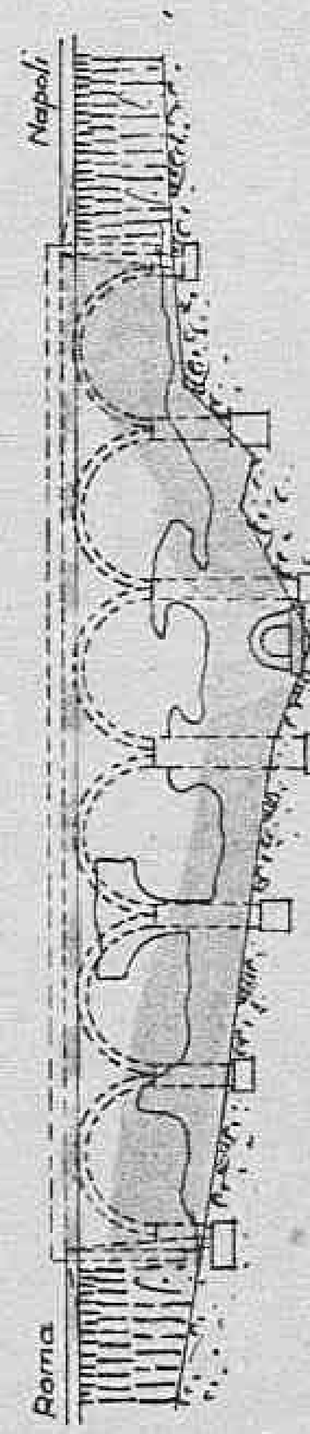
Tempo assegnato giorni 90

Terme established for

carring of the works 90

Scadenza 16-11-1944

Date of completion of works 16-11-1944



NOTIZIE

~~Continuano i lavori di rinterro per~~ ~~formazione del rilevato. Completato~~ ~~lo scavo del cunicolo. Inizio getto~~ ~~della platea di fondazione del cunicolo.~~

INFORMATIONS

~~Digging works for the filling are~~ ~~in progress. The excavation of a~~ ~~ditch has been completed. The fon~~~~dation of the ditch itself has been~~ ~~started.~~

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

Viadotto a 6 luci di m 14 al Km. 29+370 Viaduct of 6 arches of m 14 at Km. 29+370

Impresa Provera & Carassi
Conductor

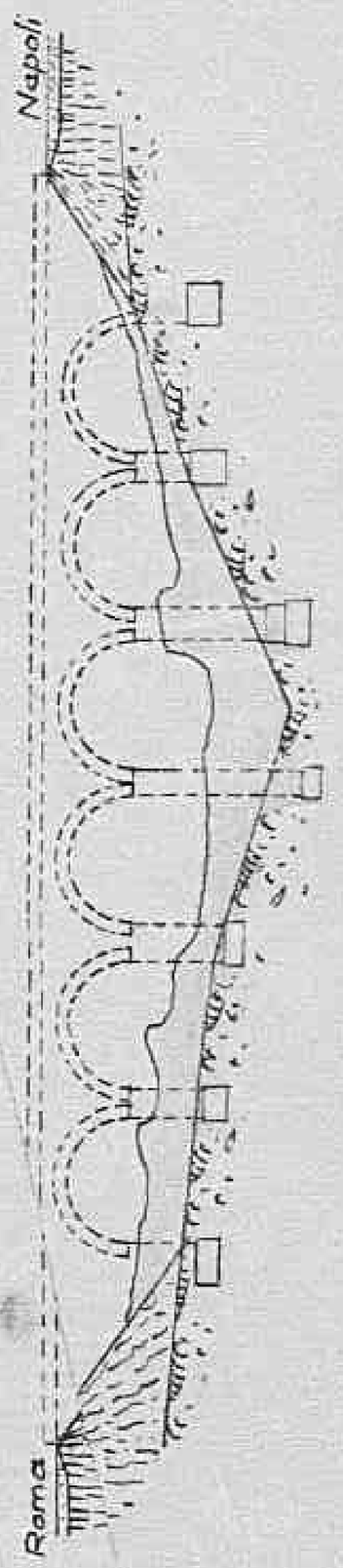
Convenzione di cottimo
Contract

Importo lire
Total amount L.

Consegna lavori 11-9-1944
Commencement of works 11-9-1944

Tempo assegnato giorni 112
Terme etablished for
carring of the works 112

Scadenza 31-11-1944
Date of completion of works 31-12-944



NOTIZIE

~~Ultimati~~ lavori sgombro macerie.

~~Prossimo~~ inizio murature pile.

INFORMATION

Removal works of the ruins have bean completed.

Masonry works of the piers will start spon.

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

Viadotto a 5 luci di m 1400 al Km 30+140 Viaduct of 5 arches of m 14 at Km 30+140

Impresa
Conductor Provera & Carassi

Convenzione di cottimo

Contract

Importo lire

Total amount L.

Consegna lavori 11-9-1944

Commencement of works 11-9-1944

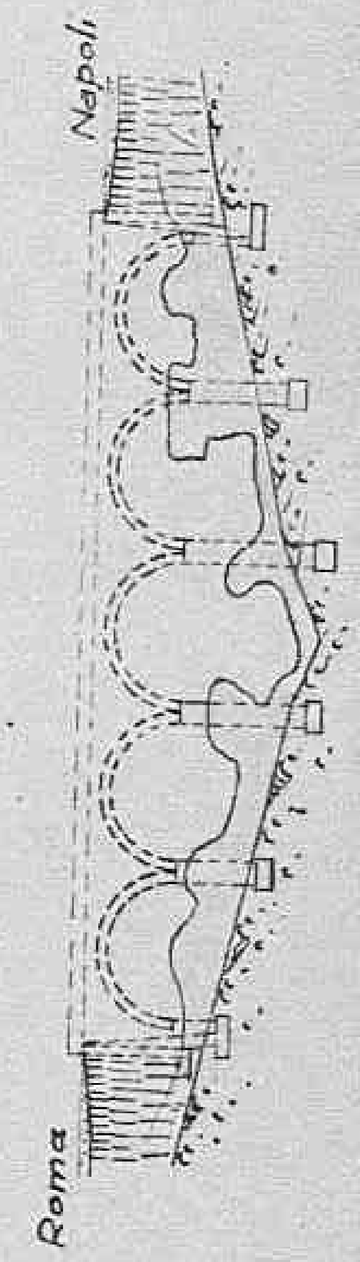
Tempo assegnato giorni 112

Terme etablished for

carring of the works 112

Scadenza 31-12-1944

Date of completion of works 31-12-1944



NOTIZIE

Ultimati lavori sgombero macerie.

Prossimo inizio murature pile.

INFORMATIONS

Removal works of the ruins have been completed.

Masonry works of the piers will start soon.

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

Viadotto a 6 luci di m 14.00 al km 31 + 620 — Viaduct of 6 arches of m 14 at Km 31 + 620

Impresa Cidonio Pietro.

Conductor

Convenzione di cottimo

Contract

Importo lire

Total amount L.

Consegna lavori 11 - 9 - 1944

Commencement of works 11 - 9 - 1944

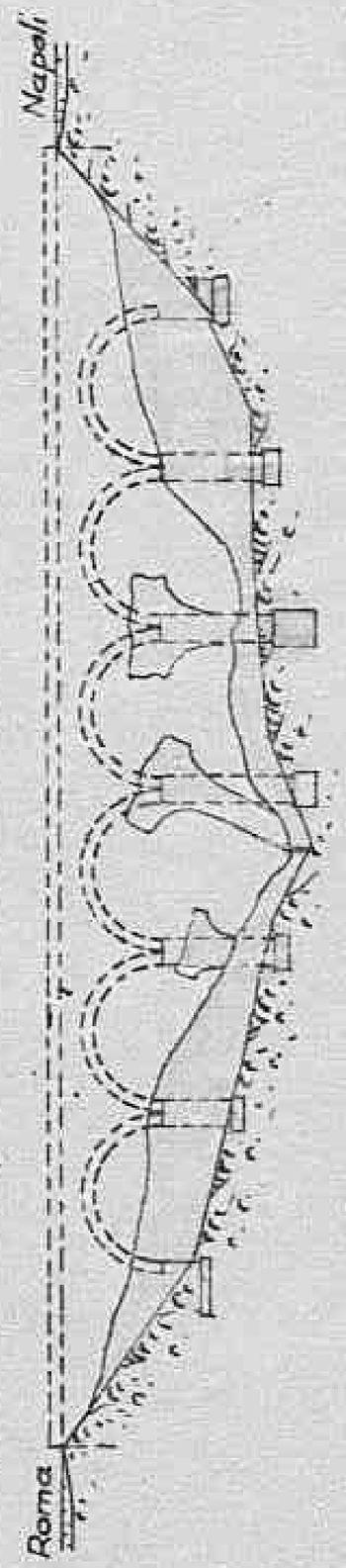
Tempo assegnato giorni 112

Terme etablished for

carring of the works 112

Scadenza 31 - 12 - 1944

Date of completion of works 31 - 12 - 1944



NOTIZIE

Ultimate demolizioni e sgombro.
Iniziate ricostruzione pile.

INFORMATIONS

Demolitions and removals have been completed. The reconstruction of piers is in progress.

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

Viadotto a 6 luci di m 14 al Km 32+629 Viaduct of 6 arches of m. 14 at Km. 32.6.29

Impresa
Conductor Cidonio Pietro

Convenzione di cottimo

Contract

Importo lire

Total amount L.

Consegna lavori 11-9-1944

Commencement of works 11-9-1944

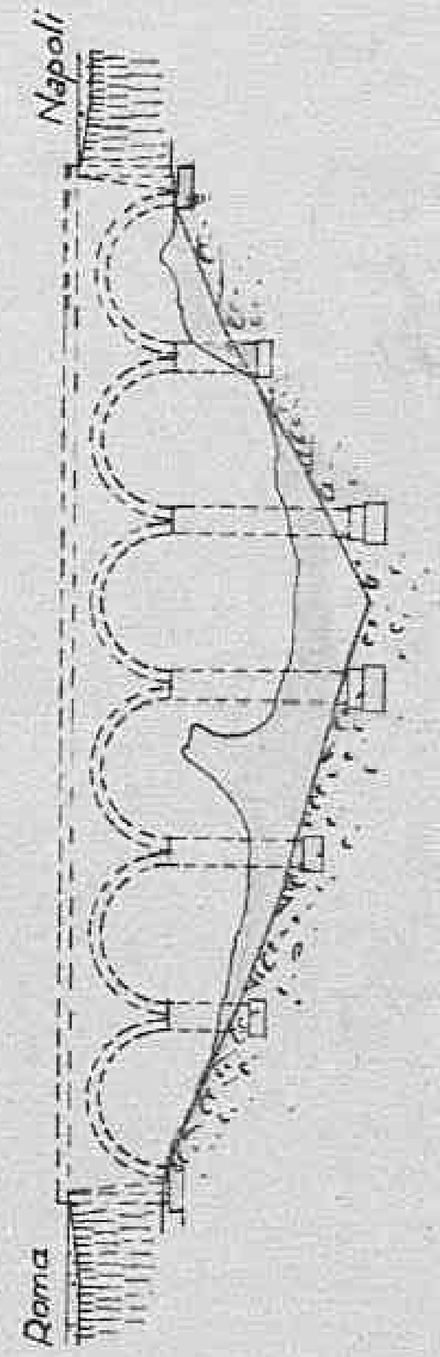
Tempo assegnato giorni 112

Terme etablished for

carring of the works 112

Scadenza 31-12-1944

Date of completion of works 31-12-944



NOTIZIE

~~Ultimate demolizioni e sgombro.~~
Iniziata ricostruzione pile.

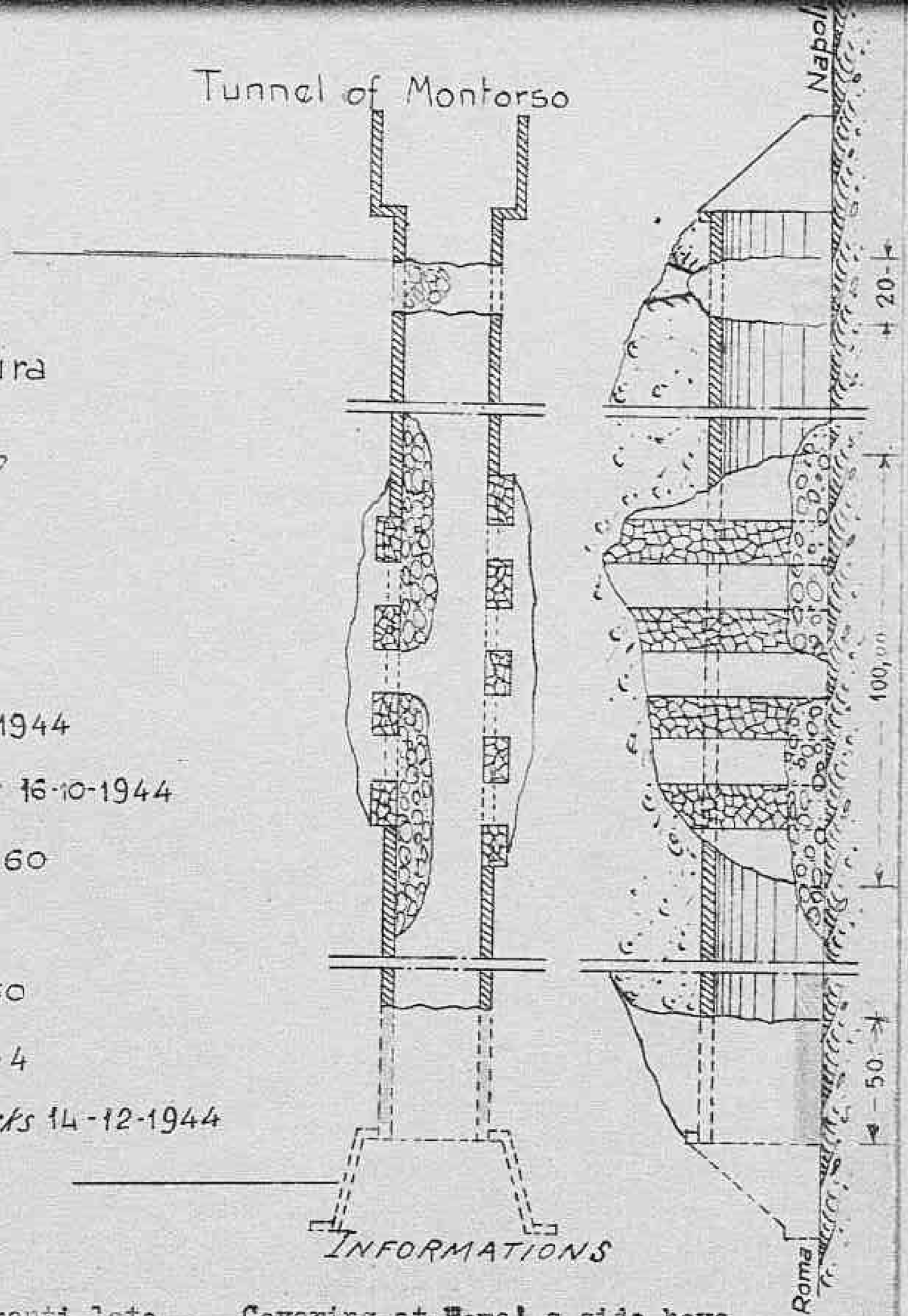
INFORMATIONS

Demolitions and removals have been completed. The reconstructions of piers are in progress.

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

Galleria di Montorso

Tunnel of Montorso



Impresa S.A. Ghira

Conductor

Convenzione di cottimo

Contract

Importo lire

Total amount L.

Consegna lavori 16-10-1944

Commencement of works 16-10-1944

Tempo assegnato giorni 60

Terme established for

carring of the works 60

Scadenza 14-12-1944

Date of completion of works 14-12-1944

NOTIZIE

~~Parziale ripresa rivestimenti lato~~ Roma. Inizio costruzione piedritti lato Roma. Sgombro frana e centinatura in corso lato Napoli.

INFORMATIONS

~~Partial~~ Covering at Rome's side have been picked up again partinlly. The construction of the piers at Rome's side has been startd. Removal of the landslip and centerings on Naples' side in progress.

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

Galleria di Monte Calvo Tunnel of Monte Calvo

Impresa S.A.I.D.A.

Conductor

Convenzione di cottimo

Contract

Importo lire

Total amount L.

Consegna lavori 16 10 1944

Commencement of works 16-10-1944

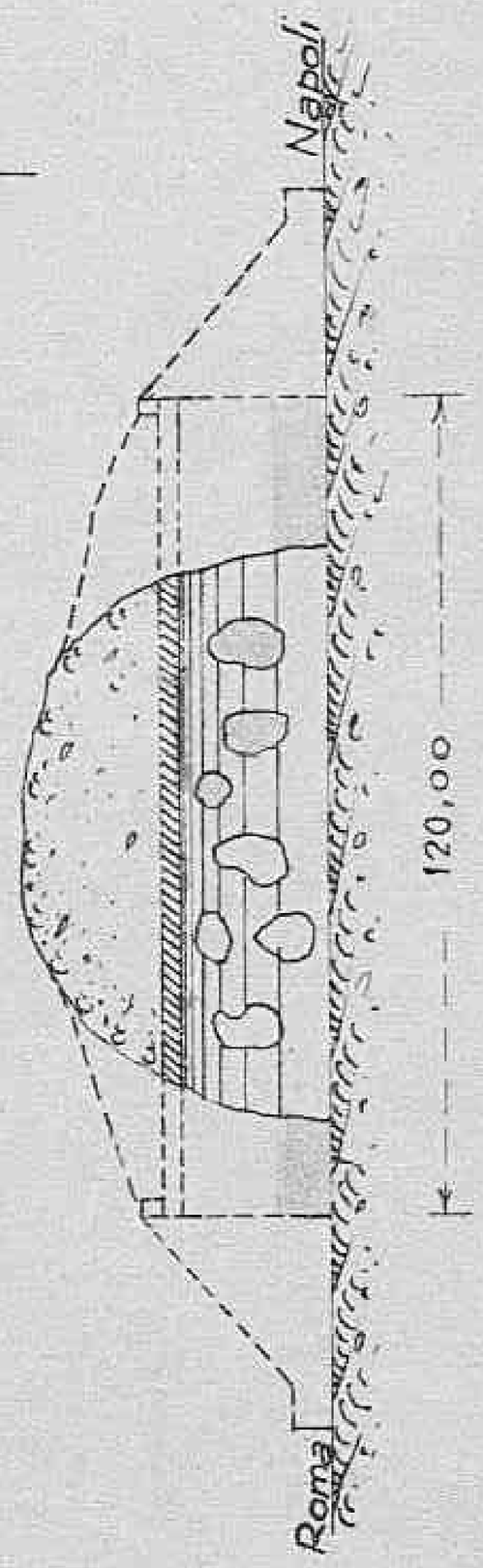
Tempo assegnato giorni 60

Terme etablished for

carring of the works 60

Scadenza 14-12-1944

Date of completion of works 14-12-1944



NOTIZIE

~~Perziale ripresa murature e rivestimento.~~

INFORMATIONS

Masoriens and coverings have been picked up again partially.

Declassified E.O. 12356 Section 3.3/NND No. 789021

Galleria Vivola

Tunnel Vivola

Impresa Palmieri Alarico

Conductor

Convenzione di cottimo

Contract

Importo lire

Total amount L

Consegna lavori 11-9-1944

Commencement of works 11-9-1944

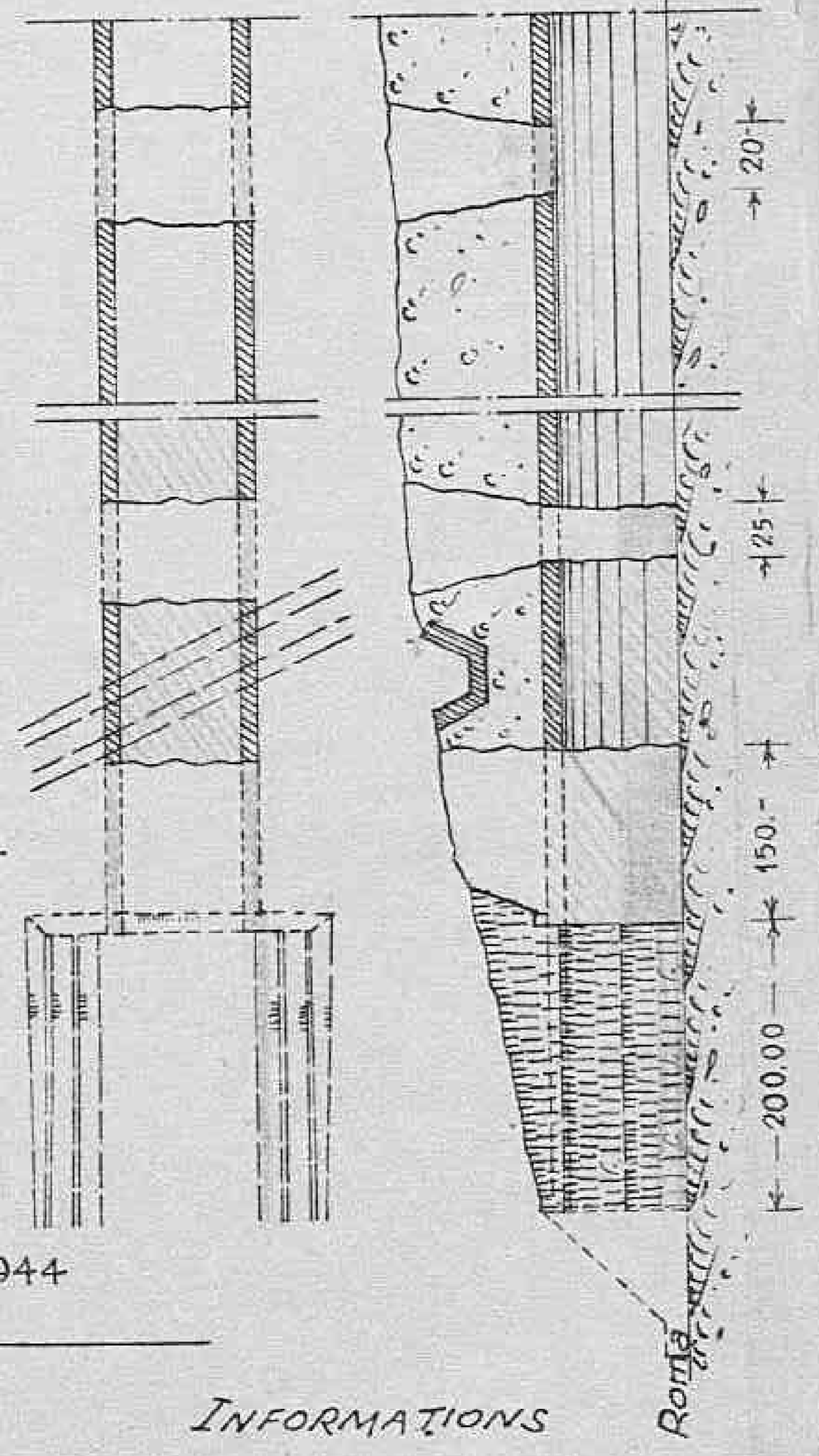
Tempo assegnato giorni 60

Terme established for

carring of the works

Scadenza 10-11-1944

Date of completion of works 10-11-1944



NOTIZIE

~~I lavori procedono regolarmente~~ rallentati dalle forti piogge.

INFORMATIONS

Works are going on regularly; slowed up by the heavy rains.

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

116/A 6°/14

MINISTERO delle COMUNICAZIONI

FERROVIE DELLO STATO

DIREZIONE GENERALE — SERVIZIO LAVORI E COSTRUZIONI

UFFICIO 6° - SEZIONE 14ª

LINEA ROMA-PESCARA

TRATTO ROMA-AVEZZANO

SISTEMAZIONE DELLE OPERE D'ARTE

VIADOTTO A 10 LUCI DI M. 10,00 CIASCUNA SUL VALLONE COCERINO AL Km. 37+140,10

4338

Declassified E.O. 12356 Section 3.3/NND No. 780221

LINEA ROMA-PESCARA

TRATTO ROMA-AVEZZANO

SISTEMAZIONE DELLE OPERE D'ARTE

VIADOTTO A 10 LUCI DI M. 10,00 CIASCUNA SUL VALLONE COCERINO AL Km. 37+140.10

4338

Scala 1:100

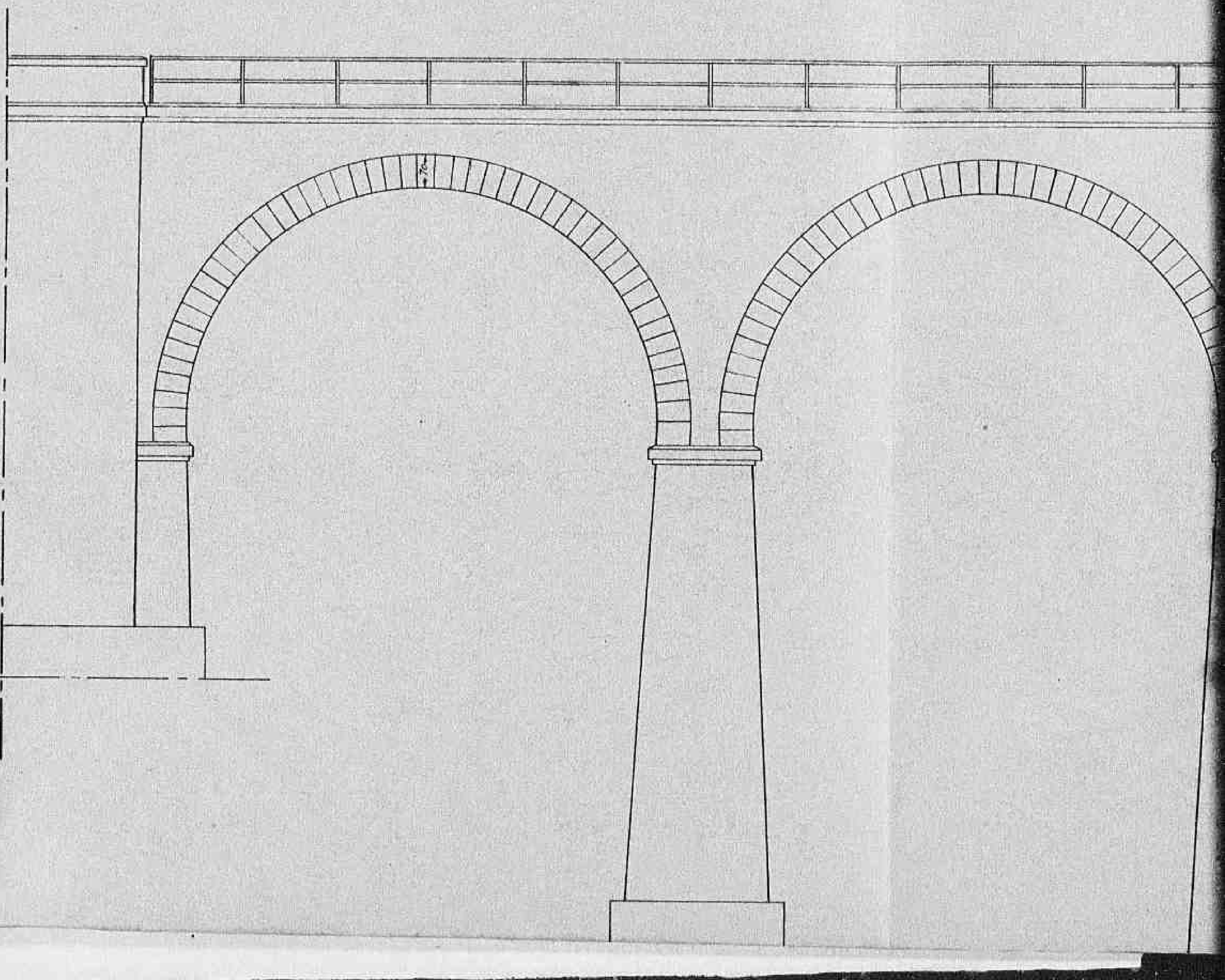
ROMA-SETTEMBRE 1944

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

0 7 0 91

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

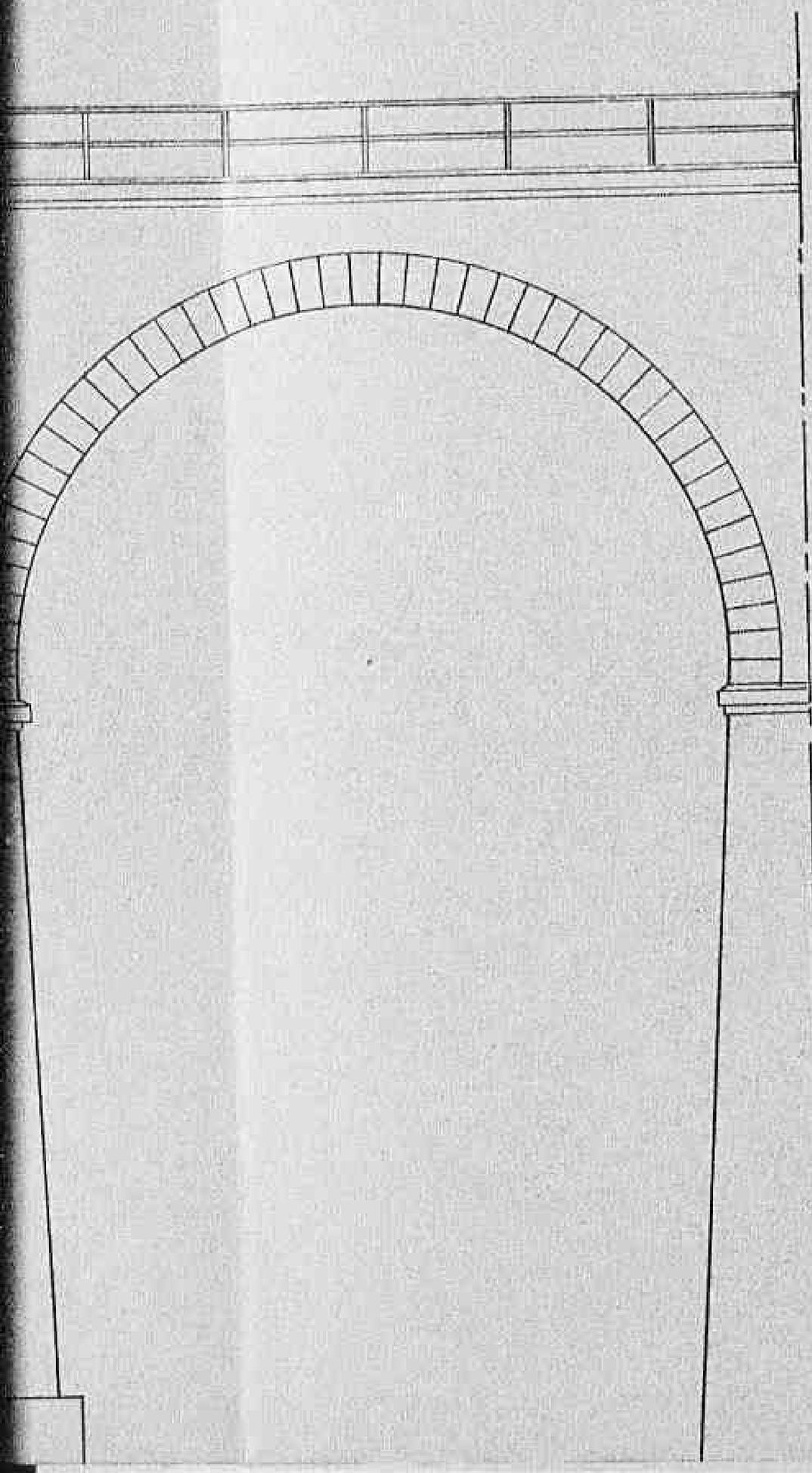
Prospetto



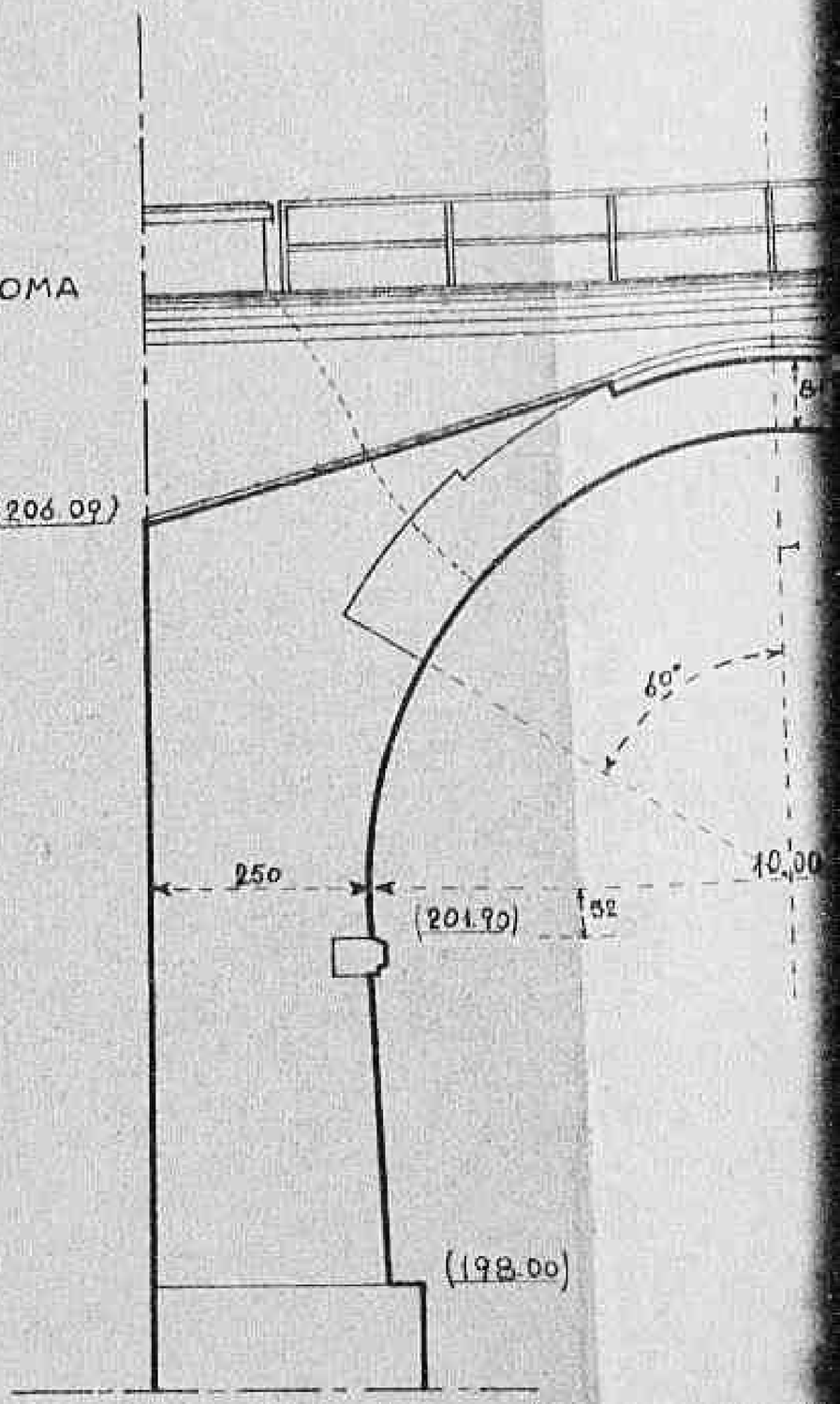
0719

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

Sezione

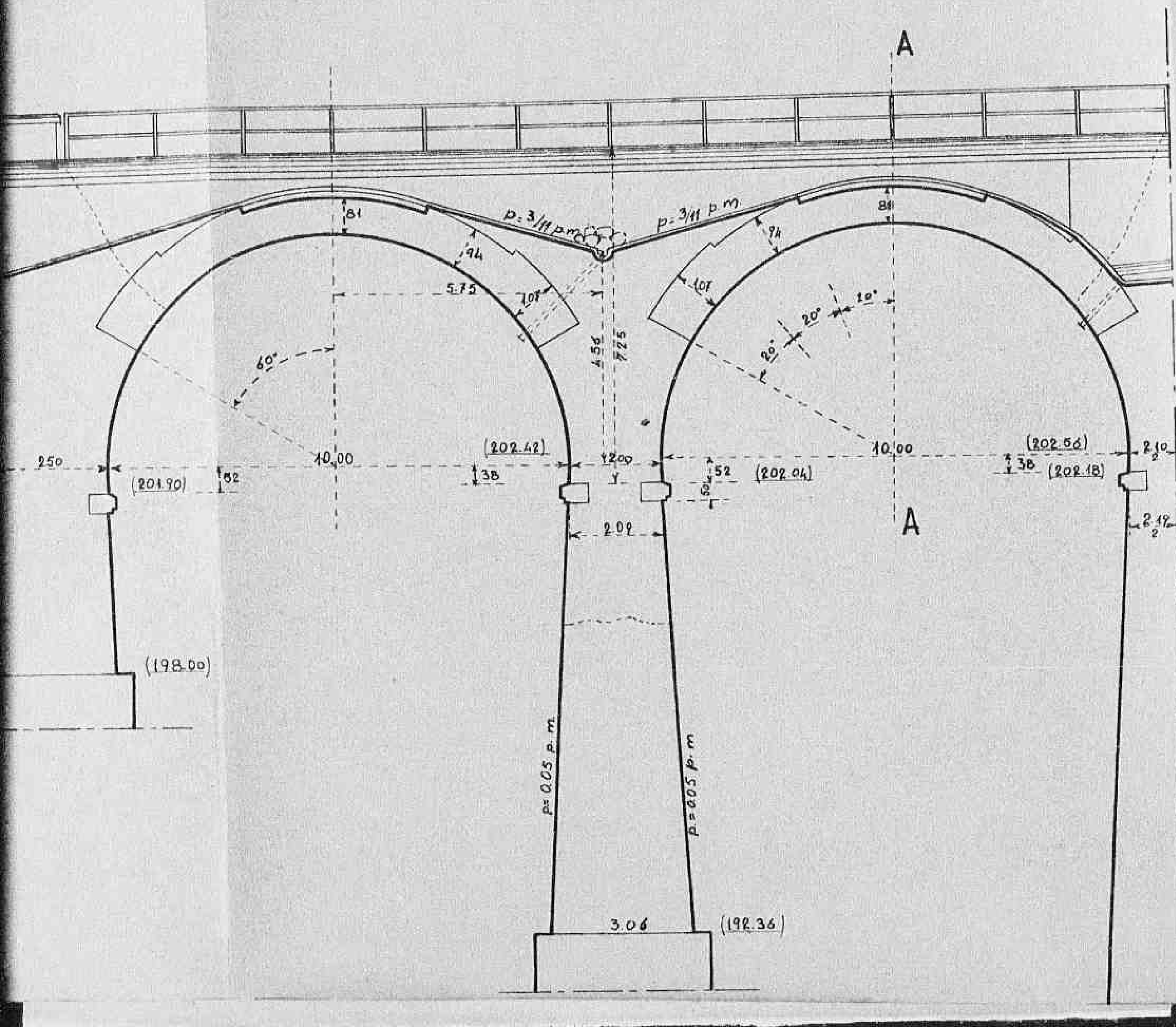


ROMA



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

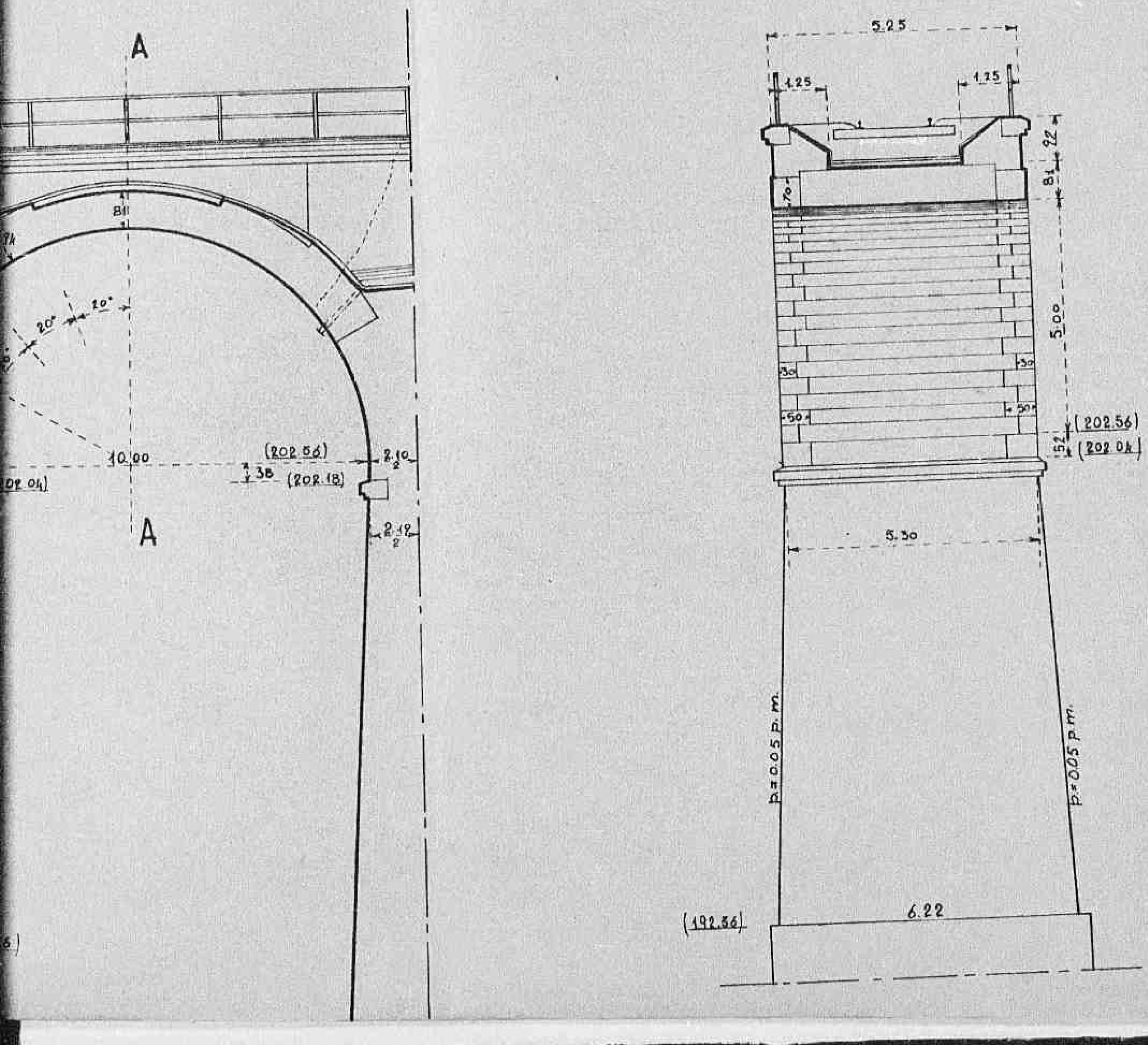
Sezione longitudinale



0 7 1 2

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

Sezione trasversale A-A

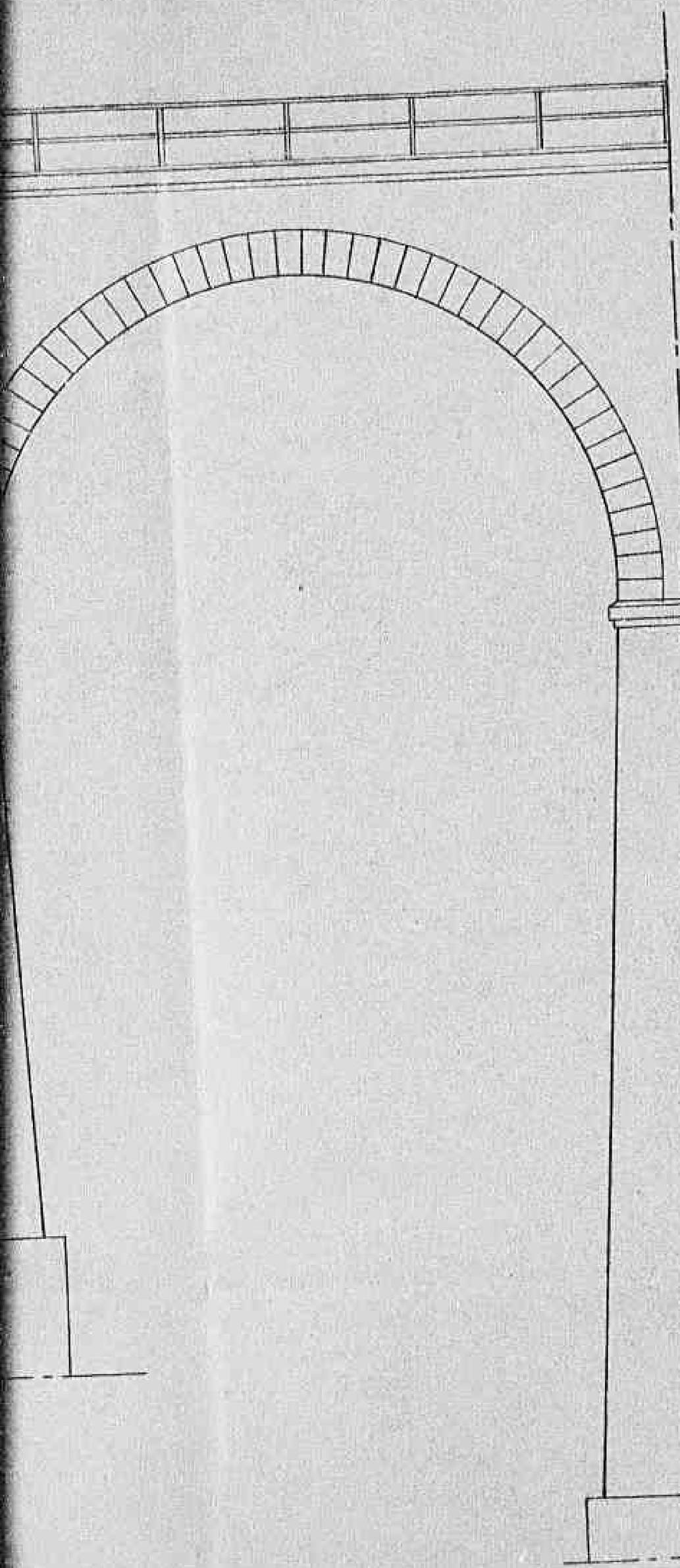


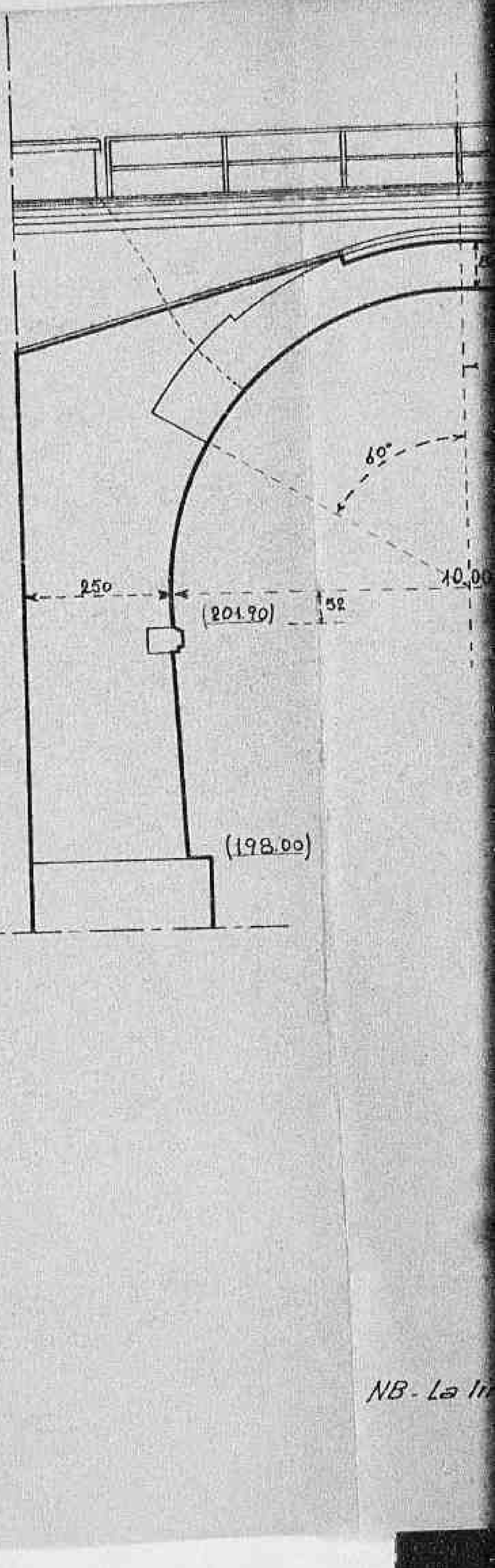
Declassified E.O. 12356 Section 3.3/NND No. 785021

0714

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

ROMA

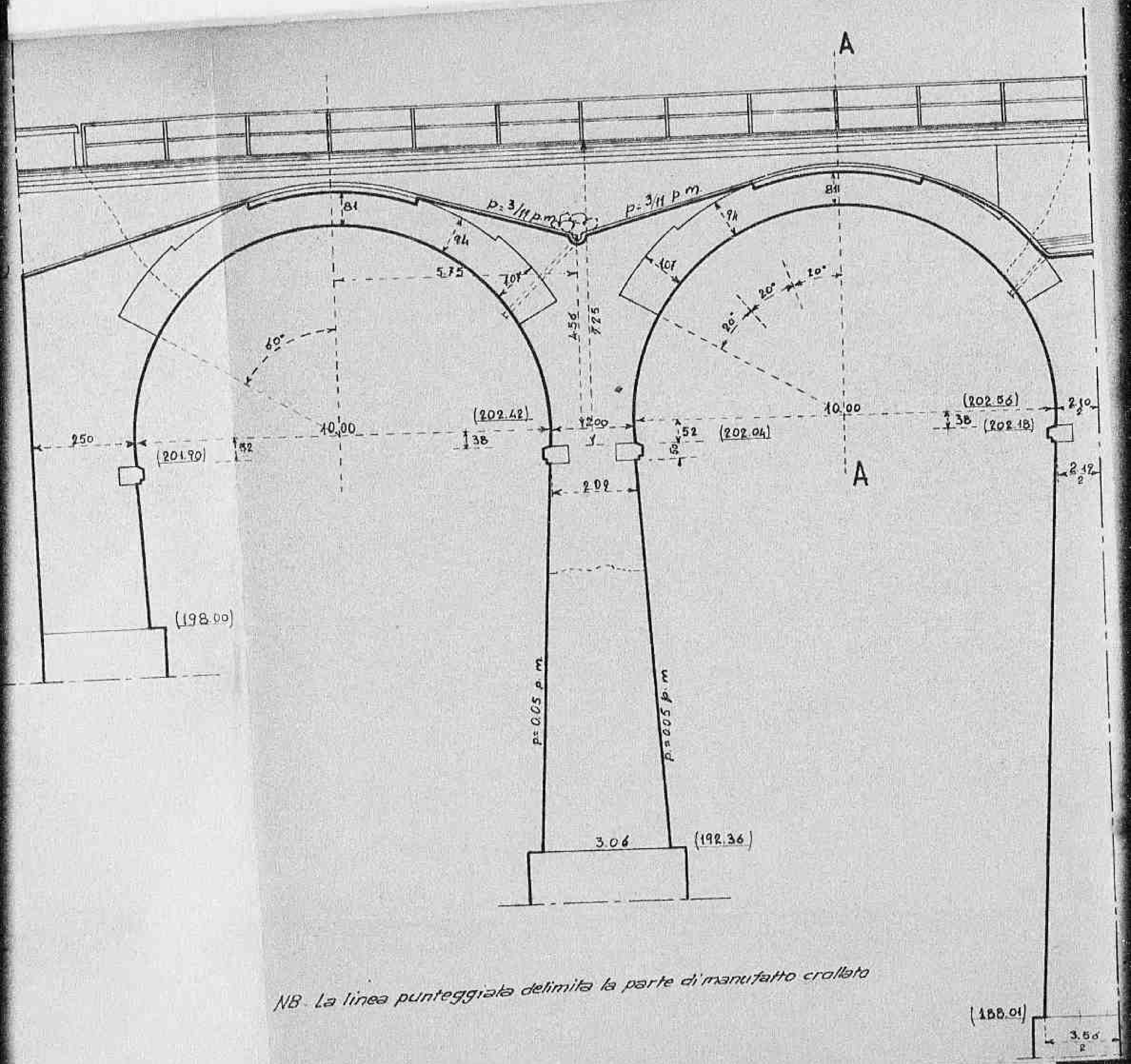




NB - La li

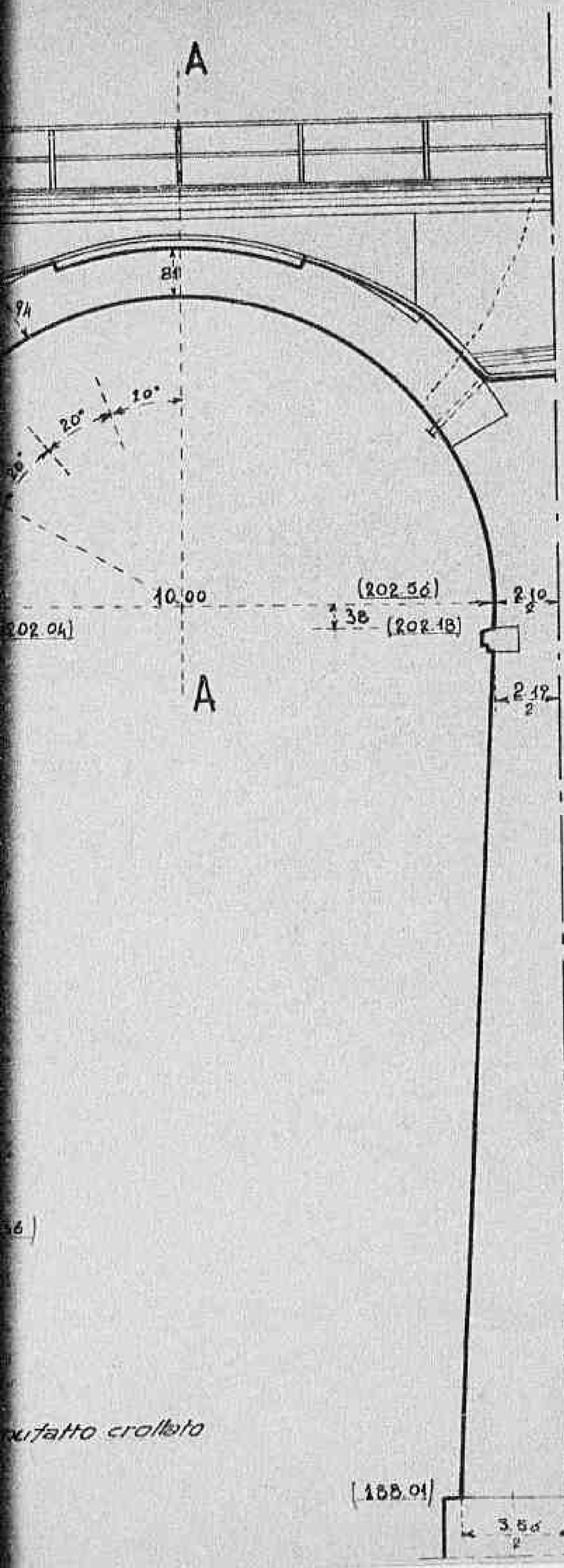
0715

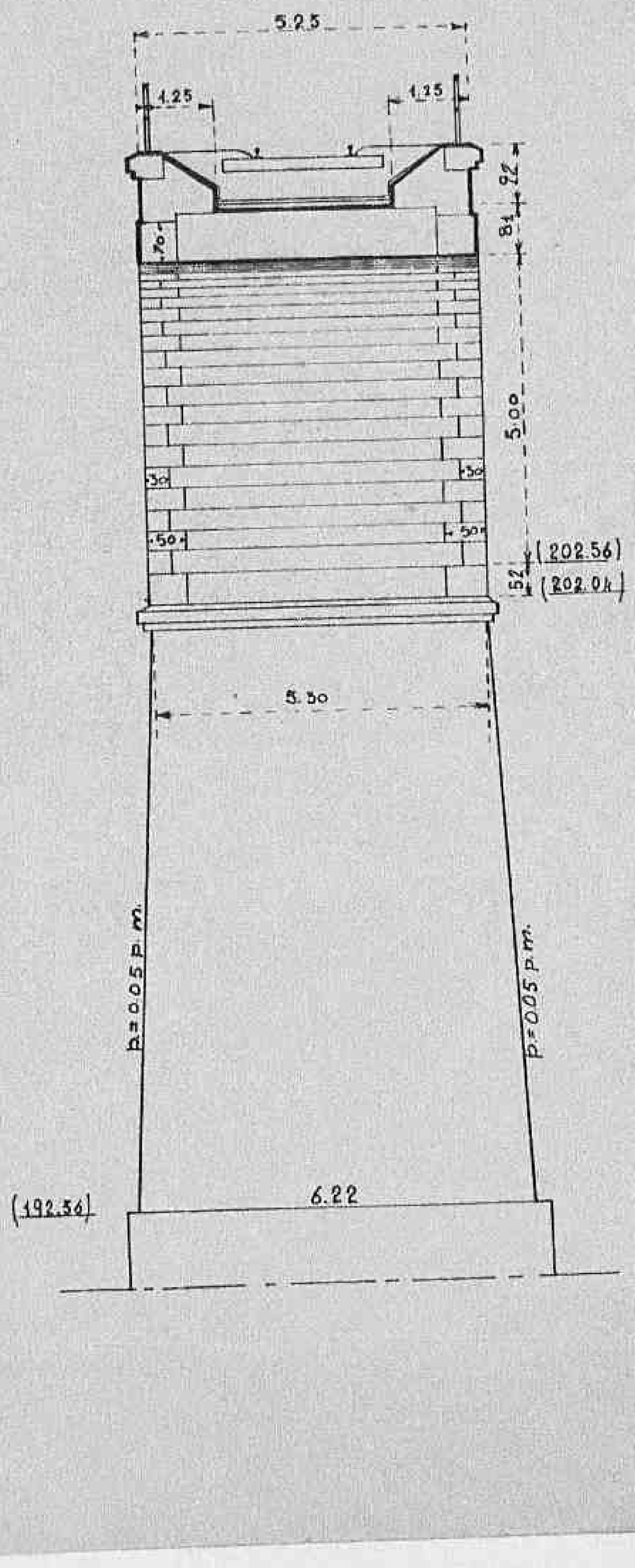
Declassified E.O. 12356 Section 3.3/NND No. 785021



NB. La linea punteggiata delimita la parte di manufatto crollato

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





116/A 6°/14

MINISTERO delle COMUNICAZIONI

FERROVIE DELLO STATO

DIREZIONE GENERALE — SERVIZIO LAVORI E COSTRUZIONI

UFFICIO 6° - SEZIONE 14ª

LINEA ROMA-PESCARA

TRATTO ROMA-AVEZZANO

SISTEMAZIONE DELLE OPERE D'ARTE

VIADOTTO A 3 LUCI DI M. 9.00 CIASCUNA

AL Km. 64+787.65

4337

Declassified E.O. 12356 Section 3.3/NND No. 789021

UFFICIO 6° - SEZIONE 14ª

LINEA ROMA-PESCARA

TRATTO ROMA-AVEZZANO

SISTEMAZIONE DELLE OPERE D'ARTE

VIADOTTO A 3 LUCI DI M. 9.00 CIASCUNA

AL Km. 64+787.65

4337

Scala 1:100

ROMA - SETTEMBRE 1944

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

0719

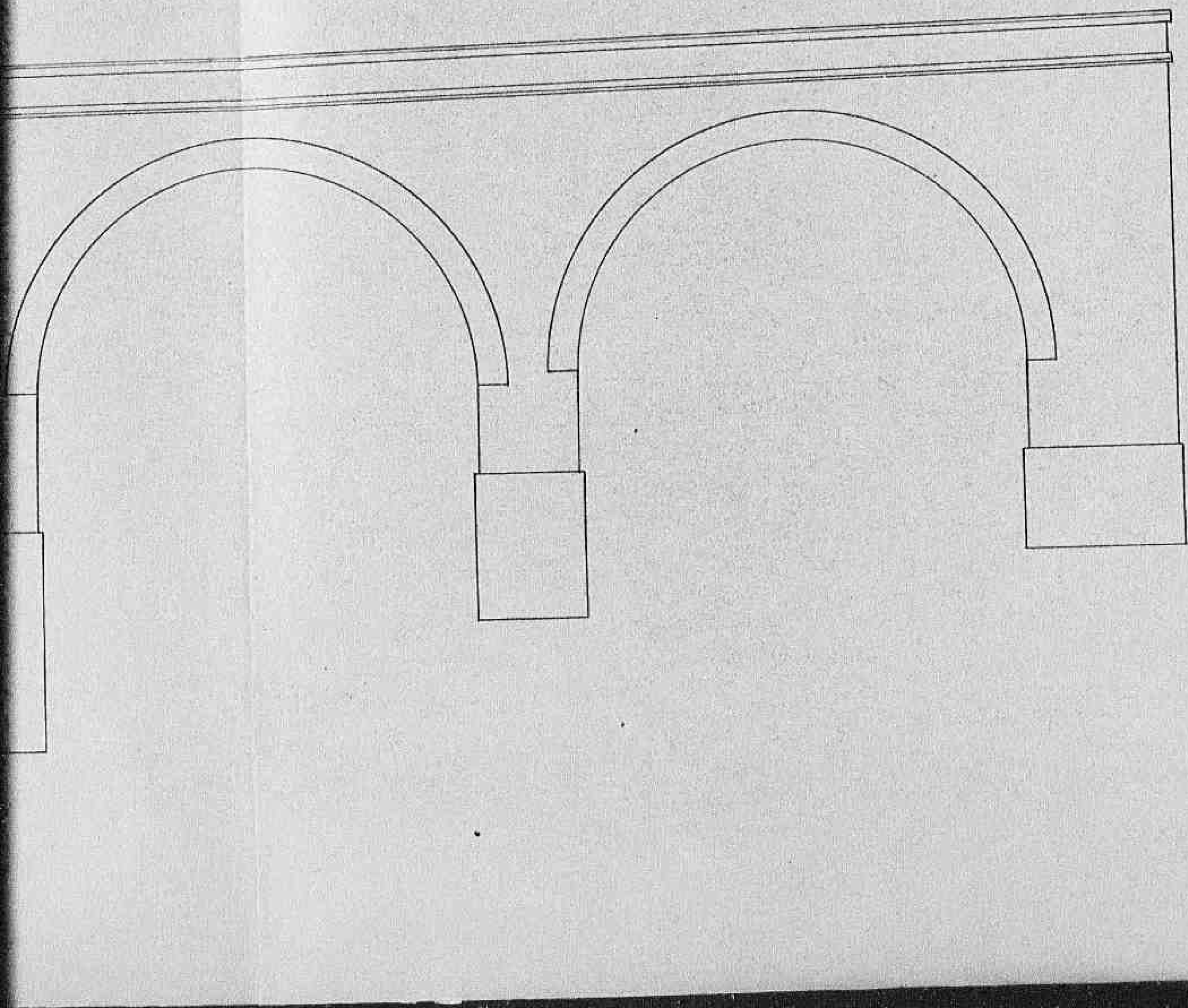
Declassified E.O. 12356 Section 3.3/NND No. 785021

Prospetto

0720

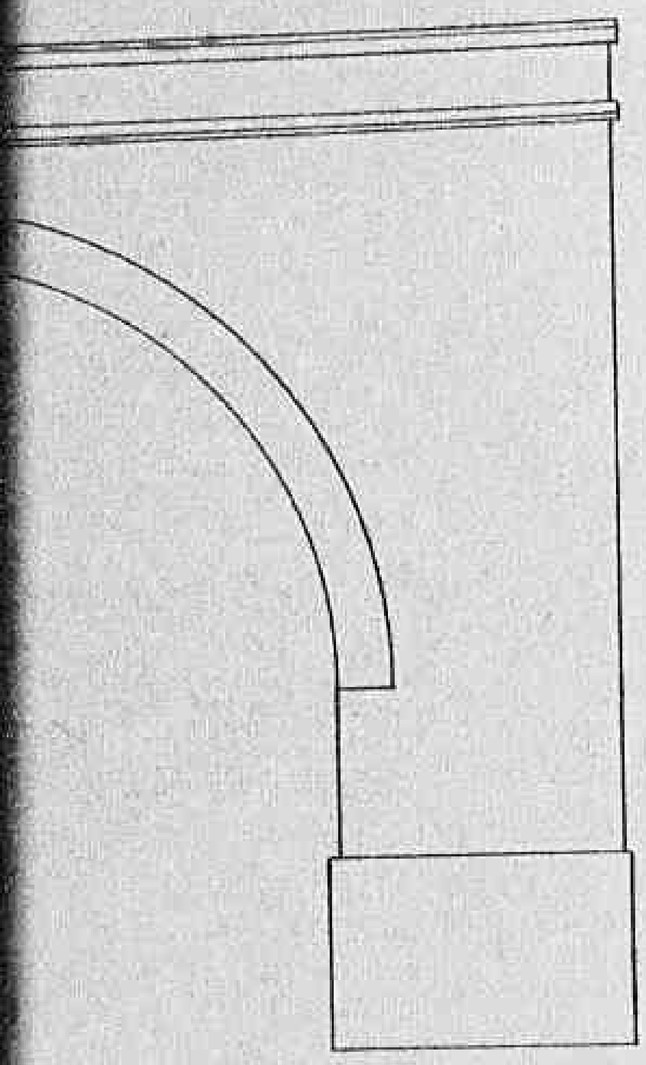
Declassified E.O. 12356 Section 3.3/NND No. 785021

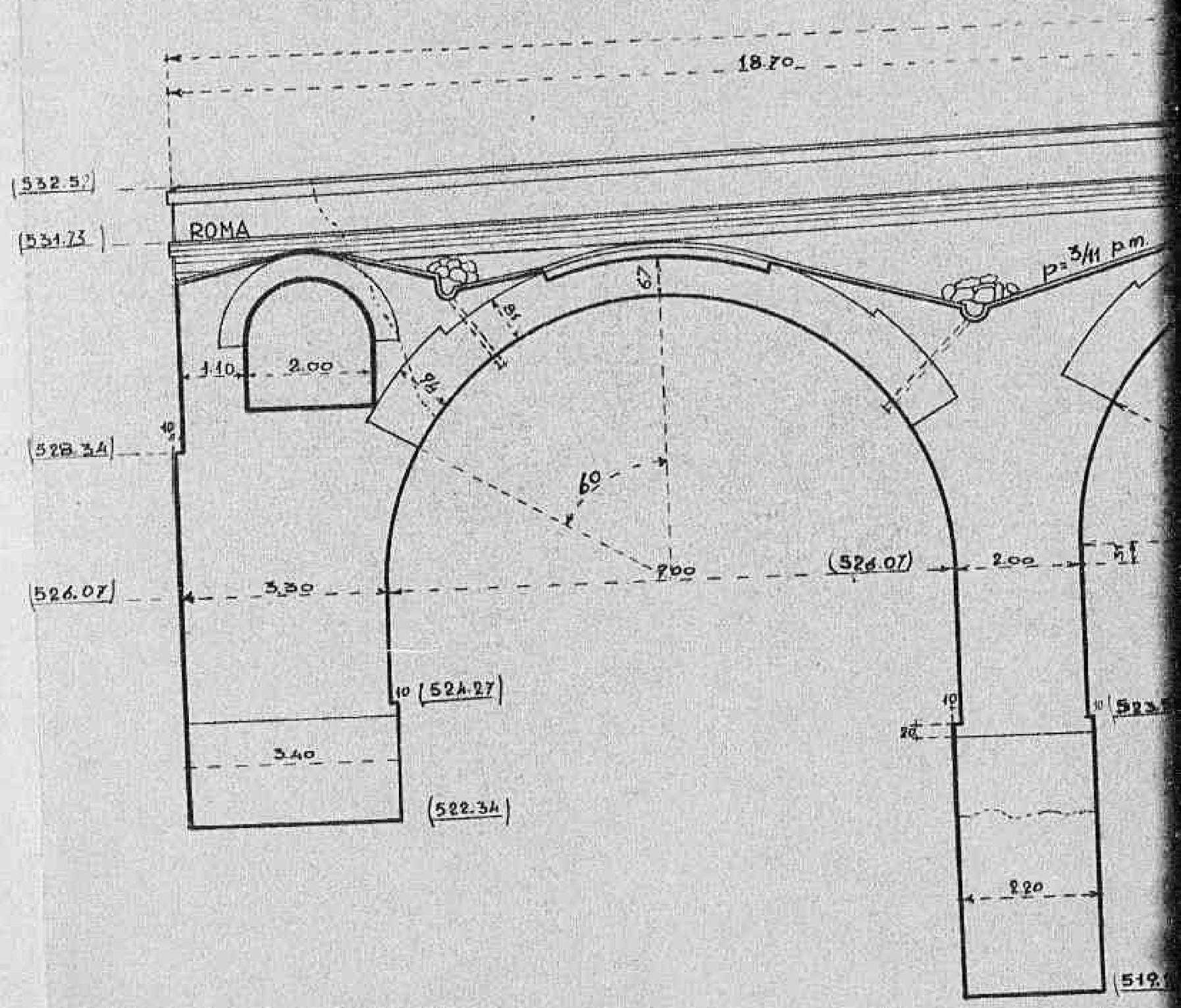
Prospetto



0721

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





NB. La linea pu

0721

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

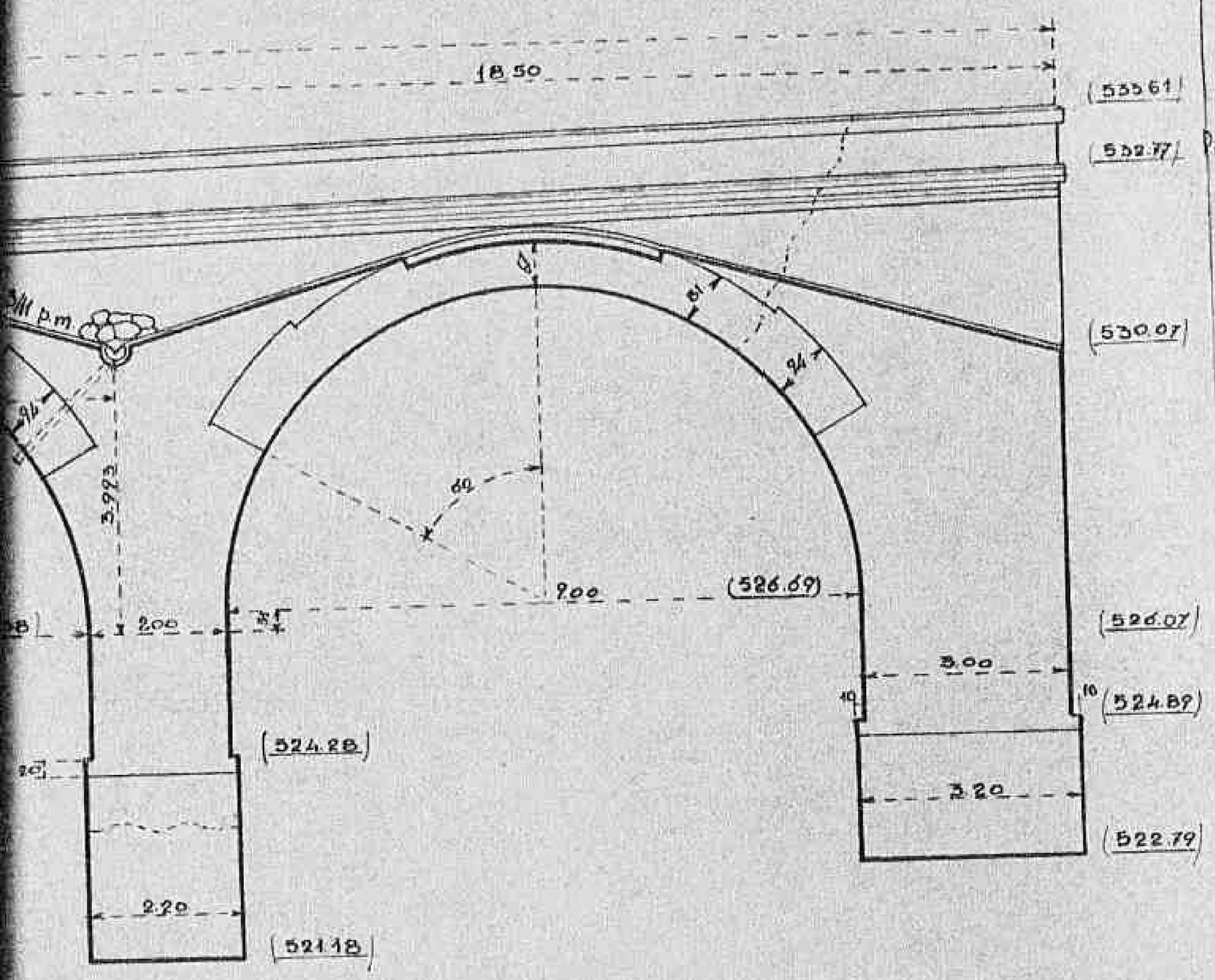
Sezione longitudinale

NB. La linea punteggiata delimita la parte di manufatto crollato

0723

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

Sezione

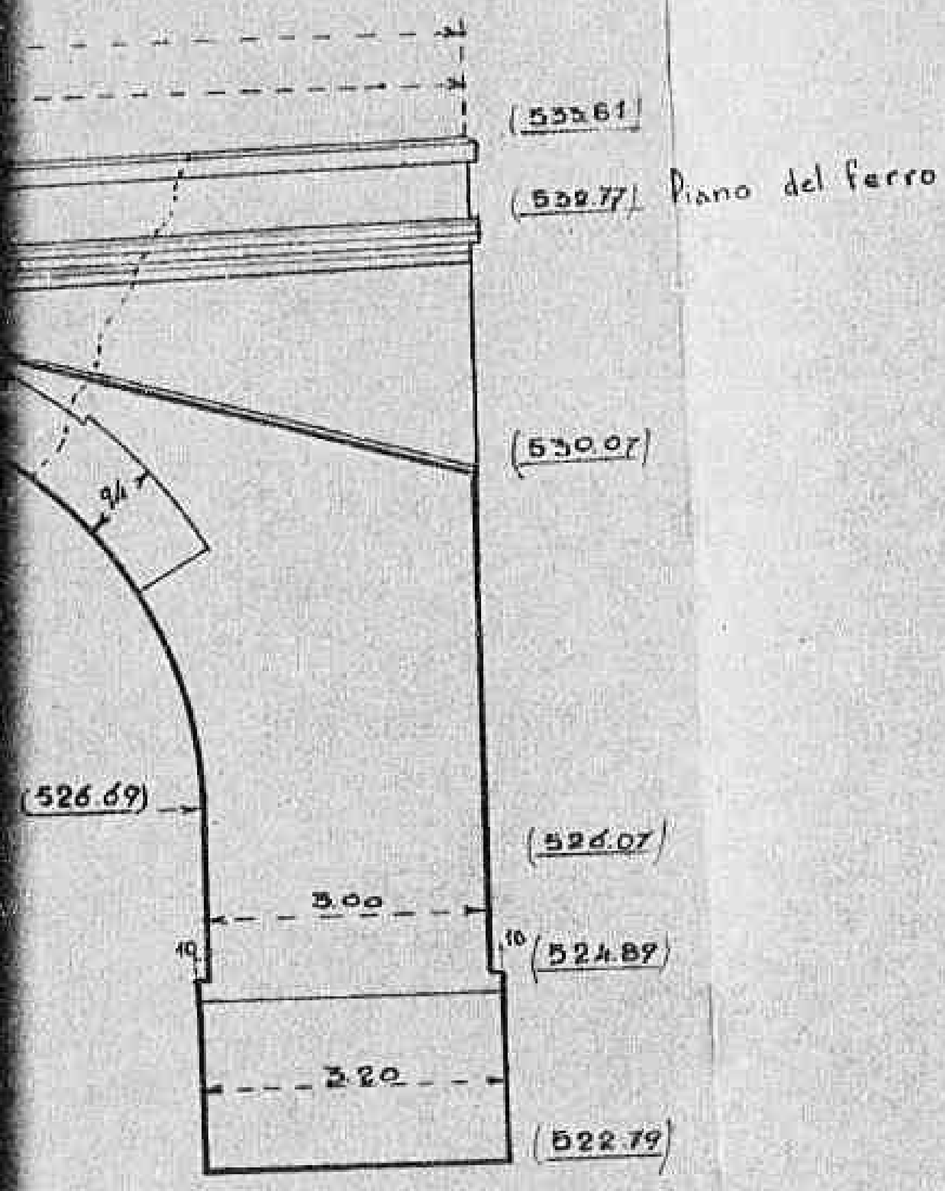


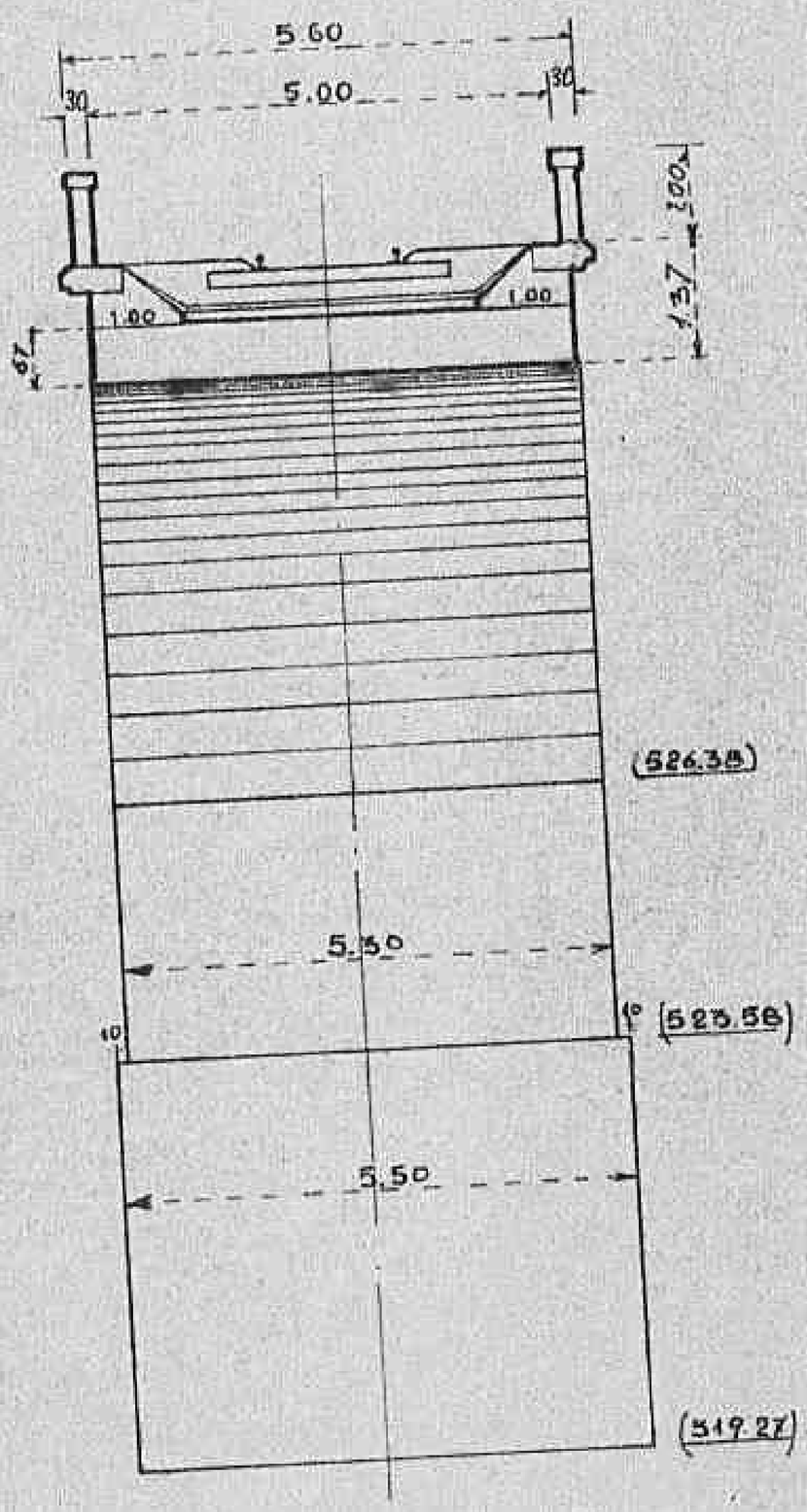
di manufatto crollato

0724

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

Sezione trasversale A-A

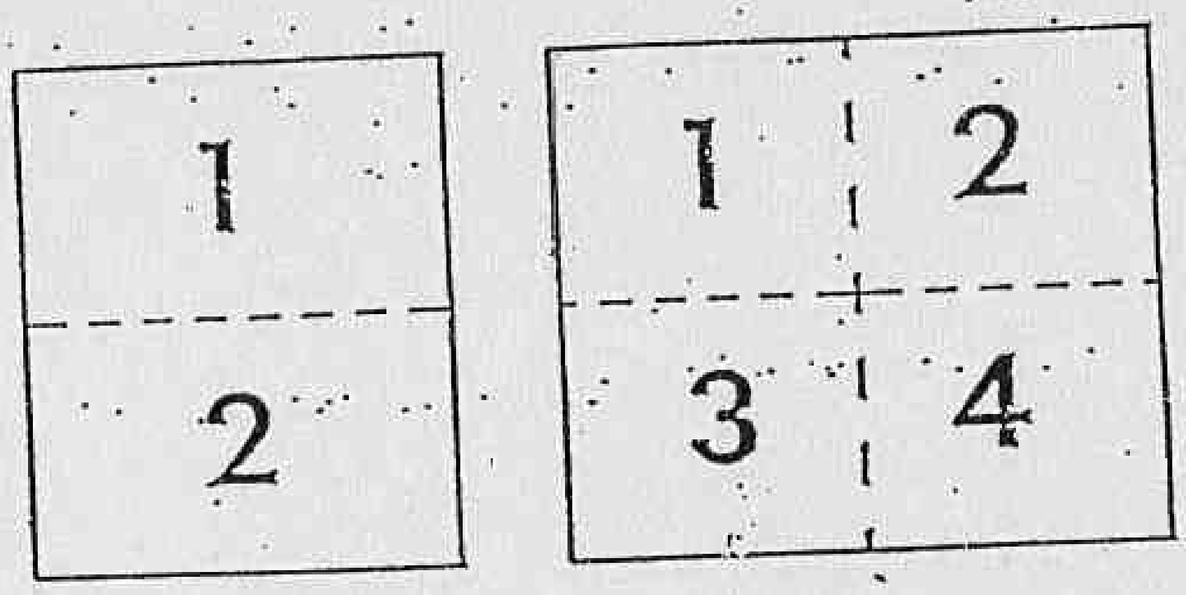


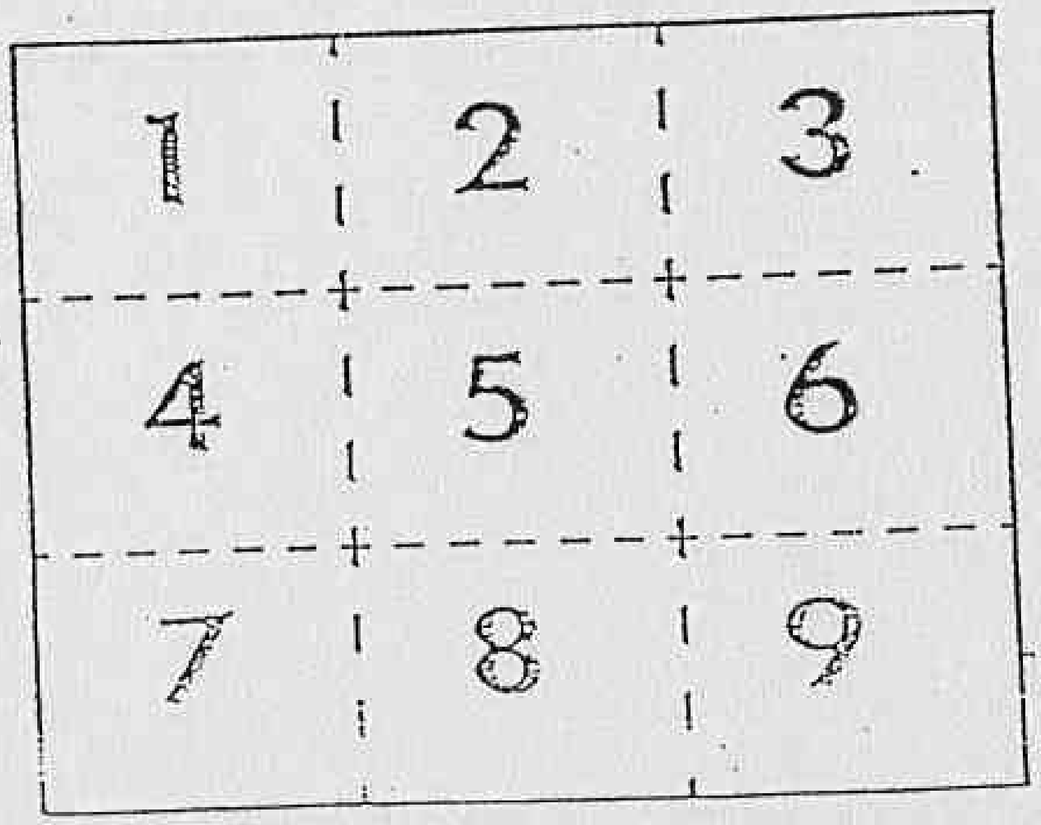


Unclassified E.O. 12356 Section 3.3/NND No. 785021

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

SEE DIAGRAMS BELOW.





116/A 6°/14

3

MINISTERO delle COMUNICAZIONI

FERROVIE DELLO STATO

DIREZIONE GENERALE — SERVIZIO LAVORI E COSTRUZIONI

UFFICIO 6° - SEZIONE 14ª

LINEA ROMA-PESCARA

TRATTO ROMA-AVEZZANO

SISTEMAZIONE DELLE OPERE D'ARTE

VIADOTTO CASALOTTI A 4 LUCI

DI M. 9.00 CIASCUNA AL Km. 66+273.73 / 66+334,33

4336

Scala 1:100

0126

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

UFFICIO 6° - SEZIONE 14ª

LINEA ROMA-PESCARA

TRATTO ROMA-AVEZZANO

SISTEMAZIONE DELLE OPERE D'ARTE

VIADOTTO CASALOTTI A 4 LUCI

DI M. 9.00 CIASCUNA AL Km. $\frac{66+273.73}{66+334.33}$

4336

Scala 1:100

ROMA - SETTEMBRE 1944

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

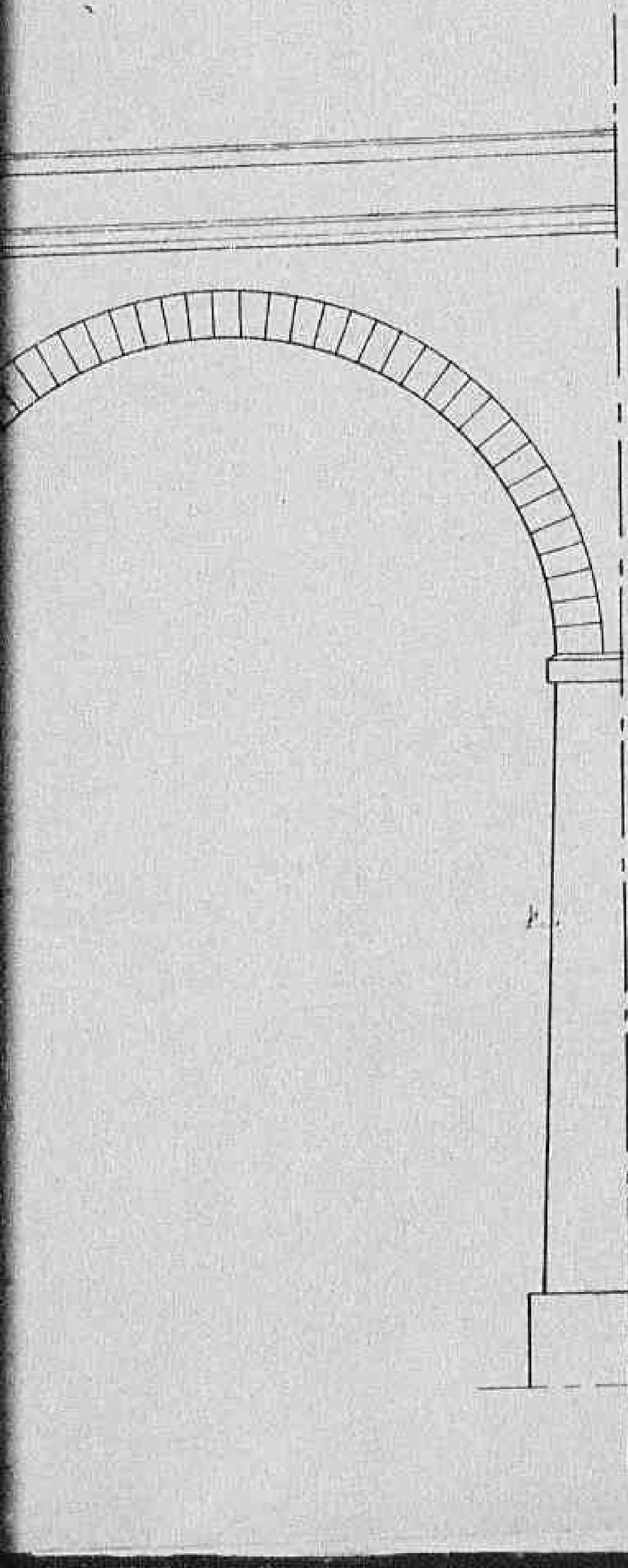
0724

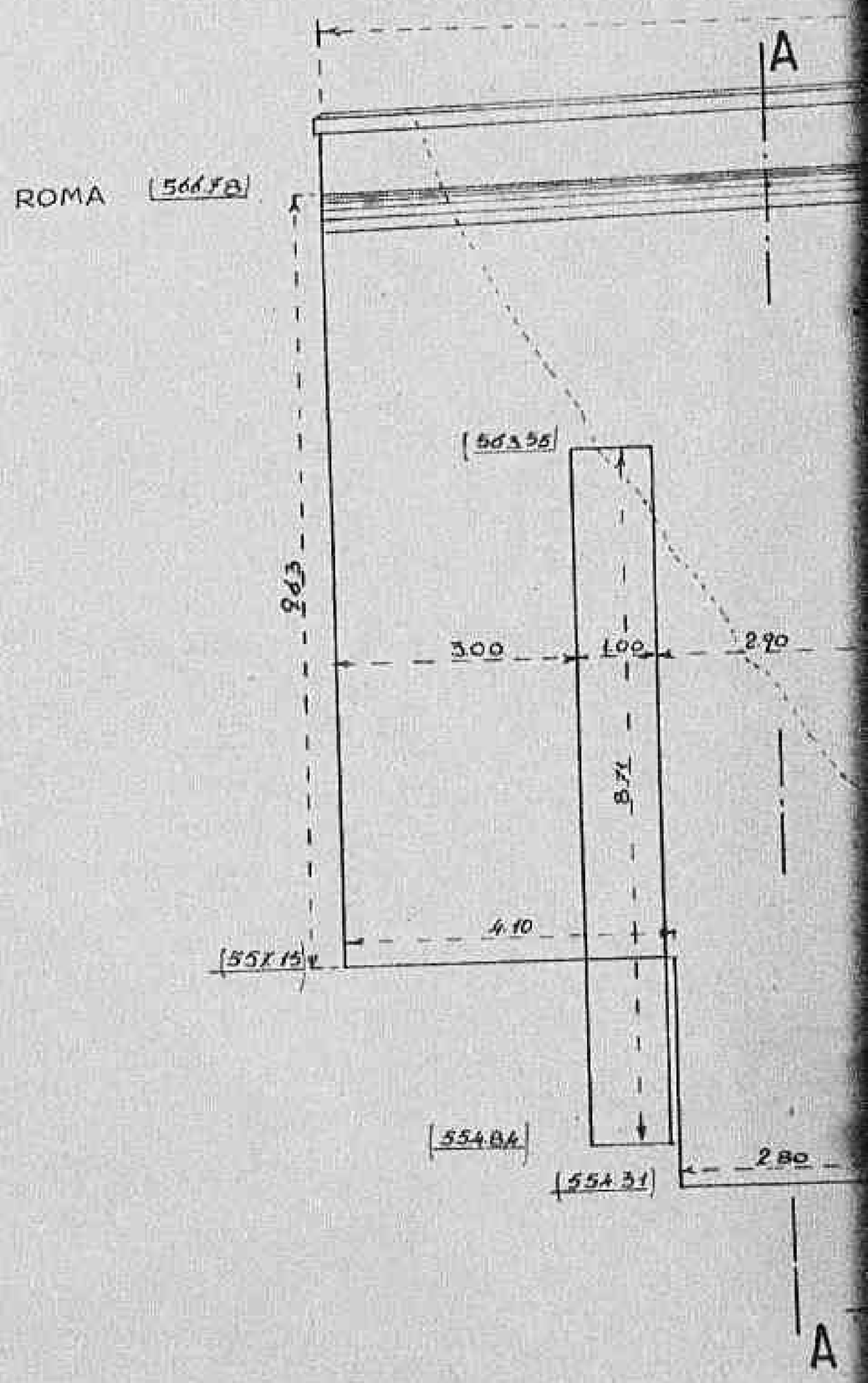
Declassified E.O. 12356 Section 3.3/NND No. 785021

Prospetto

0729

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





0730

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

Sezione longitudinale

limita la parte

0731

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

Sezione longitudinale

limita la parte di manufatto crollato

0732

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

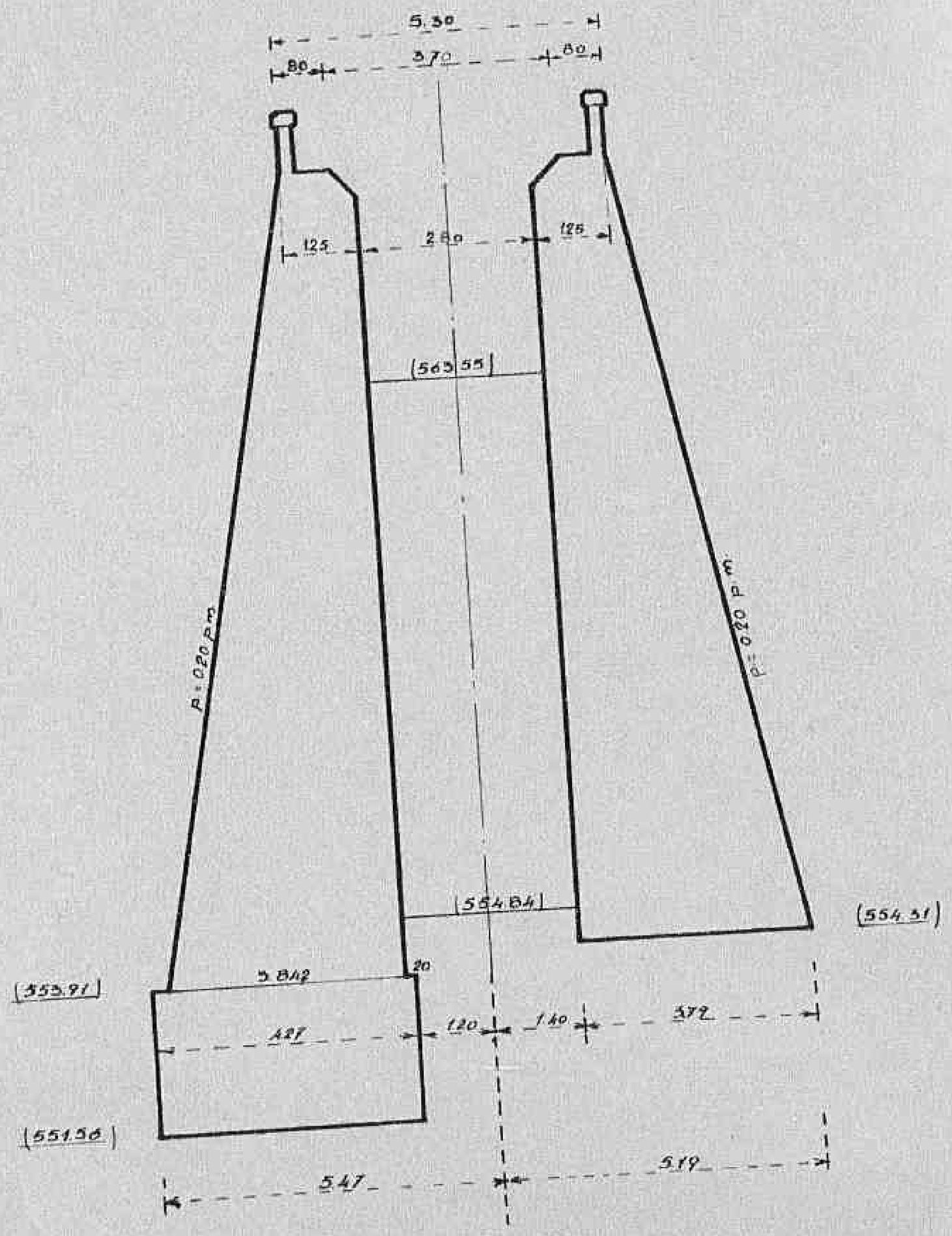
Sezione longitudinale

NB. La linea punteggiata delimita la parte di manufatto crollato

0733

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

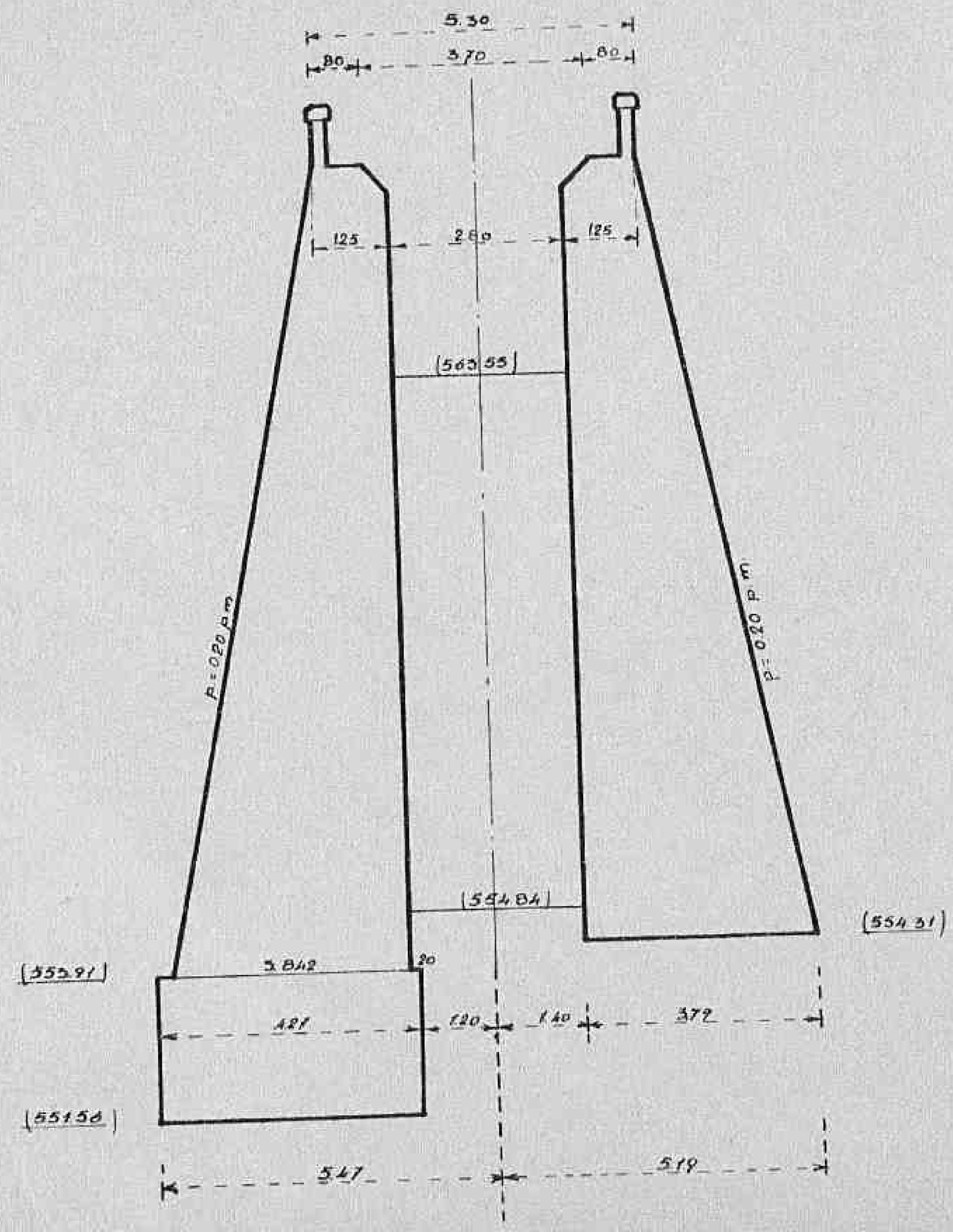
Sezione trasversale A-A



0734

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

Sezione trasversale A-A



0735

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

A

Sez. trasversale B-B

116/A 6°/14

4

MINISTERO delle COMUNICAZIONI

FERROVIE DELLO STATO

DIREZIONE GENERALE — SERVIZIO LAVORI E COSTRUZIONI

UFFICIO 6° - SEZIONE 14ª

LINEA ROMA-PESCARA

TRATTO ROMA-AVEZZANO

SISTEMAZIONE DELLE OPERE D'ARTE

PONTE SUL TURANO A 3 LUCI DI M.10.00

CIASCUNA AL Km. $\frac{72+832.27}{72+891.52}$

4335

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

LINEA ROMA-PESCARA

TRATTO ROMA-AVEZZANO

SISTEMAZIONE DELLE OPERE D'ARTE

PONTE SUL TURANO A 3 LUCI DI M.10.00

CIASCUNA AL Km. $\frac{72+832.27}{72+891.52}$

4335

Scala 1:100

ROMA-SETTEMBRE 1944

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

0 7 3 8 1

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

Sezione longitudinale

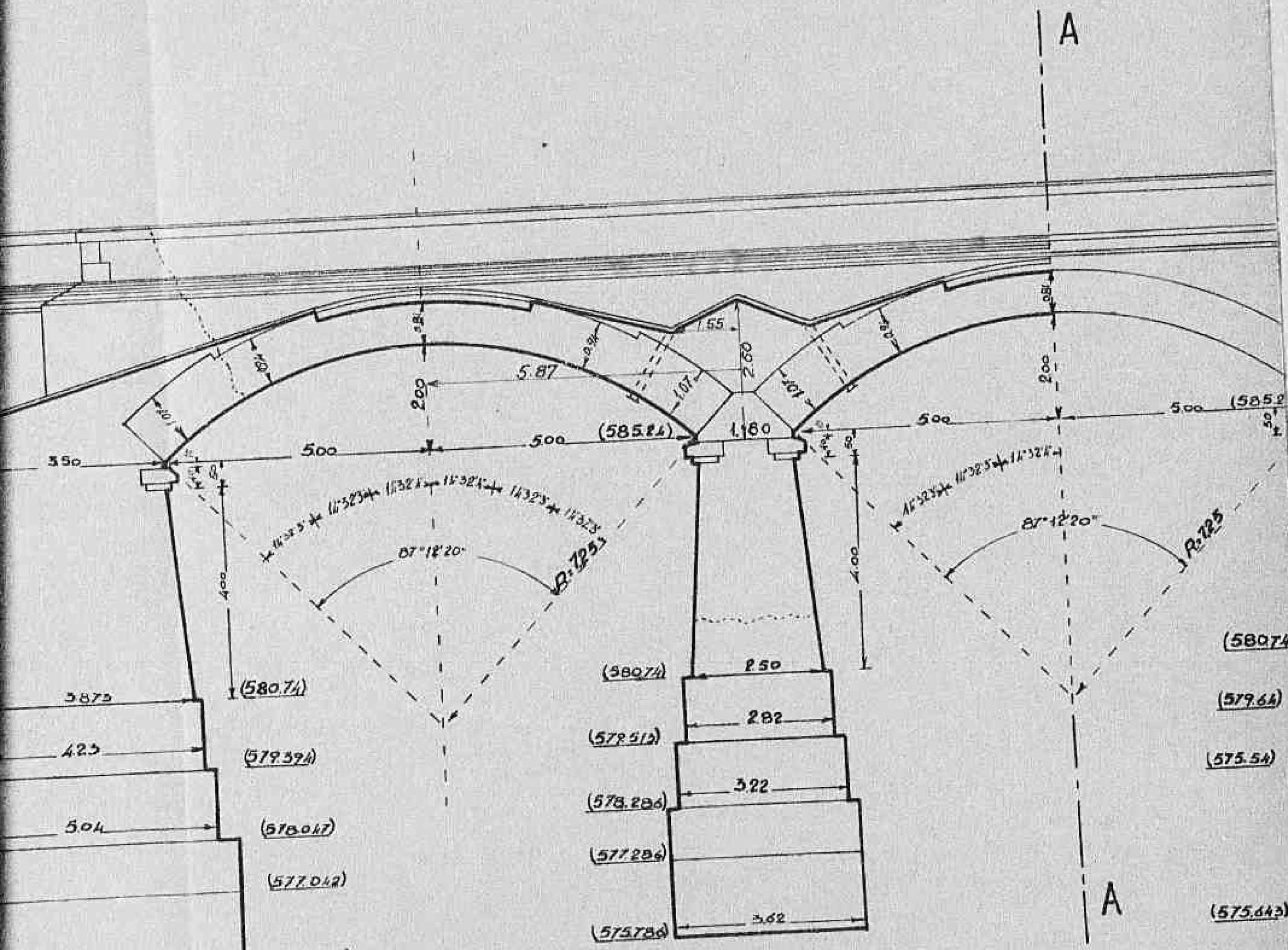
ROMA

NB. La linea punteggiata del

0 7 3 9 1

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

ne longitudinale

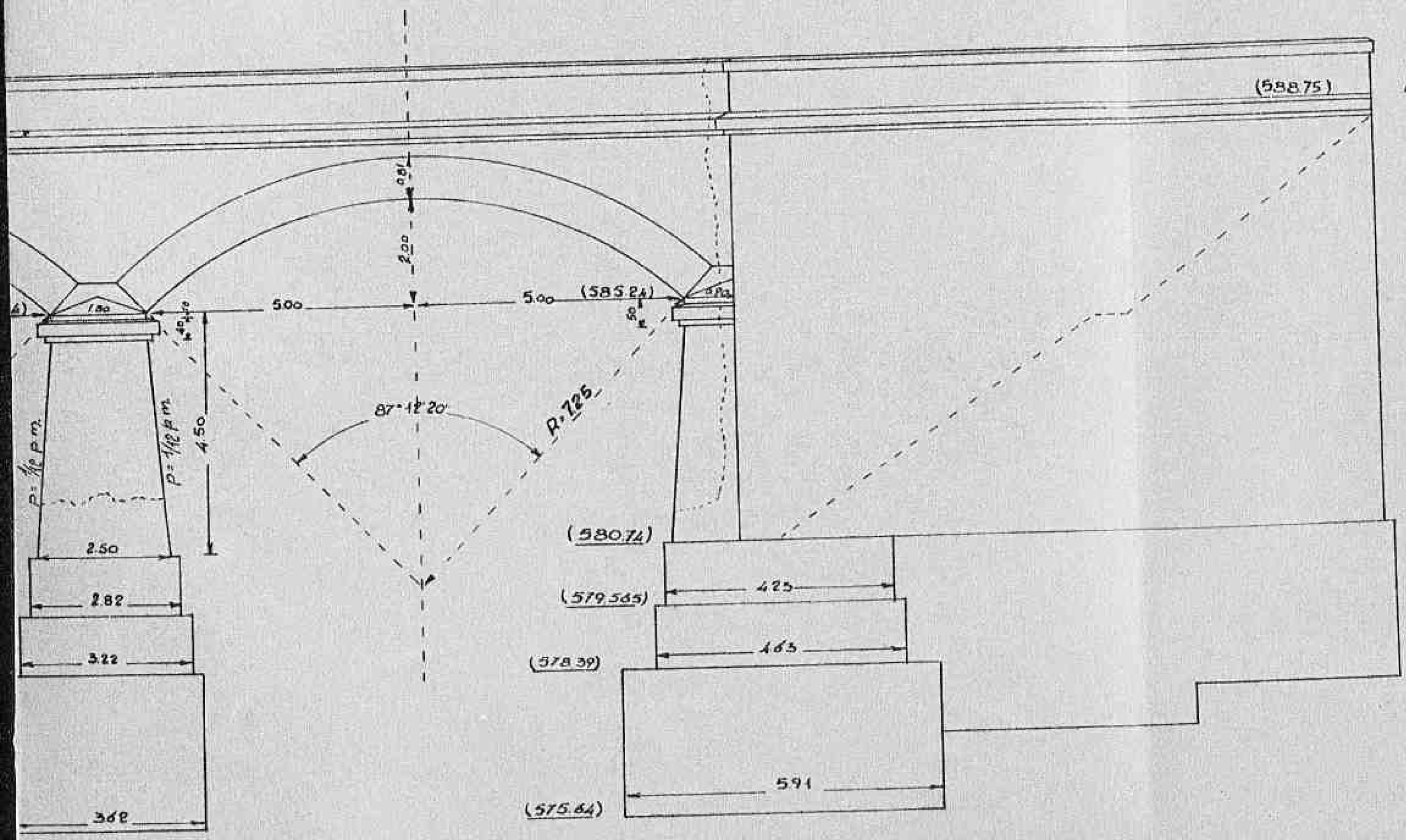


NB- La linea punteggiata delimita la parte di manufatto crollato

0740

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

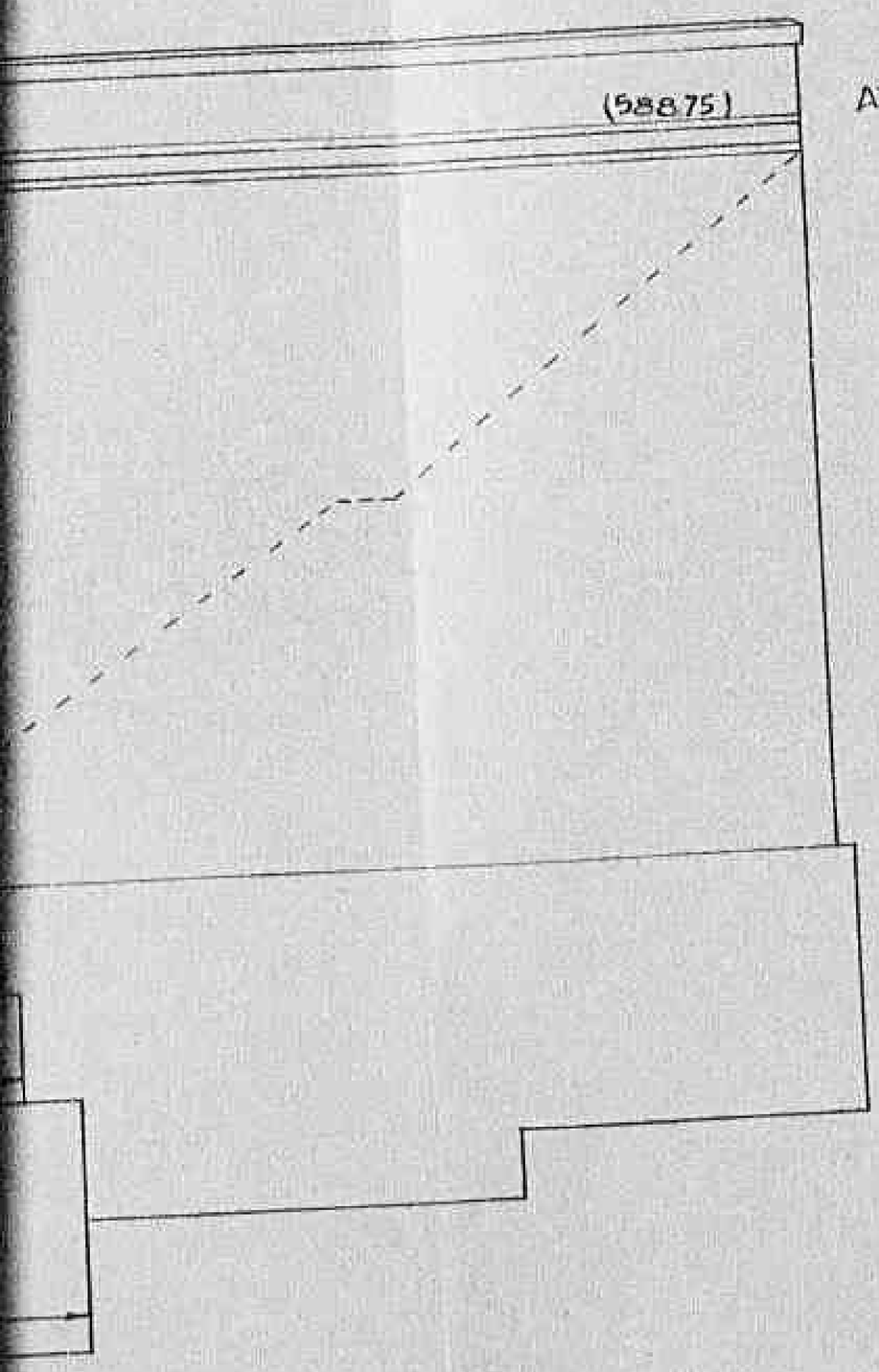
Prospetto

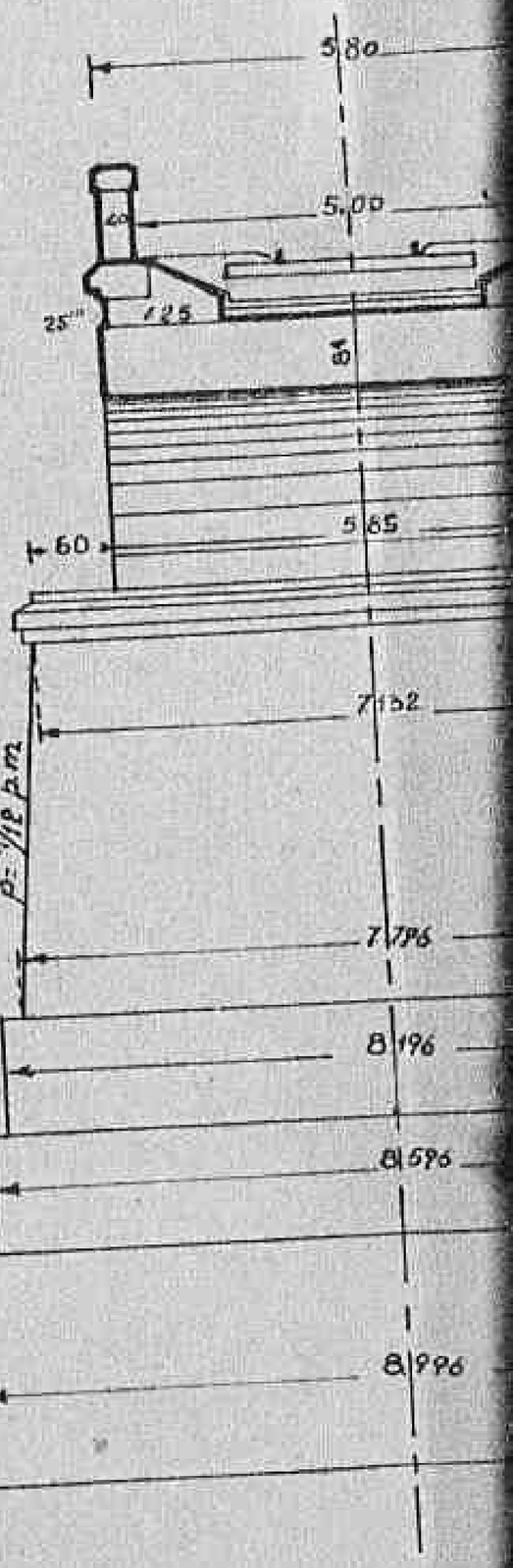


0741

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

Sezione trasversale

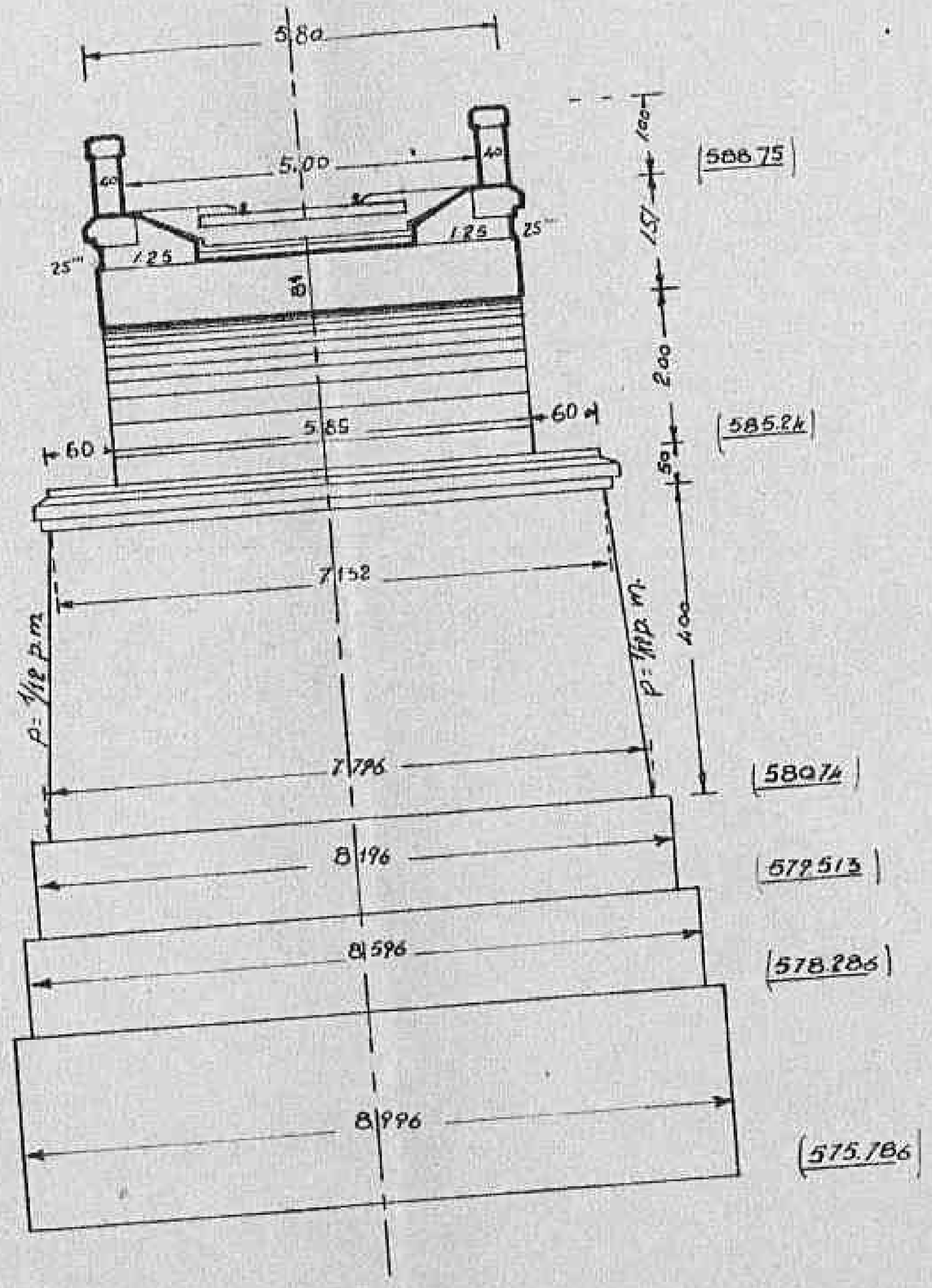




0742

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

Sezione trasversale A-A



116 6°
A 14

5

MINISTERO delle COMUNICAZIONI

FERROVIE DELLO STATO

DIREZIONE GENERALE — SERVIZIO LAVORI E COSTRUZIONI

UFFICIO 6° - SEZIONE 14ª

LINEA ROMA-PESCARA

TRATTO ROMA-AVEZZANO

SISTEMAZIONE DELLE OPERE D'ARTE

VIADOTTO DI CARSOLI A 6 LUCI DI M. 8.00

CIASCUNA AL Km. $\frac{75+436.77}{75+497.10}$

4334

Declassified E.O. 12356 Section 3.3/NND No. 0 7 4 3 1

LINEA ROMA-PESCARA

TRATTO ROMA-AVEZZANO

SISTEMAZIONE DELLE OPERE D'ARTE

VIADOTTO DI CARSOLI A 6 LUCI DI M. 8.00

CIASCUNA AL Km. $\frac{75+436.77}{75+497.10}$

4334

Scala 1:100

ROMA - SETTEMBRE 1944

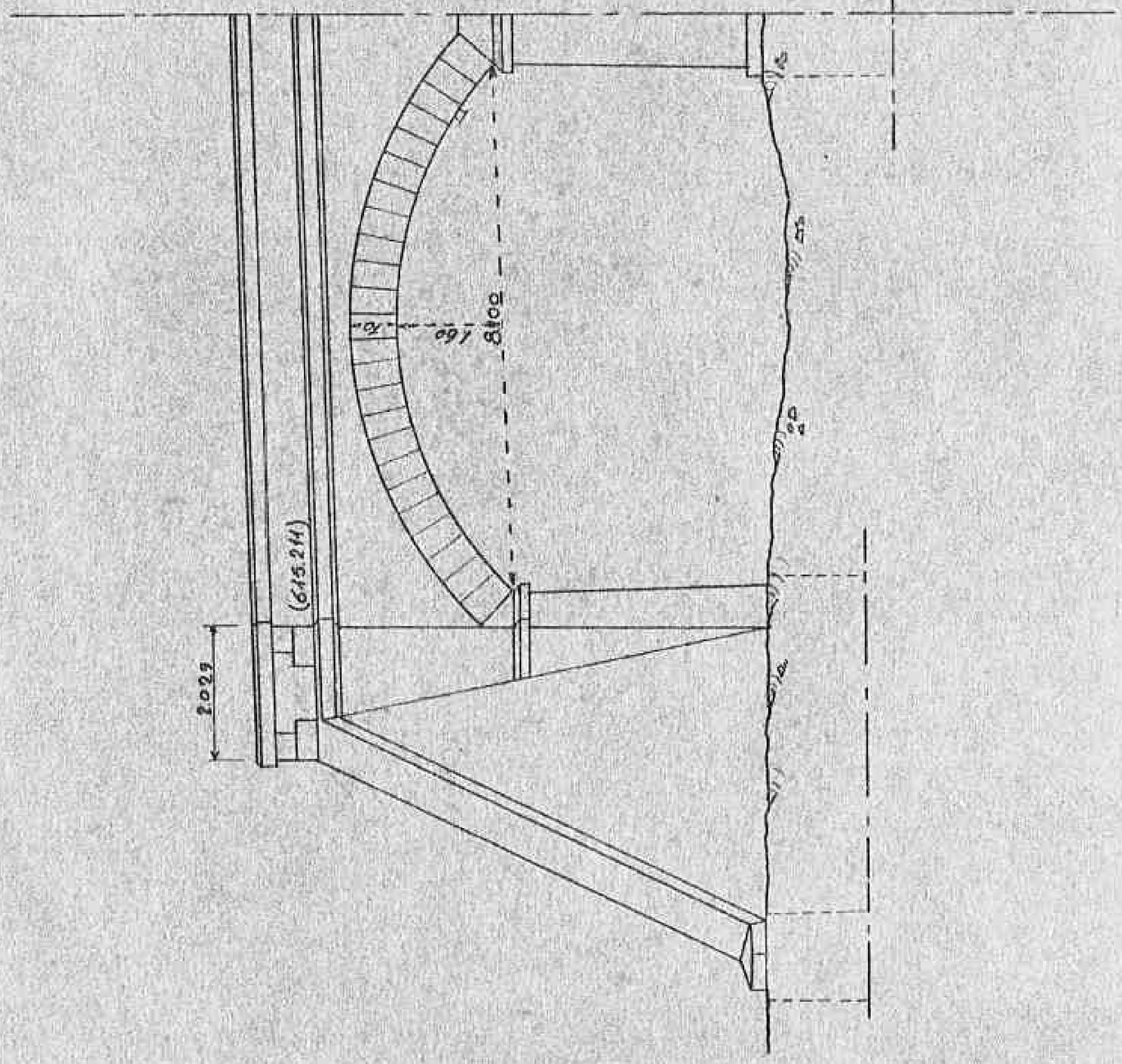
OTAVI

Declassified E.O. 12356 Section 3.3/NND No. 78-0001

0745

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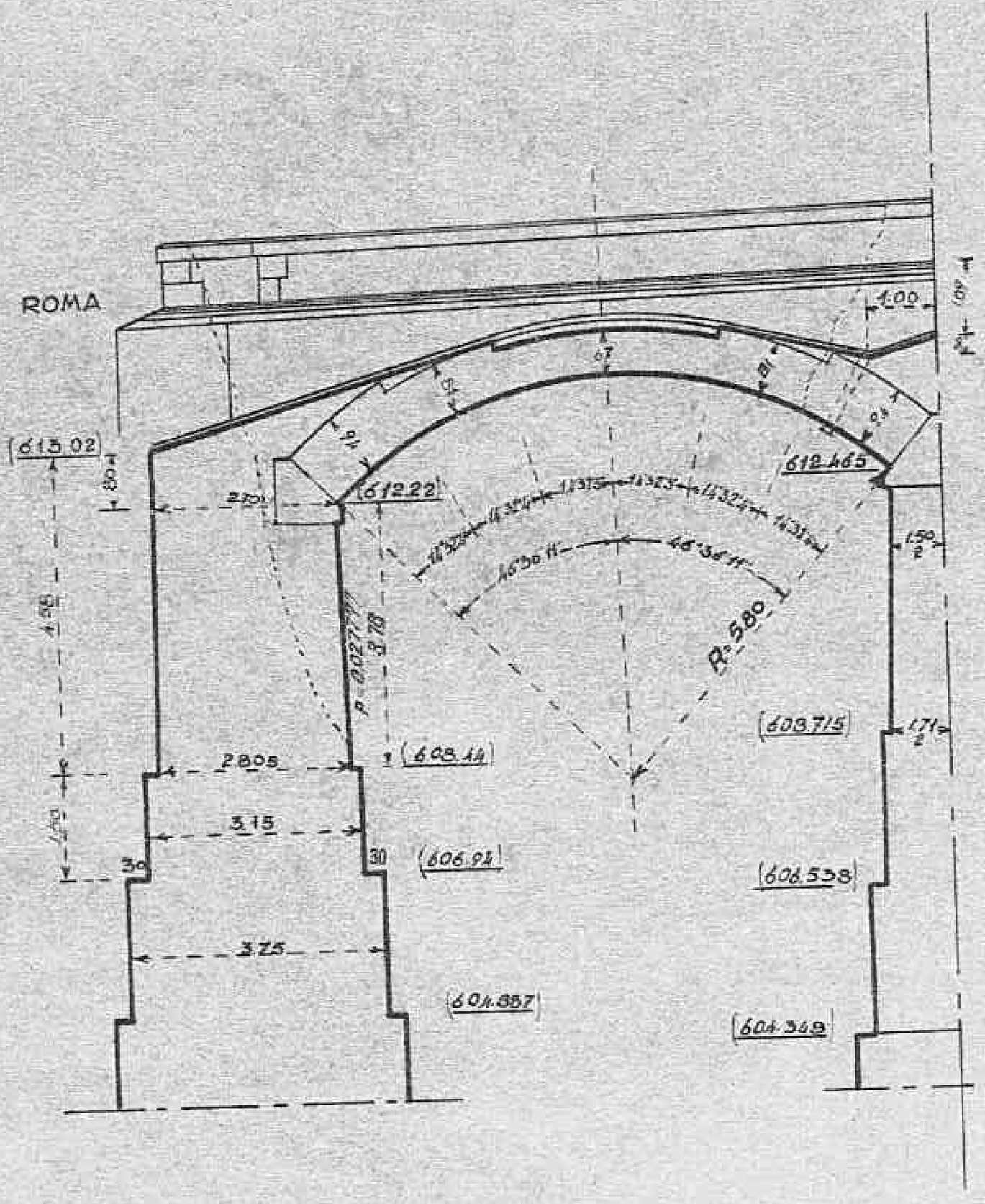
Prospetto



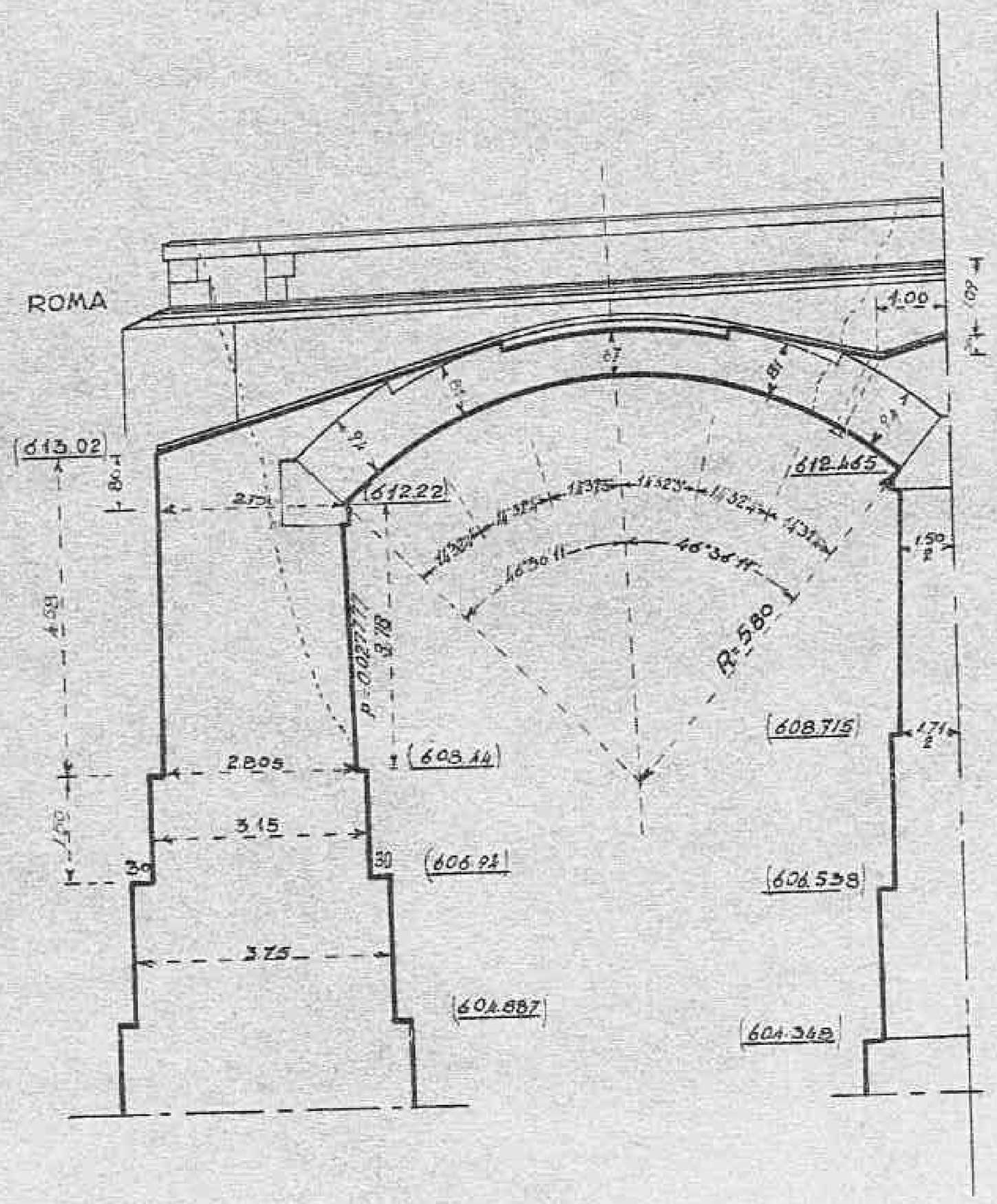
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Sezione longitudinale



Sezione longitudinale



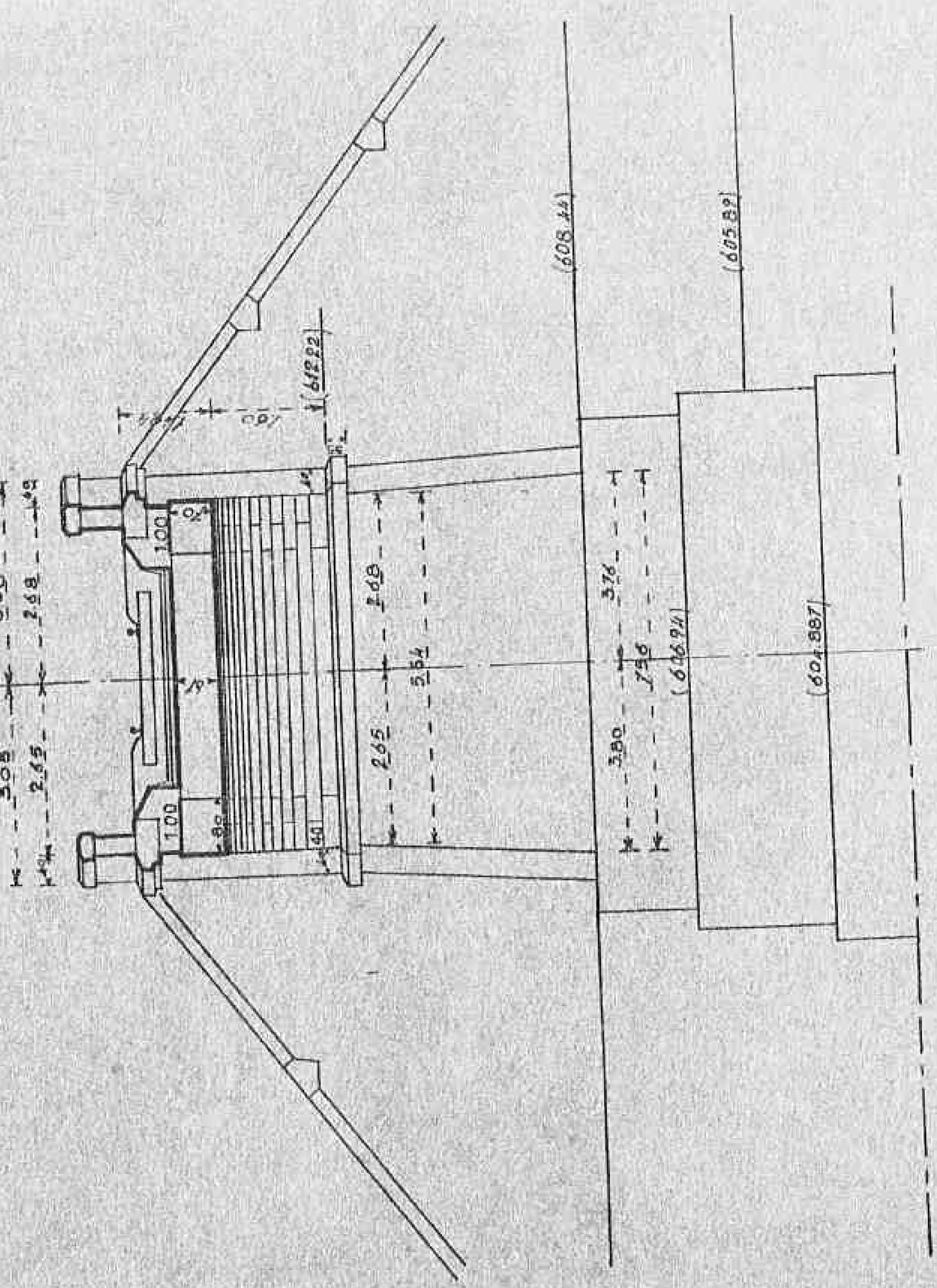
NB. La linea punteggiata delimita la parte di manufatto crollato

Declassified E.O. 12356 Section 3.3/NND No. 0747

0748

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

Sez. trasversale



MINISTERO delle COMUNICAZIONI

FERROVIE DELLO STATO

DIREZIONE GENERALE — SERVIZIO LAVORI E COSTRUZIONI

UFFICIO 6° - SEZIONE 14ª

LINEA ROMA-PESCARA

TRATTO ROMA-AVEZZANO

SISTEMAZIONE DELLE OPERE D'ARTE

VIADOTTO A 4 LUCI DI M. 10 CIASCUNA SUL VALLONE DEL GOBBO Km. 77+208.30 / 77+280,87

4333

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

UFFICIO 6° - SEZIONE 14ª

LINEA ROMA-PESCARA

TRATTO ROMA-AVEZZANO

SISTEMAZIONE DELLE OPERE D'ARTE

VIADOTTO A 4 LUCI DI M. 10 CIASCUNA SUL VALLONE DEL GOBBO Km. $\frac{77+208.30}{77+280,87}$

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4333

Scala 1:100

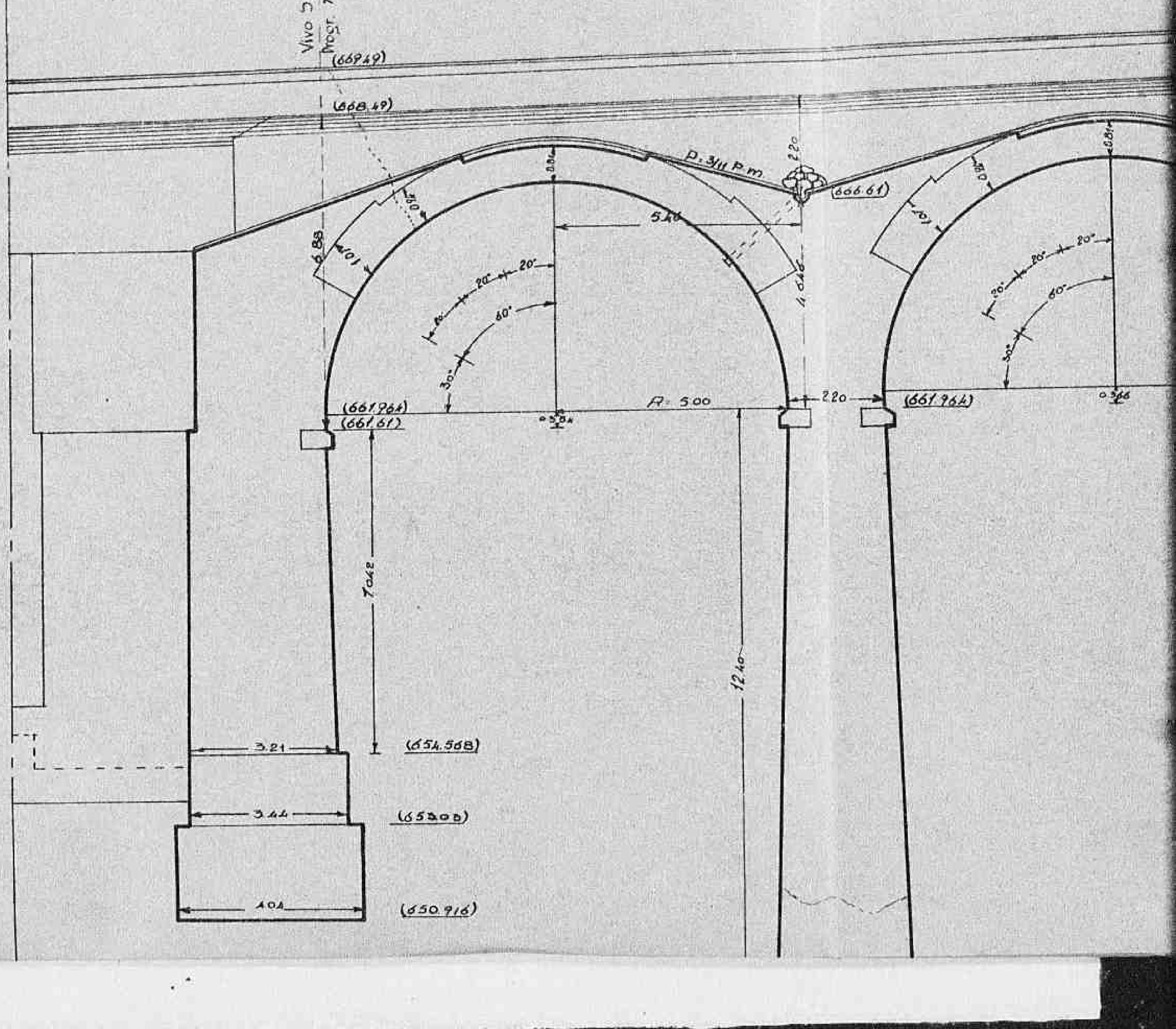
ROMA - SETTEMBRE 1944

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

0751

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

Sezione longitudinale



0752

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

Sezione longitudinale

0753

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

Prospetto

Vivo Spalla Sud
Progress. 77280

(669.91)

(669.976)

0.81

0.65

40°

20° 20° 20°

60°

30°

R=5.00

(663.05)

0.354

(662.696)

0.366

(662.55)

R=5.00

2.20

(662.696)

0.354

A

A

11.00

8.00

(654.65)

(653.156)

.70

2.74

(652.382)

4.04

2.85

(651.296)

3.28

(650.296)

d=0.03 p.m.

(649.93)

0754

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

arpetto

Viva Spalla Su[illegible]na
Progress. 772803

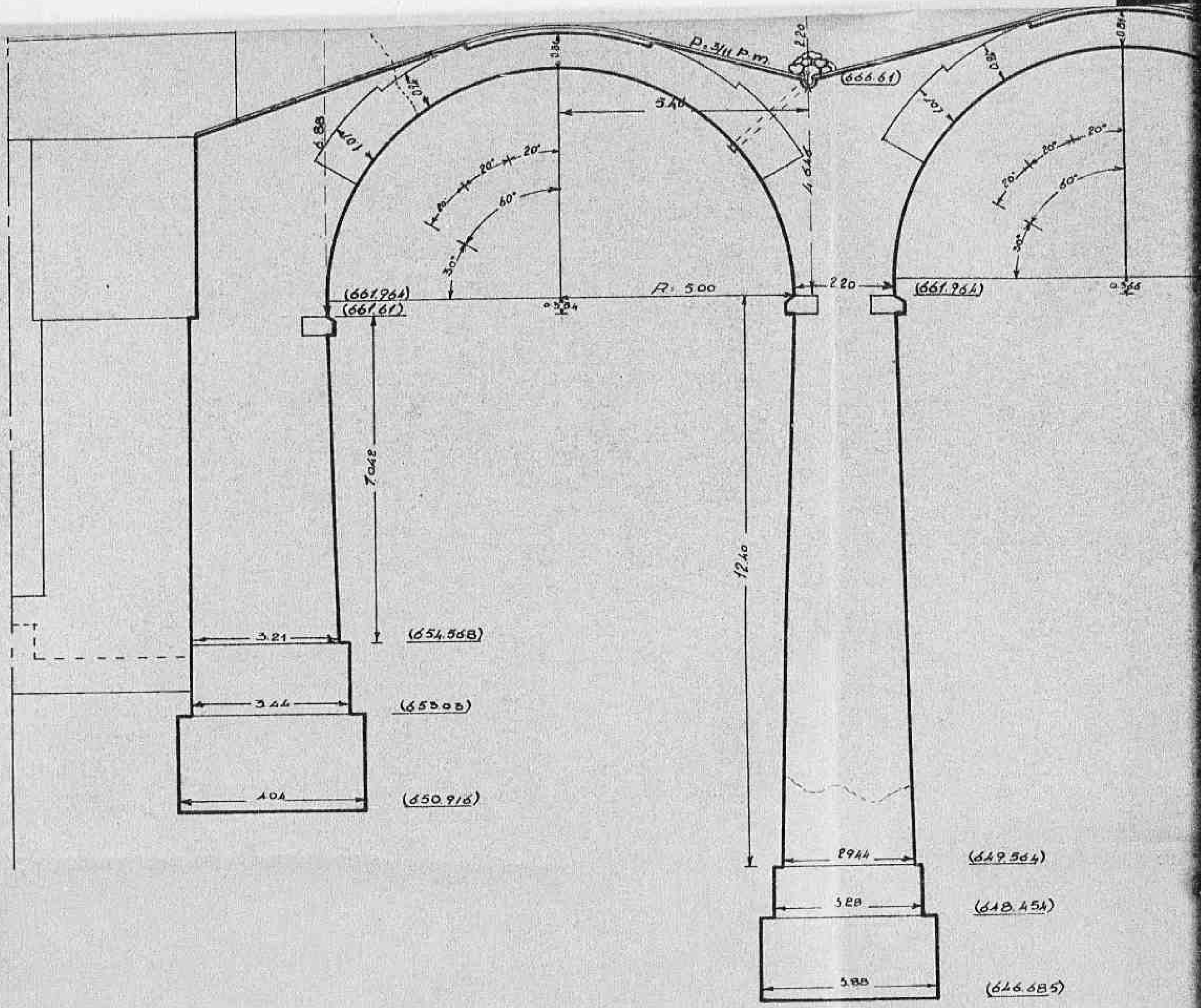
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Declassified E.O. 12356 Section 3.3/NND No. 785021

Sezione trasversale A-A

0 7 5 6

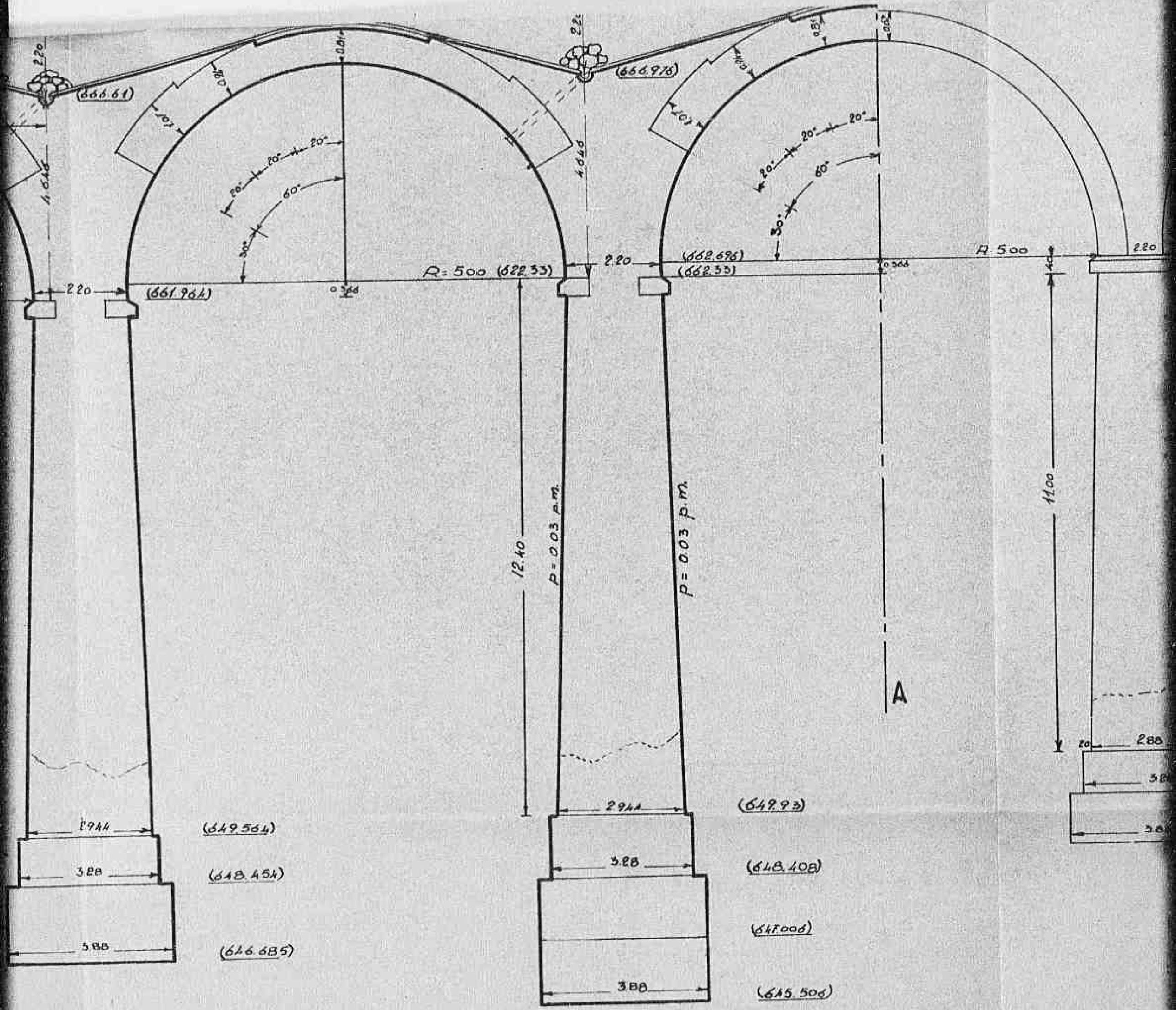
Declassified E.O. 12356 Section 3.3/NND No. 785021



NB. La linea punteggiata delimita la parte di manufatto cr

0757

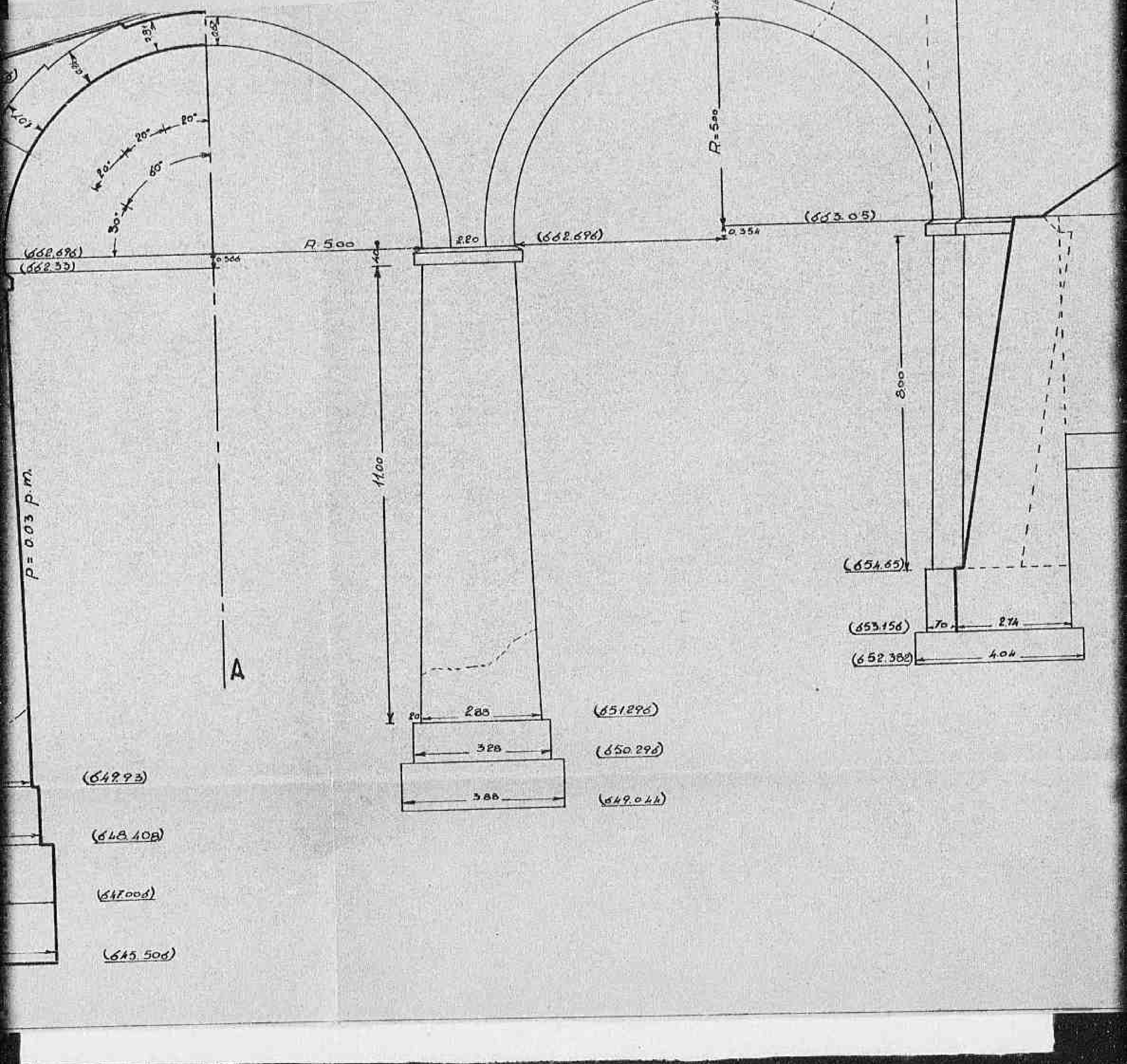
Declassified E.O. 12356 Section 3.3/NND No. 785021



eggiata delimita la parte di manufatto crollato

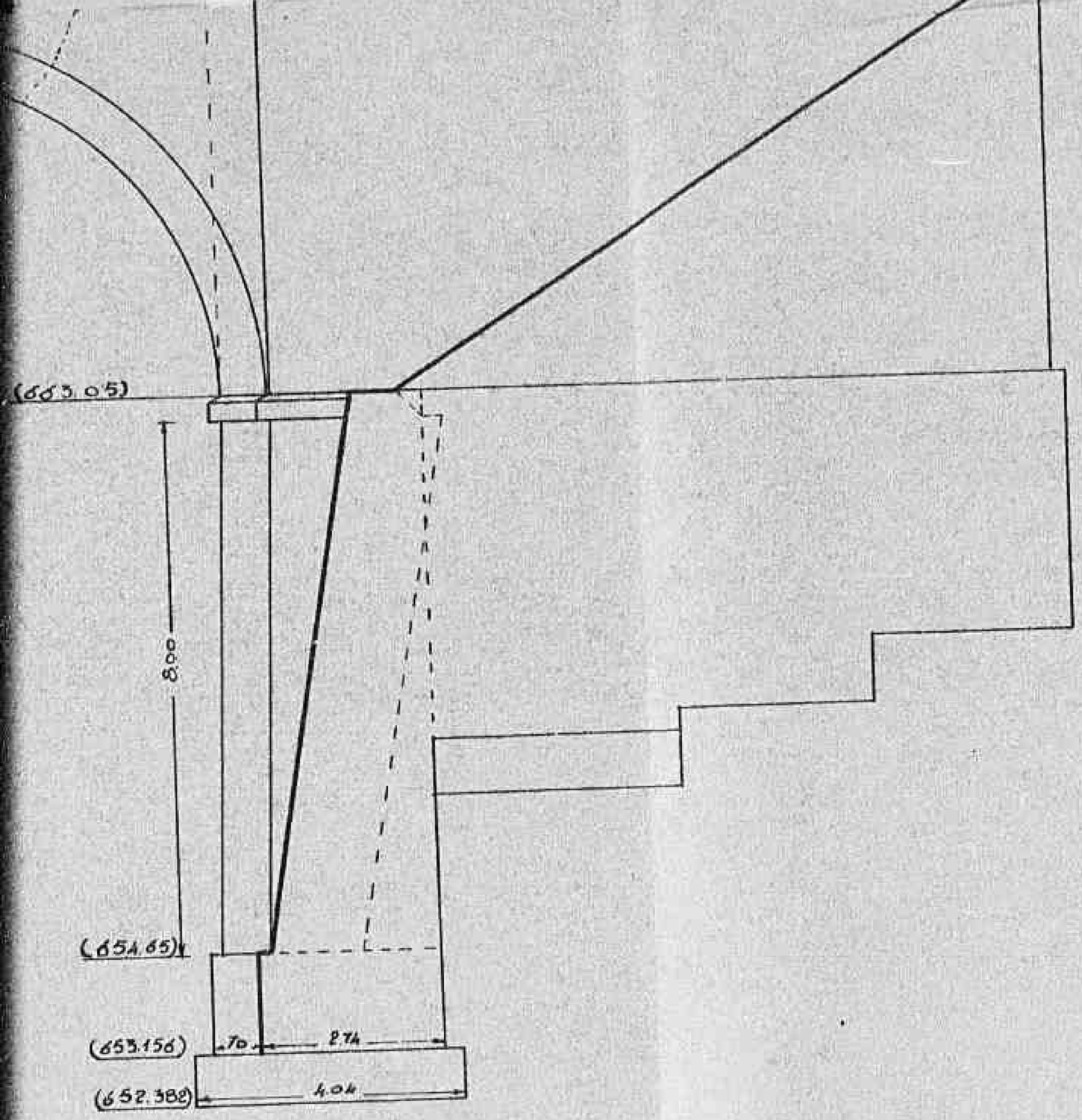
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Declassified E.O. 12356 Section 3.3/NND No. 785021



0759

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



0760

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

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

ACP/lml

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (BR) MAIN, C. M. F.

11 September 1945

Tel. 845229
Ref. AC/100/88/Tn4

SUBJECT : Rehabilitation of Pescara-Sulmona Line.

TO : Italian State Railways, Direction General.

1. Reference is to your L.10/45662 of 31 August 1946.

2. The desirability of continuing reconstruction of Line 89 from Avezzano to connect at Sulmona with the line inland from Pescara is fully appreciated.

3. It is desirable, however, that the fully amount which would be required for the complete reconstruction of the line should be known by this Sub-Commission, and in view of the many other important reconstruction projects in hand, the IGR should indicate when submitting applications of this kind the priority which you attach to the project.

for Director

Copy to: Civil Engineering Section

1322

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

MFM/ef

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

16c

26 June 1945

Tel : 843239
Ref : AC/Tn/34/16/C.E.

SUBJECT : Line 88.Rome-Avezzano.

TO : Eng. G.Bertola
Chief of South Works Section/

1. Reference your letter File N°1231, dated 18 June.

2. I am not prepared to support this demand for petrol without further information.

3. Numbers of lorries working on this section, their consumption and also what quantity of petrol this firm is now receiving are the essential factors on which the support of this Sub-Commission may be based.

4. I understand from conversation, that permission for running the car has since writing been obtained and this matter is therefore settled.

R. Capt

A.H.STREET, Major.

MINISTERY OF TRANSPORATION

ITALIAN STATE RAILWAYS

South Works Section

Rome

Rome, June 16th, 1945

File No. 1231

Subject: Transportation Rome-Avezzano

To: ALLIED COMMISSION - Sub-Commission (Transportation).

Attention: Capt. GREANI

1 - The firm Impresa Societa Laziale di Costruzioni, contractor of the Italian State Railways on the line Rome-Avezzano, inform us that so far they have not got the circulating permits for the cars Fiat 1100 No. 84066 Roma and Lancia Augusta No. 52378 Roma, necessary for the transportation of the personnel. The Chamber of Commerce of Rome, to which we have written on the 11th inst. (File No. Tiv/665) does not intend to grant said permits.

Being the works of renabilitation of the line very urgent, as you know, we beg to ask for your kind assistance in getting the requested permits.

2 - The above mentioned contractors, moreover, have to collect 3000 liters of gasoline necessary for the transportation of materials. The Chamber of Commerce of Rome has addressed the request to the Chamber of Commerce of L'Aquila, as the jobs are located in that Province. But L'Aquila cannot grant the allotment being scarce of gasoline. Will you, please, also kindly help us in this matter.

We thank you in advance.

THE CHIEF OF THE SOUTH WORKS SECTION

(Eng. G. Bertola)

4320

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

Subject: Transportation Rome-Avezzano

To: ALLIED COMMISSION - Sub-Commission (Transportation) .

Attention: Capt. GREANI

1 - The Firm Impresa Società Laziale di Costruzioni, contractor of the Italian State Railways on the line Rome-Avezzano, inform us that so far they have not got the circulating permits for the cars Fiat 1100 No. 84066 Roma and Lancia Augusta No. 52376 Roma, necessary for the transportation of the personnel. The Chamber of Commerce of Rome, to which we have written on the 11th inst. (File No. Tiv/665) does not intend to grant said permits.
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We thank you in advance.

THE CHIEF OF THE SOUTH WORKS SECTION
(Eng. G. Bertola)

4330

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

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
Sezione Lavori - Sud
R o m a

Roma, 16 Giugno 1945

Prot. N. 1231
Oggetto: Trasporto Roma-Avezzano
Alla: COMMISSIONE ALLEATA - Sotto-Commissione Trasporti
Capitano GREANY

1) L'impresa Societa Laziale di Costruzioni, appaltatrice di lavori del III lotto Roma-Avezzano, fa presente di non aver potuto ancora ottenere i permessi di circolazione degli automezzi tipo Fiat 1100 targa N. 64058 Roma e tipo Lancia Augusta, targa N. 52378 Roma necessari per il trasporto di personale. La Camera di Commercio di Roma interessata da questa Sede con la nota N. Tiv/005 dell'11 giugno u.s. non intende rilasciare tale permesso.
Data la nota urgenza dei lavori di ripristino della linea in oggetto, pregasi interessarsi per il rilascio dei permessi richiesti.

2) La stessa Società deve altresì prelevare litri 3000 di carburante necessario per i trasporti dei materiali. La Camera di Commercio di Roma ha reso noto di interessare la Camera di Commercio di l'Aquila perchè i lavori ricadono in quella Provincia. Quest'ultima ha rifiutato l'assegnazione dichiarando che la benzina non c'è.
Pregasi aiutarci a risolvere anche questa difficoltà.

Con osservanza

IL CAPO SEZIONE SUD LAVORI
(Ing. G. Bertola)

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

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

MINISTERO DEI TRASPORTI

~~MINISTERO DELLE COMUNICAZIONI~~

FERROVIE DELLO STATO DIREZIONE GENERALE

(1) Servizio Lavori e Costruzioni

Roma 16 maggio 1945 194 - A

N. C.S./272

Al N. del

OGGETTO, Ripristino linea Roma-Avezzano.

COMMISSIONE ALLEATA

Signor Maggiore STREET

1) Sarei grato alla S.V. se volesse disporre per la fornitura dei 1000 quintali di cemento richiesti con lettera C.S.256 del 6 corrente, occorrenti per completare entro i primi di giugno i lavori della Carsoli-Tagliacozzo.

2) Nessuna precisione può essere fatta circa l'ultimazione della tratta Tagliacozzo-Avezzano per l'inadempienza dell'Impresa.

IL CAPO DEL SERVIZIO

Colegno

4329

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-6-42-XX - 1.701.920 ex r.

(1) Servizio.

AHS/ef

14

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

Tel : 843239 22nd May 1945
Our ref:AC/Tn/34/14/C.E.

TO : Eng.Lo Cigno
Chief of Works Service

SUBJECT : Rome-Avezzano line.

1. The scheme submitted with your letter N°L.C.6/14/ 26200/C.III.106 (255) of 19th May, is approved.

For the Director.

A.H.STREET,Major.

4328

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

MINISTERO DEI TRASPORTI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI

Roma, 11-19 maggio 1945-

N°-L.C.6/14/26200/C.III.106(255)

= OGGETTO =

Linea Roma-Avezzano.
Riparazione viadotto al km-
78+860

-Alleg.1

ALLA COMMISSIONE ALLEATA
-Sottocommissione Trasporti(Ferrovie)
Le Maggiore Street
SEDE

1) In seguito alla rimozione degli esplosivi esistenti in corrispondenza della 4ª pila lato Roma, del viadotto al Km. 78+860 della linea Roma-Avezzano ed allo sgombero delle materie franate ai piedi della pila stessa, è stato possibile eseguire un più attento esame delle condizioni attuali della pila.

2) Si è potuto così riscontrare che essa è rimasta danneggiata molto più di quanto appariva a prima vista e che la sezione resistente, ridotta a meno di 3 mq., è sollecitata a circa 30 Kg/cm^2.

3) In tali condizioni, non essendo più possibile ricostruirla a piccoli tratti, come era stato previsto in un primo tempo, si ravvisa l'opportunità di provvedere al rafforzamento della pila medesima mediante la costruzione di un sostegno di calcestruzzo armato, di forma tronco-piramidale, che avvolge completamente la pila in tutto il tratto danneggiato.

4) Le modalità del rafforzamento sono indicate nel disegno allegato.

5) Per l'esecuzione del lavoro occorre una nuova assegnazione di q.li 1.100 di cemento, che pregasi disporre con cortese sollecitudine.

IL CAPO DEL SERVIZIO
Degano

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

Linea Roma-Avezzano.
Riparazione viadotto al km-
78+860

==========

-Alleg.1

ALLA COMMISSIONE ALLEATA
-Sottocommissione trasporti(Ferrovie)
Le Maggiore Street

S E D E
+=+=+=+=+=+=+=+

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5) Per l'esecuzione del lavoro occorre una nuova assegnazione di q.li 1.100 di cemento, che pregasi disporre con cortese sollecitudine.

IL CAPO DEL SERVIZIO

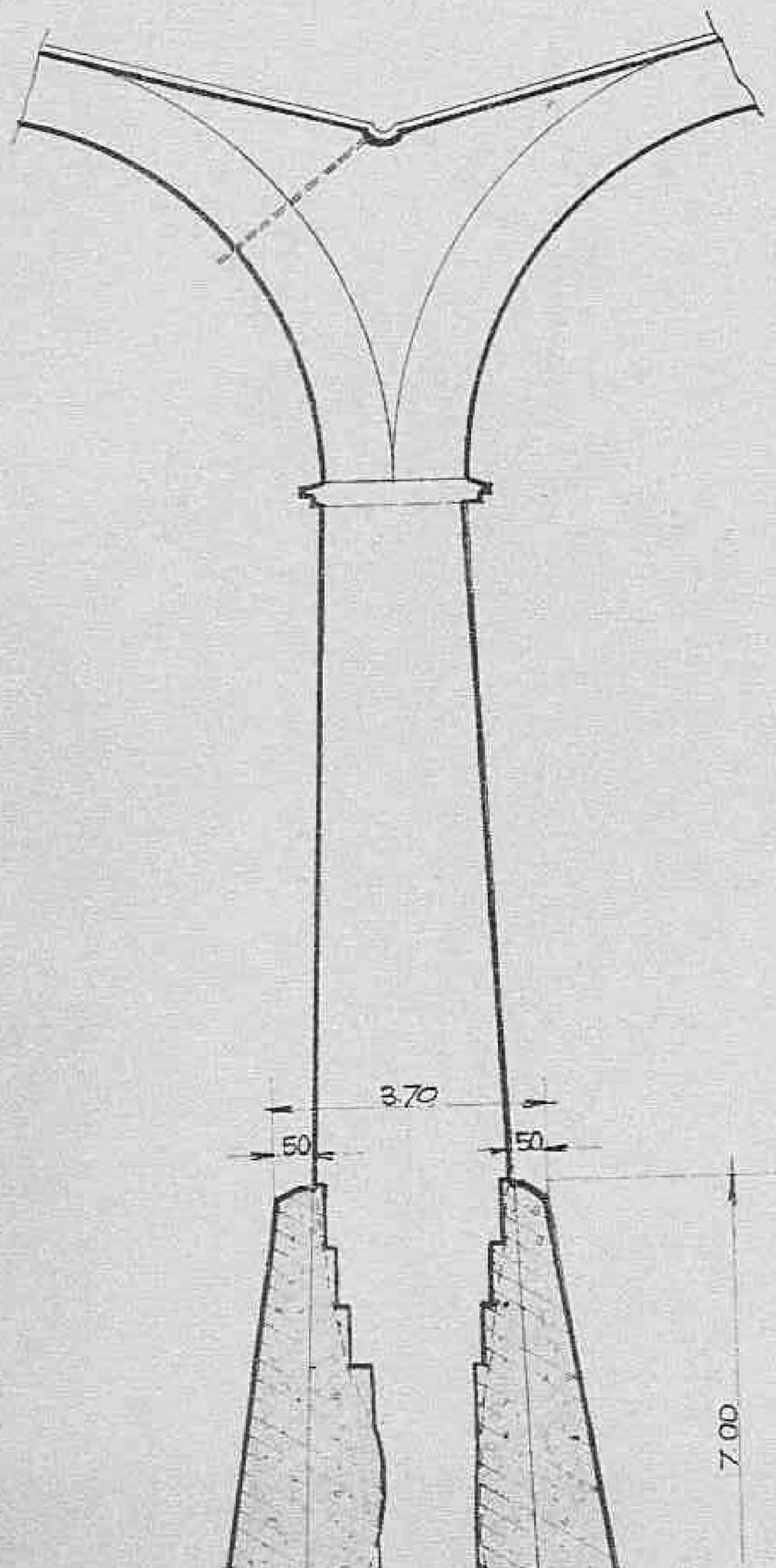
Declassified E.O. 12356 Section 3.3/NND No. 785021

LINEA ROMA-AVEZZANO

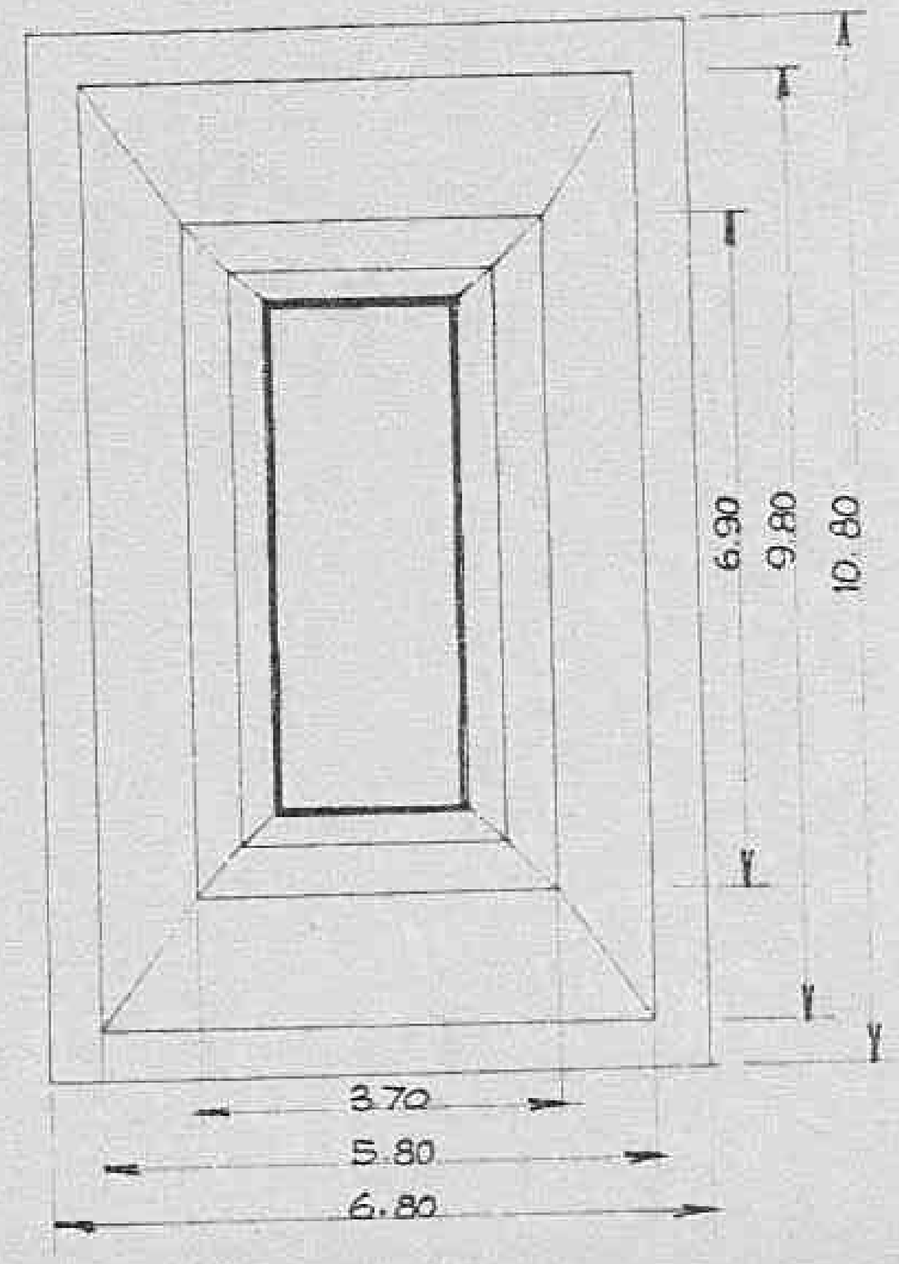
VIADOTTO Km 78+860

RAFFORZAMENTO DELLA QUARTA PILA LATO ROMA

SEZIONE LONGITUDINALE

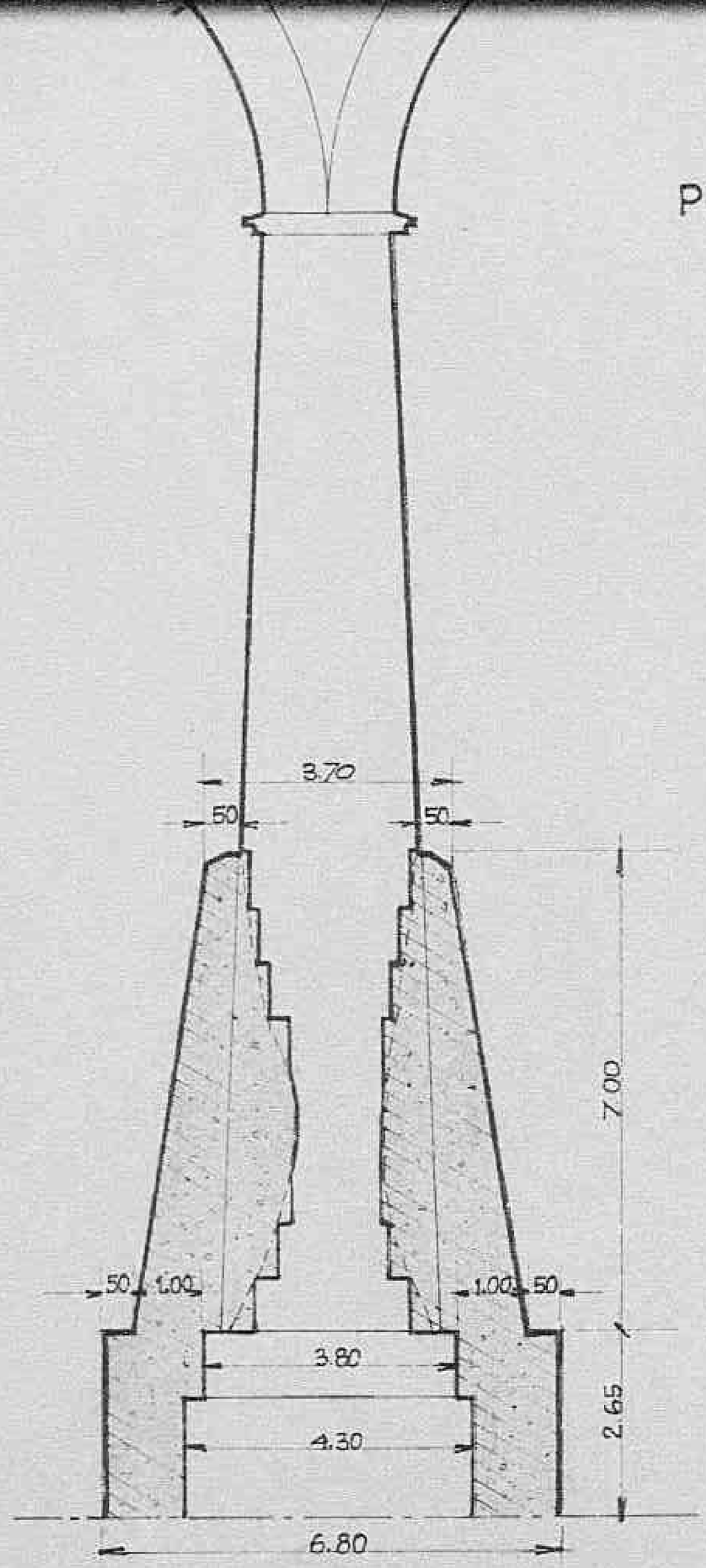


PIANTA AL PIANO D'IMPOSTA

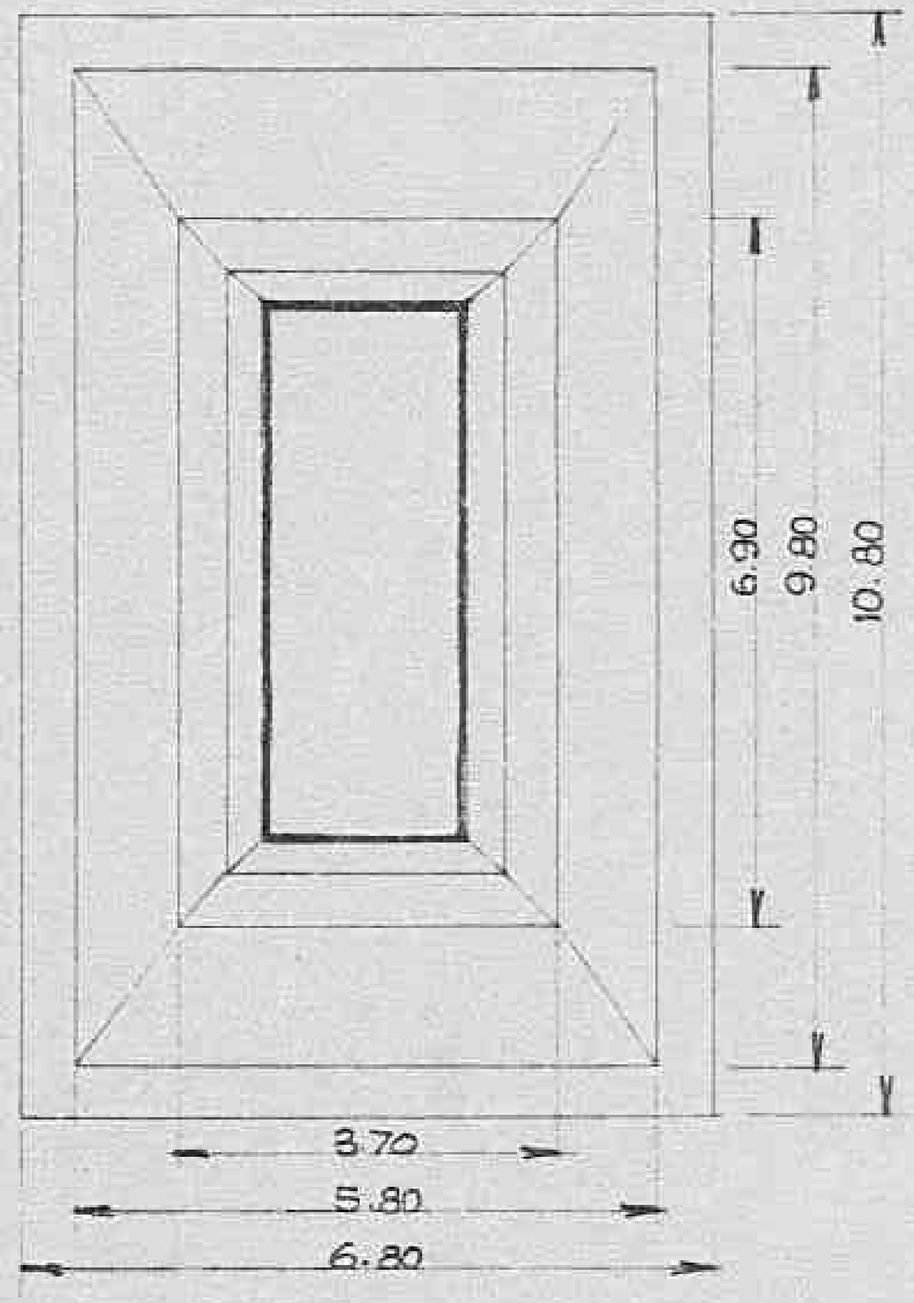


1327

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



PIANTA AL PIANO D' IMPOSTA



4327

SCALA 1 : 100

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

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

MINISTERO DELLE C[illegible]UNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) .....

..... 194.. A.....
N. ..... 13 /
Al N. ..... del .....

OGGETTO: PROMEMORIA PER IL CAP. GREHEY

Per il ripristino della linea ferroviaria Roma-Avezzano occorrono ancora i seguenti materiali:

1000 ql. di cemento per ponti del tratto S.Marie - Avezzano
50.000 tegole per copertura fabbricati
1000 mq. di vetri per finestre "
100 mc. di legname per coperture "

Prego far presente al col. Moss la necessità di aumentare la composizione del treno TV.1850-1851 Roma-Mandela con l'aggiunta, se possibile, di una vettura viaggiatori.

Prego interessarsi della rimozione degli esplosivi al viadotto Km. 78+860.

Roma 11, 6 aprile 1945.

(1) Servizio.

Stab. Tip. Pucci - Ancona - Ord. 5 - 30-12-XX - 1701920 S.1.

FG/em

REPORT ON ROMA PRENESTINA - AVEZZANO LINE

1. The majority of the major works on this line were visited by me on 5 and 7th April, and I now have a bird's-eye picture of the work. Time did not permit of all the reconstruction projects being inspected.

2. Progress is not satisfactory, and I append a complete list of the work in progress as far as Km. 77+860 as all this work was comparatively close to the road. On the last section Km. 80 to Avezzano there is a tunnel 4 Km. in lenght with the mouth (Avezzano end) blown by mines.

3. It is impossible to say what damage is done to this tunnel as the mouth is blocked by debris and no inspection, inside the tunnel, has been made for fear of futher mines.. It was apparently the intention of the German Commander to convert this tunnel into a joint road and rail passage. A large amount of very fine ballast has been collected by the Germans and placed at the entrance for making this road-way. This was to save road vehicles and tanks going over the mountain following the existing road providing a safer and shorter route.

I have spoken to the Chief Engineer about the very slow progress made in clearing the mouth of this tunnel so that a further examination may be made to the tunnel. It may be found that some very serious damage has been done in the interior, and the importance of clearing cannot be over emphasized.

The contractors on the whole of this work are receving very little supervision from the I.S.R. Engineers. The engineer in charge lives in Rome with no transport to take him to and from these works. His obvious place is out on the spot and not sitting in Rome. I therefore suggest the Chief Engineer is told to order the Engineer i/c to move out on to the spot so that the work can be checked and supervised.

4. I made ~~engineers~~ Enquiries regarding the demand for a further supply of cement. The reason for this demand is that the contractor at the Avezzano end is finding difficulty in trasnporting pozzolana and wishes to use concrete as a substitute, hence the demand for cement. The contractor should be told to conform to his original demands which have been met, and use pozzolana. Perhaps it would be as well to discuss this matter with the Chief Engineer before finally

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2. Progress is not satisfactory, and I append a complete list of the work in progress as far as Km. 77+360 as all this work was comparatively close to the road. On the last section Km. 80 to Avezzano there is a tunnel 4 Km. in lenght with the mouth (Avezzano end) blown by mines.

3. It is impossible to say what damage is done to this tunnel as the mouth is blocked by debris and no inspection, inside the tunnel, has been made for fear of futher mines.. It was apparently the intention of the German Commander to convert this tunnel into a joint road and rail passage. A large amount of very fine ballast has been collected by the Germans and placed at the entrance for making this road-way. This was to save road vehicles and tanks going over the mountain following the existing road, which was providing a safer and shorter route.

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The contractors on the whole Section of this work are receving very little supervision from the I.S.R. Engineers. The engineer in charge lives in Rome with no transport to take him to and from these works. His obvious place is out on the spot and not sitting in Rome. I therefore suggest the Chief Engineer is told to order the Engineer i/c to move out on to the spot so that the work can be checked and supervised.

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5. I am visiting this line again this week and will remain the night at Avezzano, and make a more detailed inspection.

P. GREANY, Captain, R.E.

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

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

RAILWAY CONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLIED COMMISSION

Line No.88 - Report on Section Arsoli-Avezzano.

State of

Inspection made by Capt.

Job No.	Agency	Location	Description	Size	Progress	Est. cc
		Km. 65 + 932	Rebuilding the entrance to the Galleria and retaining wall for road overhead		80%	
		Km. 66 + 247	Demolition to Galleria		100%	
		Km. 66 + 366	Viadotto in 4 arches. Retaining wall and 2 arches completely demolished. Retaining wall & abutment so completely damaged that it has been necessary to add another arch and make a new abutment.		50%	
		Km. 66 + 744	Retaining wall of cutting demolished.		5%	
		Km. 72 + 922	Bridge over the Turano - All 3 arches demolished.		98%	
		Km. 74 + 938	Arches of this bridge undamaged. Side walls over arches blown.		Nil	

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

Y CONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLIED COMMISSION

ction Arsoli-Avezzano.

State of work as at 5th Apr. 45

Inspection made by Capt. GREANY, R.E.

cation	Description	Size	Progress	Est. date of completion	Remarks
65 + 932	Rebuilding the entrance to the Galleria and retaining wall for road overhead		80%	15 Apr	Much of this work unnecessary but as it is nearing completion should continue.
66 + 247	Demolition to Galleria		100%		Work completed & it was done by the road Engineer Some doubt about dimensions and awaiting test by special car.
66 + 366	Viadotto in 4 arches. Retaining wall and 2 arches completely demolished. Retaining wall & abutment so completely damaged that it has been necessary to add another arch and make a new abutment.		50%		
66 + 744	Retaining wall of cutting demolished.		5%		No work being done. Labour on strike. (Most unsatisfactory).
72 + 922	Bridge over the Turano - All 3 arches demolished.		98%		Work completed except for levelling and packing of track
74 + 938	Arches of this bridge undamaged. Side walls over arches blown.		Nil		Work not started Estimate 14 days to complete work from date of commencement.

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

RAILWAY CONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLIED COMMISSION

Line No. 88 - Report on Section Arsoli - Avezzano.

State of w

Inspection made by Capt. GR

Job.No.	Agency	Location	Description	Size	Progress	Est. comp
		Km. 75 + 012	 Girder bridge completely destroyed and also both abutments original span 15.50 mts. The girders destroyed are being replaced by four (15.60 mts.) lying at Tivoli station. Two supporting trestles are being made of wood (sleepers).		10%	1324
		Km. 75 + 522	Bridge arch completely damaged. Arch and abutment rebuilt. Some repairs to 2nd arch. Cracks require filling.		90%	
		Km. 77 + 298	Viaduct (4 arches 10 mts) completely destroyed. Rebuilding 3 peers and abutments.		20%	
		Km. 77 + 860	Viaduct (8 arches 10 mts) 4th and 5th pier damaged at foundations. Work not started owing to presence of explosives.		Nil	

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

Y CONSTRUCTION CONTRACT WORK UNDER CONTROL OF ALLIED COMMISSION

ection Arsoli - Avezzano.

State of work as at 5th Apr. 45

Inspection made by Capt. GREANY, R.E.

cation	Description	Size	Progress	Est. date of completion	Remarks
75 + 012	Girder bridge completely destroyed and also both abutments original span 15.50 mts. The girders destroyed are being replaced by four (15.60 mts.) lying at Tivoli station. Two supporting trestles are being made of wood (sleepers).		10%	1945	Girders require to be brought in to site. No clearing has been done. Work slow.
75 + 522	Bridge arch completely damaged. Arch and abutment rebuilt. Some repairs to 2nd arch. Cracks require filling.		90%		Bridge carries water main which is leaking. Leak should be stopped immediately.
77 + 298	Viaduct (4 arches 10 mts) completely destroyed. Rebuilding 3 peers and abutments.		20%		Progress slow.
77 + 860	Viaduct (8 arches 10 mts) 4th and 5th pier damaged at foundations. Work not started owing to presence of explosives.		Nil		Have seen Chief Engineer re clearing of explosives.

AH3/ef

12.

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

Tel : 843239
Our ref:AC/Tn/34/12/C.E. 5th May I945

TO : Eng.Lo Cigno
Chief of Works Service.

SUBJECT : Supplies for Rome-Avezzano line.

1. Reference your letter C.S.280, of 25 April I945.

2. Attached is release order for oxygeh , and order for payment.

A.H.STREET,Major.

4323

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

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

CML/av

INTER-OFFICE MINUTES

Ref: AC/Mat/15/11/Tn 4

SUBJECT : Supplies for Rome-Avezzano Line.

TO : Civil Engr. Branch Bldg.
Attn: Maj.Street

1. Reference your AC/Tn/34/11/C.E. dated 26 April 45 above subject.

2. Attached is Release Order No. AC.2940 dated 2 May, releasing 10,000 cu.ft. of oxygen from the Firm Fido, Roma, 94 C.G.D. S.A.E.C. (Lr.). Also is attached order for payment.

3. Please deliver to the I.S.R.

C.M. LONG, Major C.E.

Incl. I Release with payment order.

Transp. Sub-Commission (Rail Div.)
6 May 1945
Tel. 843191-11

4322

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

CML/ev

INTER-OFFICE MINUTES

File N. AC/Met/5/102/Tn 4

SUBJECT : Carbide for Rome-Avezzano Line.

TO : Civil Engr. Branch Bldg.
Attn: Major Street

1. Reference your AC/Tn/34/11 CE dated 26 April 45 above subject.

2. Request for oxygen was made of 27 April and will be forwarded to you as soon as received.

3. A release for the 5 quintals of carbide will be issued as soon as it is known that the I.S.R. supply has arrived at Tiburtina from Ascoli Picene.

C.M. LONG, Major C.E.

Transp. Sub-Commission (Rail Div.)
3 May 1945
Tel. 848191-11

AHS/ef

11

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

Tel : 843239 26th April 1945
Our ref:AC/Tn/34/11/C.E.

TO : Major Long
Stores Officer

SUBJECT : Rome-Avezzano line.

1. Please obtain release of 80 bottles Oxygen and 5 quintals of carbide for above work.

2. Release to be in favour of the I.S.R.

A.H.STREET, Major

4320

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

AHS/ef

10

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

26th April 1945

Tel : 843239
Our ref:AC/Tn/S4/10/C.E.

TO : Eng.Lo Cigno
Chief of Works Service

SUBJECT : Rome-Avezzano line.

1. Ref.Para. 4 your letter C.S.230 of 5th April.

2. Please say why this extra cement is required as the estimated quantity has already been supplied.

For the Director:

A.H.STREET, Major'

4319

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

0 2 9 41

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

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

Roma, 25 aprile 1945 - A.

N. C.S./230

Al N. del

COMMISSIONE ALLEATA Sig. Magg. STREET

OGGETTO. Ripristino linea Roma-Avezzano.

1°) Per la sistemazione del binario danneggiato nella tratta Tagliacozzo Avezzano è stato interessato il Grivofer ad organizzare il personale residente nella località in aiuto ai cantonieri per la riparazione del citato binario.

2°) In pari tempo verrà indetta gara d'appalto per il lavoro da eseguire da Impresa qualora l'opera del personale volontario non fosse sufficiente.

3°) Per la rimozione delle travate metalliche disastrate ai Km. 75+012, 99+658 e 100+793 occorre l'assegnazione di 80 bombole di ossigeno e 5 quintali di carburo alla Ditta che verrà precisata tra qualche giorno.

4°) Per il ripristino dei numerosi ponti fra Tagliacozzo ed Avezzano occorre assegnare 100 tonnellate di cemento, essendo tra qualche giorno esaurita la scorta precedente.

IL CAPO DEL SERVIZIO

4318

Stab. Tip. Puccl - Ancona - Ord. 37 - 30-5-944-XX. - 1.701.820 % i.

(1) Servizio.

0785

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

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
(1) SERVIZIO LAVORI e Costr.

Roma 18-4-945 194 - A.
N. C.S.213
Al N. del

OGGETTO: Ripristino Roma-Avezzano

ALLA SEZIONE LAVORI
R O M A

e p.n.COMANDO ALLEATO
SIG. MAGGIORE STREET

In relazione alle istruzioni impartite dal Comando Alleato nella seduta tenuta ieri presso il Signor Maggiore Street , prego di volere :

1 - Trasferire il Geometra Pellegrino da Sulmona a Tagliacozzo , per sorvegliare da vicino i lavori .-

2 - Ordinare alla S.A. LAZIALE di stabilire il doppio turno per gli operai che lavorano allo sgombero della galleria Montebove .-

3 - Concretare un programma di lavori in modo che il termine di ultimazione sia abbreviato il più possibile .-

4 - Ordinare alla Ditta SCALERA di accelerare la ricostruzione del viadotto al Km. 77+298 armando contemporaneamente le quattro arcate , ed ultimando il lavoro entro maggio , in modo che alla fine di maggio si possa riattivare il traffico fino a Tagliacozzo .-

4317

(1) Servizio.

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-42-XX - 1.701.020 - L.

0 7 8 61

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

Appaltare i lavori di sistemazione del binario richiedendo tempestivamente i materiali occorrenti, oltre a quelli che si possono ricavare dal disfacimento dei binari secondari inutilizzati delle stazioni , e ricordando che i materiali disponibili sono in quantità molto limitata .-

Gradirò l'assicurazione che i lavori tutti saranno ultimati se non per la fine di maggio, come richiede il Comando Alleato , almeno entro giugno .-

IL CAPO DEL SERVIZIO LAVORI

0787

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

8

1. Reference memorandum AC/Tn/34/5/C.E. of 9th April '45 signed by Capt. Greany.

2/ I have arranged with Dr. Cancellieri of the "Cementerie Italiane", Guidonia that said cementworks will send the plan of the Cementworks - Guidonia station and this Work Service will prepare the tracing of the siding. The Cementworks will then prepare the tracing on the spot and the excutive scheme.

3. Further information will be sent to you as soon as thebtracing scheme is completed.

Maj. A. Shirt

for information - will return on 22nd.
R. Hoffbrand Lt Col.

4316

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

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

Roma 13 Aprile 104 5.A
D.L.& bis/15267/CIV.106(7bis)
Al N. del 4

OGGETTO GUIDONIA — Raccordo Cementerie Italiane

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°)- Riferimento pro-memoria N.AC.+Tn-34-5/C.E/ del 9-4-45 a firma del Capitano Greany.

2°)- Fra il sottoscritto ed il Dott. Cancellieri delle Cementerie Italiane di Guidonia è stato concordato che le Cementerie faranno tenere il piano della zona Cementerie- Stazione di Guidonia e che su di esso questo Servizio avrebbe studiato il tracciato del raccordo.
Successivamente le Cementerie avrebbero riportato il tracciato sul terreno provvedendo allo studio del progetto esecutivo.

3°)- Appena eseguito il piano del raccordo si faranno ulteriori comunicazioni.

(1) Servizio

IL CAPO DEL SERVIZIO
Cobianchi

4315

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-6-42-XX - 1.701.629 ½ f.

0789

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

PG/em

71

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

16th April 1945

MEMORANDUM

Tel. 343023
Our Ref. : AC/Tn/14/7/C.E.

TO : Major S.L. BAISTER (Mechanical).
Major A.C. PING (Operating).

SUBJECT : Reconstruction Rome-Avezzano line.

1. Reference conversations (Major S.L. Baister - Capt. P. Greany, R.E., and Major A.C. Ping - Capt. P. Greany R.E.) of 16th April. It was agreed that the standard gauge locomotive at Tagliacozzo is to be examined by the Mechanical Section and, if found in working order, Operating Section will supply engine crew to operate a constructional train between Tagliacozzo and Avezzano as required.

2. There are also two undamaged open wagons at Tagliacozzo which should also be made fit for Service and will be used as the constructional train.

3. For information there is also a narrow gauge locomotive in the same shed which appeared to be in order.

P. GREANY, Capt., R.E.

for A.E. STREET, Major.

4314

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

Roma, 21 March 1945
L.5/13

Ministry of Transports
ISR General Direction
Works Dept.

TO: Transportation S/Commission AC
Rail Division.

SUBJECT: Rehabilitation of
Pescara-Chieti line.

1. The Reopertion of ISR line Ancona-Pescara being imminent, the Prefect of Chieti has requested that also the section Chieti-Pescara be rehabilitated, in order to link-up that important province with the railway system.

2. The section Pescara-Chieti, lounge 14 km only, suffered no dmages to the works. Only the running way had the sleepers broken for abt. 1,500 Km, but the rails are still eutilizable.

3. Abt. one million lire are required to rehabilitate the line, and the works can be carried put in one month's time.

4. No materials are required.

5. We request for authority to rehabilitate to above section of line, and we trust that S/Commission will grent our request, on account of the slight importance of the works involved.

The Chief of the Dept.
LO CIGNO

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

Roma 21 MAR 1945 194 A

N. L.5/13/

del

Al N.

MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Lavori

OGGETTO

LINEA PESCARA = CHIETI
Riattivazione

ALLEGATI N.

ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti(Ferrovie)
Stanza 52 - 3° Piano
SEDE

1) Nell'imminenza della riattivazione della linea Adriatica fra Ancona e Pescara, il Prefetto di Chieti ha chiesto il ripristino del tronco Chieti-Pescara allo scopo di poter allacciare alla rete ferroviaria in esercizio quell'importante Provincia.

2) Il tronco Pescara - Chieti, della lunghezza di soli 14 chilometri, non ha subito alcun danno alle opere d'arte. Soltanto il binario di corsa, per circa Km. 1,500 è stato divelto con rottura delle traverse ma le rotaie sono riutilizzabili.

3) La spesa occorrente per il ripristino è di circa un milione e l'esecuzione dei lavori richiederà una trentina di giorni.

4) Non occorrono materiali.

5) Si chiede l'autorizzazione di riattivare il tronco di linea in oggetto e si confida che codesta Commissione, in considerazione della lievità del problema, vorrà concedere senz'altro l'autorizzazione stessa.

IL CAPO DEL SERVIZIO.

Zoccoli

4313

07941

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

PG/em

51

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

MEMORANDUM

9th April 1945

Our Ref. : AC/Tn/34/5/C.E.

Reference conversation, Chief Engineer I.S.R. and Capt. Greany R.E. on 9th April regarding cement siding at Guidonia (Roma Prenestina - Avezzano line).

It was agreed that the Chief Engineer should let Major Street, D.S.O. know the result of the negotiations between the I.S.R. and Dr. Gaetano Cancellieri as to what arrangements were agreed for the construction of this siding, to enable Major Street to obtain the necessary release for material required. The meeting between the I.S.R. and the firm had been fixed for today 9th April. The matter is urgent.

P. GREANY, Captain, R.E.,
Tn.S.C., A.C. (Rail Div.)

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

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

MPMG/em

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

6th April 1945

Tel. 843203
Our Ref. : AC/Tn/34/4/C.E.

TO : Ing. BERTOLA,
Chief of the Work Section,
I.S.R.

SUBJECT : Line Rome - Avezzano.

1. A memorandum was received by Capt. Greany, R.E., of this office from Ing. De Rosa (Eastern Section). In this memorandum he requests materials, increasing the capacity of train TV.1850-1851 Rome - Mandela, and the clearing of explosives at Km. 78 + 860.

2. The request for increasing the capacity of the train is not clear, and his reasons for the request would enable me to look into the matter.

3. Capt. Greany has seen the Chief Eng. Lo Cigno who is arranging for the mines to be cleared. I shall be glad if you will let me know how this matter stands on the 10th inst., stating whether the work of clearing has commenced or not.

4. The question for the requisition of materials is receiving attention, the most important being the cement for bridges.

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

Copy to : Ing. LO CIGNO.

4311

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

MEMO FOR CAPT. GREANY

For the reconstruction of the Rome - Avezzano line following are the materials required :

1.000 qls. of cement for the bridges on the section S.Maria - Avezzano
50.000 tiles for the roofing of buildings
1.000 sq.mts. of glass for buildings' windows
100 sq.mts. of timber for the roofing of buildings.

Will you please inform Col. Moss that it is necessary to increase the make-up of the train TV.1850-1851 Rome-Mandela, adding - if possible - one passenger coach.

Will you please take the matter up regarding the clearing of mines on the viaduct Km. 78+860.

6th April 1945

Brief Enquire ✓
Sheet 5th April

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

3/

Handing over of the Section Mandela-Arsoli to traffic
Date 31 March 1945:

1. In accordance with your instructions I travelled on the train which leaves Roma_Prestenia at °7.45 on the 31st March 1945. in conpany with three I.S.R.officials,an engineer from this H.Q., Mr.Basile,an officer from the movements section,and the engineer i/c of the works.

2. This train arrived Mandela at 10.31 and ran light(without passengers) from Mandela to Arsoli and returned on completion of the test. The composition of the train was engine No 640127 of 2_6_0 type with one wagon and one B.V.,the normal composition. I am ascertaining the axle loads of this class of engine for record

3. The only major repair work on this section is the arch-bridge approaching Arsoli; the repair work has followed similar construction to that which existed before the German demolitions were made These repairs have been completed and the line may be opened for traffic. The I.S.R.engineer and operating representative have sent the necessary telegrams from Mandela declaring the line open.

4. The work proceeding beyond Arsoli was also inspected and I propose discussing this matter with you before makig a further report.

5. There is an unexploded bomb beyond Mandela which has been buried and the position marked. The engineer informs me that the detonator has been removed. This should be removed at an early date. I am prepared to do this removal if you wish.

6. I am informed that this train runs three times a week light? one wagon and one B.V. If this is the case it is a most extravagant method of operation and notice of this should be drawn to the authority concerned.

Also Five wagons have been standing in Tivoli yard for some time without disposal instructions.

Peter Isaacs
Capt RE

1 April 45

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

AHS/ef

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

Tel : 843239 2nd April 1945
Our ref:AC/Tn/34/2/C.E.

TO : Rail Movement
AC/Tn/ Sub-Commission

SUBJECT : Line 88. Rome-Avezzano
Reconstruction.

1. The above reconstruction has been completed as far as Arsoli station and is available for traffic.

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

Copy : Rail Division Operating Branch
M.R.S. Operating Branch.

07971

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

AHS/ef

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

29th March 1945

Tel : 843239
Our ref: AC/Tn/34/1/C.E.

TO : Eng. Lo Cigno
Chief of Works Service

SUBJECT : Rome-Avezzano line.

1. As fromthe weekly report the line from Mandela to Arsoli is completed, and it is urgently required for traffic up to Arsoli Station.

2. Please arrange for the ordinary train on Saturday 31st March to continue, as a test train from Mandela to Arsoli station.

3. An Engineer from the Transport. Sub-Commission will accompany the train.

1. Risulta dal rapporto settimanale che il tratto da Mandela ad Arsoli è completato, del quale si ha urgente bisogno per il traffico sino alla stazionedi Arsoli.

2. Prego impartire disposizioni, affinchè il treno ordinario di Sabato 31 Marzo, continua come treno di prova da Mandela ad Arsoli stazione.

3. Un'Ingegnere della Sotto-Commissione Trasporti accompagnerà il treno.

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

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

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

CML/REB

12 DECEMBER 1944

SUBJECT: RELEASE OF MATERIALS ROME-AVEZZANO LINE.

TO : DIRECTOR GENERAL, ITALIAN STATE RAILWAY BUILDING.
ATTN: IL CAPO DEL SERVIZIO. ING LO CIGNO

1. REFERENCE YOUR LETTER 11 DECEMBER 1944, FILE L.5. 17/24797 ABOVE SUBJECT.

2. REFERRING TO PARAGRAPH 1-C. FURNISH DIMENSIONS OF FIR LUMBER DESIRED IN BEAMS AND PLANKS.

3. PARAGRAPH 1-D. GLASS IS NOT A CONTROLLED MATERIAL. THE CONTRACTOR CAN PURCHASE IT IN THE MARKET WHERE EVER HE CAN FIND A SUPPLY.

4. PARAGRAPH 1-E ROOF TILES ARE NOT A CONTROLLED MATERIAL, YOU HAVE BEEN ADVISED BY THE DIRECTOR OF MILITARY RAILWAYS THAT YOU CAN PURCHASE TILES IN THE SIENA DISTRICT.

FOR LT. COL. LINDBERG:

Quick.

C. M. LONG
CAPT., TC
STORES SECTION

C.C.:
MAJOR STREET ✓

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

RECONSTRUCTION LINE ROME-AVEZZANO.

I. Section. Società Imprese Generali Appalti e Costruzioni.

The works at the subway, at Km.28+790 and at the viaduct Km. 37+140 have been completed. Since the 20th November steam trains are allowed to run on the Section Rome-Mandela.

The works in the viaducts Arcoli and in the tunnel nearx the same station, are going on slowly, as the Allied Command issued instructions to increase the works at the subway km.28+790 and at the viaduct km.37+140. Due to the distance xfx from the supply centres, it is difficult to supply materials and to transport specialized workmen.

The contractor has stopped the work on the 15th November at the viaduct 64+317 due to lack of material. The repairs to the tunnel Pietraliscia and to the viaduct Km.66+365 are going on slowly.

2. Section. Società Italiana Costruzioni e Lavori Pubblici.

The construction of the piers of the bridge over the Turano at Km. 72 + 921 is completed.

Reconstruction of the bridge at Km.74 + 938 is in hand, but the mines hold up the works at the subway et km.74 + 926.

The demolition of the abutment, (side Rome) and the steel girder at Km. 75 + 012 is in course.

The reconstruction of the abutment (side Rome) of the viaduct at km.75 + 521 is in hand.

The demolitions and removal of the debris of the whole viaduct at km.77+300 is well in hand, in the second and third pier the demolitions concern even a part of the foundations.

The repairs to the 4th and 5th pier of the viaduct at Km.78+860 can not be started, until the explosive implements are not removed.

3. Section, Società Laziale Costruzioni Generali.

It is forseen to put the workat the end of the current month. Due to the winter season, the removal of the debris in the tunnel Pontebove can be carried out, whilst the reconstruction of the several bridges , can be executed probably next spring.

s/s Lo Cigno

Rome, 29.11.44

4395

Noted EGRI 29/11

Rapporto per il Maggiore MOLE

Ripristino linea Roma - Avezzano

=======

1° lotto. Società Imprese Generali Appalti e Costruzioni.

Sono stati ultimati i lavori al sottopassaggio obliquo al km. 28+790 e al viadotto km. 37+140. Dal giorno 20 novembre è stato dato nulla osta per la circolazione dei treni a vapore nella tratta Roma-Mandela.

I lavori nei viadotti di Arsoli e nella galleria presso la stazione omonima procedono più lentamente in quanto sono stati incrementati al massimo i lavori del sottopassaggio al km. 28+790 e del viadotto al km. 37+140 come da disposizioni avute dal Comando Alleato. Data la lontananza dai centri di rifornimento risulta difficile l'approvvigionamento dei materiali ed il trasporto degli operai specialisti.

Al viadotto km. 64+317 la Ditta ha sospeso i lavori dal giorno 15 novembre u.s. per mancanza di materiali. Alla galleria Pietraliscia ed al viadotto km. 66+365 i lavori procedono assai lentamente.

2° lotto. Società Italiana Costruzioni e Lavori Pubblici.

E' stata ultimata la costruzione delle pile del ponte sul Turano al km. 72+921.

In corso la riparazione del ponte al km. 74+938, ma i lavori sono ostacolati dalla presenza di mine nell'adiacente sottopassaggio al km. 74+926

In corso la demolizione della spalla lato Roma e della travata metallica al km. 75+012.

In corso la ricostruzione della spalla lato Roma del viadotto km. 75+521.

A buon punto le demolizioni e rimozioni delle macerie dell'intero viadotto al km. 77+300; nella seconda e terza pila le demolizioni stesse interessano anche in parte le fondazioni.

I lavori di riparazione della 4^ e 5^ pila del viadotto al km. 78+860 non possono essere iniziati fino a quando non verranno rimossi gli ordegni esplosivi ancora in opera.

3° lotto. Società Laziale Costruzioni Generali.

Si conta di effettuare la consegna dei lavori alla fine del corrente mese. Data la stagione inoltrata si potrà eseguire lo sgombro delle macerie della galleria di Montebove, mentre la ricostruzione delle numerose opere d'arte non potrà aver luogo, probabilmente, che nella prossima primavera.

4394

Roma 29-11-944. —

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e al viadotto km. 37+140. Dal giorno 20 novembre è stato dato nulla osta per la circolazione dei treni a vapore nella tratta Roma-Mandela.

I lavori nei viadotti di Arsoli e nella galleria presso la stazione omonima procedono più lentamente in quanto sono stati incrementati al massimo i lavori del sottopassaggio al km. 28+790 e del viadotto al km. 37+140 come da disposizioni avute dal Comando Alleato. Data la lontananza dai centri di rifornimento risulta difficile l'approvvigionamento dei materiali ed il trasporto degli operai specialisti.

Al viadotto km. 64+317 la Ditta ha sospeso i lavori dal giorno 15 novembre u.s. per mancanza di materiali. Alla galleria Pietraliscia ed al viadotto km. 66+365 i lavori procedono assai lentamente.

2° lotto. Società Italiana Costruzioni e Lavori Pubblici.

E' stata ultimata la costruzione delle pile del ponte sul Turano al km. 72+921.

In corso la riparazione del ponte al km. 74+938, ma i lavori sono ostacolati dalla presenza di mine nell'adiacente sottopassaggio al km. 74+926

In corso la demolizione della spalla lato Roma e della travata metallica al km. 75+012.

In corso la ricostruzione della spalla lato Roma del viadotto km. 75+521.

A buon punto le demolizioni e rimozioni delle macerie dell'intero viadotto al km. 77+300; nella seconda e terza pila le demolizioni stesse interessano anche in parte le fondazioni.

I lavori di riparazione della 4^ e 5^ pila del viadotto al km. 78+860 non possono essere iniziati fino a quando non verranno rimossi gli ordegni esplosivi ancora in opera.

3° lotto. Società Laziale Costruzioni Generali.

Si conta di effettuare la consegna dei lavori alla fine del corrente mese. Data la stagione inoltrata si potrà eseguire lo sgombro delle macerie della galleria di Montebove, mentre la ricostruzione delle numerose opere d'arte non potrà aver luogo, probabilmente, che nella prossima primavera.

Roma 29-11-1944. —

4394

Collegio

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

TO ATTENTION OF MAJOR MOLE

LINE ROME + AVEZZANO

==========

WEEKLY REPORT REGARDING THE REPAIRS TO THE BRIDGES.

Section N° I. Contractor " Imprese Generali Appalti e Costruzioni.

The construction of the brick arch at the subway at 28+790 km is completed, and work is now in hand to mould the [illegible] and the masonry walls. The construction of the two brick arches of the viaduct 37 + 140 km is completed, and work is in hand to mould the masonry, and to fill the sides and the pier. The viaduct and the arches will be ready for the trains by the 20th November. The works on the Arsoli viaduct and the tunnel near said station, go on very slowly. As ordered by the Allied Command, the repairs to the subway at 28+790 km and the viaduct at 37+140 km, have been speeded up.
The supply of a rail motor trolley for the transport from Rome of specialized workmen and other personnel is necessary.

Section N° 2. The works have been partially resuled on the 8th November, it is hoped that all the works might be resumed on the 20th November. Regarding the removal of debris and demolition of the damaged parts of the viaduct at 75+521 km and 77 + 300 km, the work is going on satisfactory, the demolition of the steel girder at 75 + 012 km is in hand. The removal of the debris and the demolition of the damaged parts of the 3 span bridge over the Turano (Km 72 + 921) is completed and the construction of the new piers is going on satisfactory.

Section N° 3 It is hoped to hand over the work on the 20th November. Due to the rainy season, the removal of the debris in the Montebove tunnel can be carried out, whilst the reconstruction of the numerous bridges is not possible before next spring.

THE CHIEF OF RHE WORK SERVICE
s/s Lo Cigno

Rome, I5th November I944

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ALL'ATTENZIONE DEL MAGGIORE M O L E

LINEA ROMA - AVEZZANO

RAPPORTINO SETTIMANALE SUI LAVORI DI RIPRISTINO DELLE OPERE D'ARTE

1° LOTTO = Società Imprese Generali Appalti e Costruzioni

Nel sottopassaggio obliquo al Km.28+790 è stata ultimata la co= struzione del volto in mattoni e si procede attualmente alla formazione dei rinfianchi e delle murature di parete. Nel via= dotto al Km.37+140 è stata ultimata la costruzione dei due volti in mattoni e si sta procedendo alla formazione delle murature di riempimento dei lati e della pila. Salvo imprevisti i due manufatti saranno pronti per il transito dei treni per il pros= simo 20 novembre.

I lavori nei viadotti di Arsoli e nella galleria presso la stazione omonima procedono più lentamente in quanto sono sta= ti incrementati al massimo i lavori del sottopassaggio al Km. 28+790 e del viadotto al Km.37+140 come da disposizioni avute dal Comando Alleato.

Si rende indispendabile la fornitura di un motocarrello su rotaie per il trasporto degli operai specialisti da Roma e del Personale di assistenza e di dirigenza data la grande difficoltà di accedere alle dette opere d'arte dalla strada.

2° LOTTO = Società Italiana Costruzioni e Lavori Pubblici 4302

I lavori sono stati parzialmente ripresi in data 8 Novembre: si spera di poterli riprendere totalmente il 20 p.v.;

Sono a buon punto le rimozioni delle macerie e le demolizio=

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1° LOTTO = Società Imprese Generali Appalti e Costruzioni

Nel sottopassaggio obliquo al Km.28+790 è stata ultimata la costruzione del volto in mattoni e si procede attualmente alla formazione dei rinfianchi e delle murature di parete. Nel viadotto al Km.37+140 è stata ultimata la costruzione dei due volti in mattoni e si sta procedendo alla formazione delle murature di riempimento dei lati e della pila. Salvo imprevisti i due manufatti saranno pronti per il transito dei treni per il prossimo 20 novembre.

I lavori nei viadotti di Arsoli e nella galleria presso la stazione omonima procedono più lentamente in quanto sono stati incrementati al massimo i lavori del sottopassaggio al Km. 28+790 e del viadotto al Km.37+140 come da disposizioni avute dal Comando Alleato.

Si rende indispensabile la fornitura di un motocarrello su rotaie per il trasporto degli operai specialisti da Roma e del Personale di assistenza e di dirigenza data la grande difficoltà di accedere alle dette opere d'arte dalla strada.

2° LOTTO = Società Italiana Costruzioni e Lavori Pubblici 4302

I lavori sono stati parzialmente ripresi in data 8 Novembre: si spera di poterli riprendere totalmente il 20 p.v.;

Sono a buon punto le rimozioni delle macerie e le demolizioni delle parti disastrate dei viadotti ai Km.75+521 e 77+300; è in corso la demolizione della travata metallica al Km.75+012, in corrispondenza della strada statale. Sono state ultimate le rimozioni delle macerie e le demolizioni delle parti disastrate del ponte a tre luci sul Turano (Km.72+921) ed è a buon punto la costruzione delle nuove pile. ./.

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3° LOTTO - Società Laziale Costruzioni Gendrali.

Si conta di effettuare la consegna dei lavori il 20 novembre p.v.

Data la stagione inoltrata si potrà seguire lo sgombro delle macerie della galleria di Montebove, mentre la rico= struzione delle numerose opere d'arte non potrà aver luogo, probabilmente, che nella prossima primavera.

Roma, 15.11.44

IL CAPO DEL SERVIZIO
LAVORI E COSTRUZIONI

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

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

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub Commission
APO 394

EJM/ef

ACC/Tn/100/257 9th November 1944

TO : Ing.Lo Cigno
Ministry of Communications

SUBJECT : Line N° 88 Rome-Avezzano
Reconstruction.

1. Reference your letter M.C.S. 165 dated 4 Nov.

2. Please arrange for contracts to be let in accordance with the respective tenders to the following firms:

Section N° 1 IMPRESA GENERALE APPALTI E COSTRUZIONI
Section N° 2 SOCIETA' ITALIANA COSTRUZIONI E LAVORI PUBBLICI
Section N° 3 SOCIETA' LAZIALE COSTRUZIONI GENERALI

3. Progress reports on each of these contracts must be submitted weekly.

4. With regard to the petrol and circulating permits for the Contractors for Sections N° 2 and N° 3 full details of all vehicles that it is proposed to use must be submitted, Engine N°, Chassis N°, Target N°. In addition an estimate must be provided of the actual Kilometres that each individual lorry will run, together with the average figure of the Kilometres per liter which the vehicle is capable of doing.

5. In order to exepdiate the issue of petrol, if the contractors agents make an appointment and bring the required data as set out above, this question will receive immediate attention.

E.J. Mole Major

for O.H. LINDBERG, LT.COL., R.E.
TRANSPORTATION SUB COMMISSION
RAILS.

4301

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

EJM/ef

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub Commission
APO 394

ACC/Tn/100/257 9th November 1944

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5. In order to expedite the issue of petrol, if the contractors agents make an appointment and bring the required data as set out above, this question will receive immediate attention.

O.H. LINDBERG, LT.COL., R.E.
TRANSPORTATION SUB COMMISSION
RAILS.

4300

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

EJM/ef

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub Commission

APO 394

8 November 1944

ACC/ Tn/100/88
D.Tn

ATTENTION : Major Paddy

SUBJECT : Rome - Avezzano Line.

1. Reference your letter Tn A4/172 dated 7 Nov. together with copy of I.S.K. letter N.C.S. 154 dated 27.10.44.

2. The authority for the total reconstruction of this line was not approved at date of I.S.R. letter only that portion between Rome and Tivoli had been sanctioned.

3. I.S.R. had let contracts without permission and applied for petrol and circulatin permits for contractors lorries for work not authorized to be carried out.

4. Authority has now been granted for the total work to proceed and arrangements will be made for the necessary permits and petrol to be released after the question of number of lorries and quantities of petrol required has been satisfactorily agreed.

E.J. Noble Major

for O.H. LINDBERG, LT. COL., R.E.
TRANSPORTATION SUB COMMISSION
RAILS.

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

Subject : Rome - Avezzano Line.

Transportation Increment C.M.F.
Tel; Firebox 81
Outside Line 843116
Ref; Tn.A.4/172.

7 November 1944.

To : The Director General,
Ministero delle Communicazione,
Ferrovie dello Stato.
ROME.

Copy to : Tn. Sub-Commission, A.C.C.

Your letter N.C.S./154 of 27th October 1944 has been received and action is being taken.

You will be advised further within the course of a day or so.

H. M. Puddy May BE

(H.M. Puddy) Major R.E.
for Brigadier.
Director of Transportation.

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

Rome. 7.11.1944

MINISTRY OF COMMUNICATIONS
FERROVIE DELLO STATO
THE GENERAL DIRECTOR. N.L.4/18806/2

TO: COL.LINDBERG
TRANSPORTATION SUBCOMMISSION

R O M E

SUBJECT

Reconstruction of
Rome-Avezzano line.

1.By letter dated 28.9 Nº 4/18836/1, we transmitted you a list stating the materials for which the release was necessary, in order to carry out some authorized works.

2. In said list we asked for the release of : 1400 quintals of cement for the "Società Impresa Appalti e Costruzoni", which is carrying out the reconstruction of the bridges between 26+789 Km + 66+365 KM of the Rome - Avezzano line; 400 quintals of cement for the contractor "Società Italiana Costruzioni e Lavori Pubblici" F.lli Scalera, which is carrying out the reconstruction of the bridges at 72+922 and 78+100 KM; 400 quintals cement for the contractor" Società Laziale Costruzioni Generali" for works between 85 + 475 Km and 93 + 049 Km , same line.

3. Please grant authorization for the release of the cement and fuel, requested by letter Nº 4/188834/2 dated 27.9, as soon as possible, due to the coming rainy season.

THE DIRECTOR GENERAL
s/s Di Raimondo

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MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO

IL DIRETTORE GENERALE

Roma, 7/ 11/ 1944

N. L.4/18806/2

AL COLONNELLO LINDBERG

Sottocommissione Controllo Alleato

R O M A

-OGGETTO-

Roma-Avezzano
Ripristino linea

1º) Con lettera n. 4/18836/1 del 28 settembre u.s. è stato inoltrato a codesto Comando un elenco dei materiali per i quali veniva richiesto lo sblocco per poter eseguire diversi lavori autorizzati.

2º) In detto elenco veniva tra l'altro richiesto lo sblocco di: Q.li 1400 di cemento a favore della Società Impresa Appalti e Costruzioni alla quale sono stati appaltati i lavori di riparazione e ricostruzione delle opere d'arte fra i Km. 28+789 e Km.66+365 della linea Roma-Avezzano; Q.li 400 di cemento alla Società Italiana Costruzioni e Lavori Pubblici F.lli Scalera appaltatrice dei lavori di ricostruzione delle opere d'arte fra i Km. 72+922 e Km. 78+100; Q.li 400 di cemento alla Società Laziale Costruzioni Generali per i lavori fra il Km. 85+475 e Km. 93+049 sempre della stessa linea.

3º) Prego autorizzare l'assegnazione del cemento nonchè dei carburanti richiesti con lettera n. 4/18834/2 del 27 settembre u.s., con cortese sollecitudine, dato l'approssimarsi della cattiva stagione.

IL DIRETTORE GENERALE

Ludi Raimondo

4296

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

Subject : Rome - Avezzano Line.

To : Tn. Sub-Commission, A.C.C.

Transportation Increment C.M.F.
Tel; Firebox 81
Outside Line 843116
Ref; Tn.A.4/172.

7 November 1944.

A letter, N.C.S./154 from the I.S.R. regarding the above has today been received in this office.

A copy is passed tp you for what ever action you consider necessary. Will you please keep us advised.

H.M Puddy. Maj-RE

(H.M. Puddy) Major R.E.
for Brigadier.
Director of Transportation.

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MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
Il Direttore Generale

Rome 27 - 10 - 44
R.C.S./154

To Direction General Military Railway Service
Service Building

Subject
Rehabilitation of Rome-Avezzano line.

1st) As known, works of repairs to constructive works of the Rome-Avezzano line, damaged by the war, were divided into three allotments, namely: First allotment, that contains constructive works between Rome and Oricola Pereto; second allotment that contains constructive works between Oricola Pereto and Colli di Monte Bove, third allotment that contains constructive works between Colli di Monte Bove and Avezzano.

2nd) The works of first allotment, put out at contract to Societh Impresa Generale Appalti e Costruzioni, were committed on the 2nd October and they go on a little slowly due to bad weather and difficulties of supplying materials. As Allied Authorities inquired the rehabilitation of the section of line Rome-Castel Madama within 6 weeks, having to carry a rolling transformer-Substation, the contractor and the circulation permits for its motorcars and a temporary allowance of petrol, that but is not fit to meet needs if last month.

3rd) The works of second allotment, put out at contract to Societa Italiana Costruzioni e Lavori Pubblici - Brothers Soulera, were committed on the 3rd October, but they were interrupted on the 10th October, as it was impossible to have the circulation permits and the allowances of petrol headed to motorcars.

The works of 3rd allotment, put out at contract to Societa Anonima Costruzioni Generali, could not be committed, as Contractor refused to take works. Before having circulation permits and petrol deliverying rates. At the present time only works of first allotment are going on, while those one of second and third allotment do not. Looking forward to circulation permits and allowance of petrol, inqui-

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between [illegible]

structive works between Oriccia Perato and Colli di Monte Nove, third allotment that contains constructive works between Colli di Monte Nove and Avezzano.

3rd) The works of first allotment, put out at contract to Societa Impresa Generale Appalti e Costruzioni, were committed on the 2nd October and they go on a little slowly due to bad weather and difficulties of supplying materials.-As Allied Authorities inquired the restabilitation of the section of line Cote-Castel Gauna within 6 weeks, having to carry a rolling transformer-Substation, the contractor had the circulation permits for its motorcars and a temporary allowance of petrol, that but is not fit to meet needs if inst. month.

3rd) The works of second allotment, put out at contract to Societa Italiana Costruzioni e Lavori Publici - Brothers Scalera, were committed on the 3rd October, but they were interrupted on the 12th October, as it was impossible to have the circulation permits and the allowances of petrol needed to motorcars.

The works of 3rd allotment, put out at contract to Societa Laziale le Costruzioni Generali, could not be committed, as Contractor refused to take works. Before having circulation permits and petrol deliveries notes. At the present time only works of first allotment are going on, while those one of second and third allotment do not, looking forward to circulation permits and allowance of petrol, inquired in my letter, Ref. A/[illegible] 7th September.

4th) If we take into consideration the forthcoming winter-season and mountainous region, where works are to be made; you will appreciate that a further delay, also of a few days, would be vain.

4294

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not only to hinder,but also to prevent the rehabilitation of the line within next January,as we have in mind to do.

5th)As on inquiries it seems that the release of the circulation permits and of the allowances of petrol depends on approval of the appropriation of relative charge from Allied Commission - Economic Sub-Commission,please remove said obstacles with the utmost urgency.

THE DIRECTOR GENERAL

p.o. Dr. Raimondo

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

TRANSLATION

MINISTRY OF C[illegible]UNICATIONS
General Direction State Railways
The Chief of Work & Construction Service

Rome, 4th November 1944

REF. : N.C.S.165
YOUR REF: ACC.Tn/100.88

SUBJECT : Line No. 88 Rome-Avezzano.

TO : Col. Vining - Tptn.S.C.

1. For the reconstruction works of the Rome-Avezzano line the requested competitions have been carried out through the local Work Section.

2. The first section of the line has been handed over to the "Impresa Generale Appalti e Costruzioni" through a 18 % rebate

The second section to the "Società Italiana Costruzioni e Lavori Pubblici (S.I.C.E.L.P.)" through a 14,75 % rebate.

The third section to the "Società Laziale Costruzioni Generali" through a 16 % rebate.

3. The first section works are at hand, whilst the works of the second and the third section have not started yet, and the contracts of these two ones have been given to Major Mole.

4. We have taken into consideration what is said at para 5 of your letter in reference, regarding the transmission to that Sub Commission of the lis of the contractor firms.

Will you please let us know whether the second and the third section works can be carried out by the above firms or if the competitions are to be repeated.

We trust the two firms in question to carry the works out quickly.

5. If you think that the competition is not to be repeated will you please dispose for the circulating permits and for the petrol release, as per my letter No. 4/18834/2 dated 27th Sept.44.

Accept tenders Eqn.

The Chief Service
Sd.: Lo Cigno.

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MINISTERO DELLE COMUNICAZIONI

DIREZIONE GENERALE
DELLE FERROVIE DELLO STATO

IL CAPO
DEL SERVIZIO LAVORI E COSTRUZIONI

Roma, 4 /11/ 1944

N.C.S.165

al n. A.C.C./Tn/100.88

SIG. COLONNELLO VINING
Sottocommissione Trasporti

S E D E

OGGETTO

Linea n. 88 Roma-Avezzano

1º) Per i lavori di ricostruzione della linea Roma-Avezzano furono esperite le necessarie gare a cura della locale Sezione Lavori.

2º) Il primo lotto rimase assegnato alla "Impresa Generale Appalti e Costruzioni" col ribasso del 18 %.

Il secondo lotto alla "Società Italiana Costruzioni e Lavori Pubblici (S.I.C.E.L.P.)" col ribasso del 14,75 %.

Il terzo lotto alla "Società Laziale Costruzioni Generali" col ribasso del 16 %.

3º) I lavori del primo lotto sono in corso, mentre quelli del secondo e del terzo, i cui relativi contratti trovansi in possesso del Maggiore Mole, non sono stati ancora iniziati.

4º) Si è preso buona nota di quanto è detto al punto 5 del foglio al quale si risponde relativamente all'invio a codesta Sottocommissione dell'elenco delle Ditte rimaste aggiudicatarie di appalti.

Si prega di significare se nel caso attuale il 2º e 3º lotto possono essere aggiudicati alle Ditte sopracitate oppure se si debbano ripetere le gare d'appalto.

Si ritiene che le due Ditte diano sufficiente affidamento per la sollecita esecuzione dei lavori. 4291

5º) Nel caso che la S.V. giudicasse opportuno di non ripetere le gare, pregherei di dar corso ai permessi di circolazione ed alla asse-

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gnazione dei carburanti di cui la mia nota n. 4/18834/2 del 27 settembre 1944.

IL CAPO DEL SERVIZIO

Colugi

6180

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ACC AC/Tn/34/C.E. 10000/148/1506 (2 OF 2) ROME AV
AUG. 1944

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

000/148/1506 (2 OF 2) ROME AVEZZANO PESCARA
AUG. 1944 - SEPT. 1945

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

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - D..EZIONE GENERALE
(1) Servizio Lavori e Costruz.

Roma, li 4 novembre 1941 104 - A
N. L.5/13/21504
Al N. del

OGGETTO. Ricostruzione di linee -
Rapporti avanzamento lavori.

all. n. 2

Lt.Col. L.E. Vining
Commissione Alleata di Controllo
Sottocommissione Trasporti
R O M A

I) Si trasmettono i rapporti sull'avanzamento dei lavori eseguiti al 31 ottobre corrente anno, per la ricostruzione delle opere d'arte sulle linee: ROMA - TIVOLI e ROMA - FORMIA

2) Si avverte che i successivi rapporti saranno inviati ogni quindici giorni ove nulla osti da parte della S. V. —

IL CAPO DEL SERVIZIO

r/m

4290

(1) Servizio.

Stab. Tip. Pucci - Ancona

RAPPORTO

SULL'ANDAMENTO DEI LAVORI DI RIATTIVAZIONE

DELLA LINEA

ROMA ~ TIVOLI

RELATION

ON THE PROCEEDING OF THE WORKS BY REHABILITATION

OF THE LINE

ROMA ~ TIVOLI

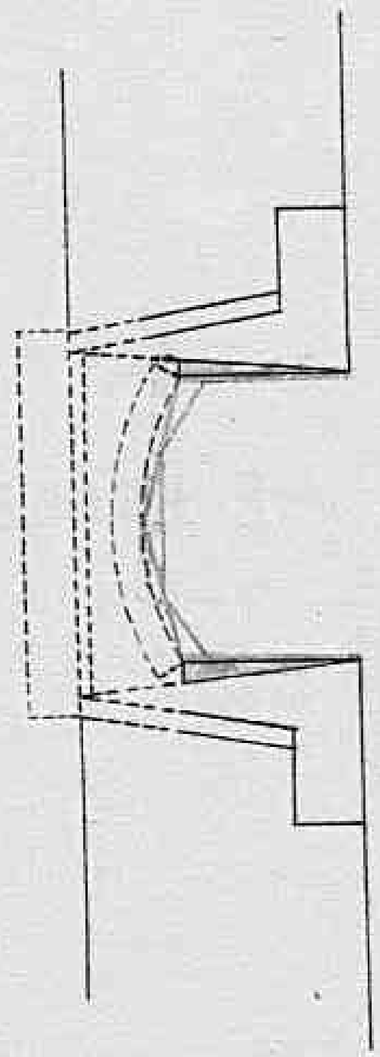
— 31·X·44 —

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~~Luogo~~ Sottovia di m. 6,00 di luce Km. 28+785

Impresa Generale Appalti e Costruzioni
Conductor " " "
Convenzione di cottimo
Contract
Importo lire 1.000.000
Total amount L. "
Consegna lavori 2/10/44
Commencement of works
Tempo assegnato giorni 80
Terme etablished for
carring of the works 80
Scadenza 20/12/44
Date of completion of works 20-12-44



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

Viadotto a 10 luci di m. 10 al Km. 37 + 140

Impresa Generale Appalti e Costruzioni

Conductor " " "

Convenzione di cottimo

Contract

Importo lire 1.505.000

Total amount L. "

Consegna lavori 2/10/44

Commencement of works

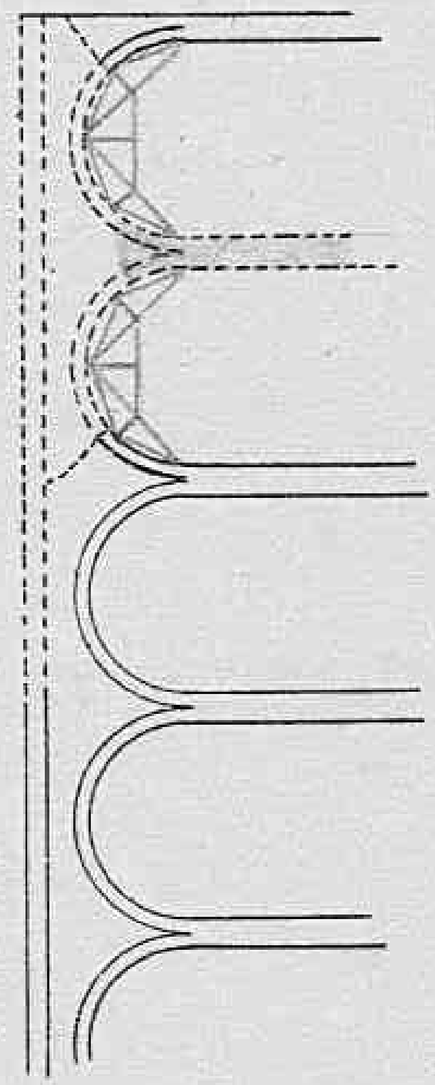
Tempo assegnato giorni 80

Terme established for

carring of the works 80

Scadenza 20/12/44

Date of completion of works 30-12-44



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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel:478701
Our Ref: ACC.Tn/100/88/257

28 October 1944

Dear Cerabona,

Careful consideration has been given to the urgent need for reconstructing State Railway Lines 88 (Rome - Avezzano) and 257 (Rome - Viterbo).

The Military Railway Service has indicated that it has no interest in these particular lines, but ACC agrees that it is vital that rail connections should be established between Rome and the important production areas to the North and East.

This Sub-Commission's responsible Engineer has carefully examined the tracks in conjunction with State Railway Engineers, and it is understood that firms of contractors are available with sufficient labour to commence work at once.

Authority is therefore given for the State Railway to proceed with the reconstruction work necessary, at a cost of 65,000,000 (65 million) lire for the Rome - Avezzano line, and 12,000,000 (12 million) lire for the Rome - Viterbo line;- the expenditure to be charged against Cap.No.48 "Spese per riparare danni di guerra dipendenti da azioni belliche" in the budget of the Ministero delle Comunicazioni (Ferrovie dello Stato).

4288

Yours sincerely,

(Signed) D.S.A.

D.S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

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

Dear Cerabona,

Careful consideration has been given to the urgent need for reconstructing State Railway Lines 88 (Rome - Avezzano) and 257 (Rome - Viterbo).

The Military Railway Service has indicated that it has no interest in these particular lines, but ACC agrees that it is vital that rail connections should be established between Rome and the important production areas to the North and East.

This Sub-Commission's responsible Engineer has carefully examined the tracks in conjunction with State Railway Engineers, and it is understood that firms of contractors are available with sufficient labour to commence work at once.

Authority is therefore given for the State Railway to proceed with the reconstruction work necessary, at a cost of 65,000,000 (65 million) lire for the Rome - Avezzano line, and 12,000,000 (12 million) lire for the Rome - Viterbo line;- the expenditure to be charged against Cap.No.48 "Spese per riparare danni di guerra dipendenti da azioni belliche" in the budget of the Ministero delle Comunicazioni (Ferrovie dello Stato).

6288

Yours sincerely,

(Signed) D.S.A.

D.S. ADAMS
Colonel, C.E.
Director, In.Sub.Comm.

Copy to : Major Mole through Lt Col Vining
Economic Section
Finance Sub-Commission

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

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

8 Oct 44

Translation

L.4/16834/2 Rome-Avezzano line

1) As is already known, the reconstruction of the bridges and viaducts on the Rome-Avezzano line is urgently needed.

2) The work has been divided into three lots:
1st. From Km. 28+769 and Km. 66+365
2nd. from Km. 72+922 and Km. 77+300
3rd. from Km. 83+475 to Km. 93+649

3). This work has been given to the following firms:
1st lot Impresa Generale Appalti e Ricostruzione
2nd lot Società Italiana Costruzione e Lavori Pubblici- Flli Scaler
3rd lot Società Laziale Costruzione Generali

4) To carry out this work the necessary fuel and lubricating oil must be given to the above mentioned firms.
5) Attached is the total and daily need of fuel.

6) Please assign directly to these firms the necessary quantity of fuel for the month of October.
7) At the end of October the consumation of the month will be controlled with respect to the needs of November.

8) The motor vehicles that will be used in this work by the different firms are listed on the attached list.

9) For these motor vehicles circulating permits are required for the provinces of Rome; Rieti and Aquila.

10) Please settle this question soon, as the work must be carried out before the winter season.

EJC

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Translation

Rome-Avezzano line.

Works for the reconstruction of the viaducts and bridges between Km. 28+789 and Km. 93+049, and the requirements strictly necessary to permit the circulation of trains.

Needs of fuel for the month of October 1944 for the Firms to whom has been assigned the work, and the list of the motor vehicles and machinery used for the execution of the work and for which circulating permits are required.

1st LOT. IMPRESA GENERALE APPALTI E RICOSTRUZIONE

		Licence No						
Lorry	Bianchi 3.5	Rome 57714						
Lorry	Fiat 18 BL	GR 1992						
motor car	Augusta	Rome 50491						
Fuel required				Petrol	naphta	lub. oil	lub.grease	
Petrol litres 252 x 31 days		lt.	7.818	—	—	195	—	
Lubricating oil (7818) x 2,5%		kg.	—	—				

2nd. LOT SOCIETA ITALIANA COSTRUZ. LAVORI PUBBLICI FILI SCALERA.

Lorry	Spa 31000	licence	Rome 82498				
"	Fiat 18 BL	"	T.P. 1097				
"	Fiat 18 BL	"	Rome 5538				
"	Fiat 18 BL	"	T.P. 3077				
"	Fiat 18 BL	"	Rome 9642				
"	Fiat 521	"	Rome 45136				
"	Fiat 522	"	Rome 62449				
"	Fiat 514	"	Rome 42719				
"	Bordone	"	Rome 16014				
"	Fiat 666	"	S.K. 423				
"	Bianchi Milles	"	Rome 63145				
"	O Taurus	"	Bergamo 10932				
"	Lancia Dilambda	"	Rome 27631				
Motor cars	Fiat 1100	"	Rome 69920				
"	Fiat 500	"	Rome 72264				
Motor roller	Fiorentini TipoAMCA HP 40						
Electrical welding set - Condor motor HP 10							
Fuel required						4286	—
Petrol litres 298 x 31 days		lt.	9338	—	3.100	—	—
Naphta Litres 100 x 31 days		"	—				
Lubricating oil							

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			petrol	naphta	lub.oil	lub.grease
Lubricating oil (9238+3100) x 2,5%	Kg.	—	—	310	—
Lubricating grease	"	—	—	—	77

3886 LOT. SOCIETA LAZIALE COSTRUZIONI GENERALI

Lorry	Fiat 183L	Licence	Rome 2132
"	Fiat 1100	N°	Viterbo 5034
"	Sertum motor waggon	"	Rome 68661
motor car Lancia		"	Ancona 7929
light petrol railengine		HP 12	

Fuel required					
Petrol litres 88 x 31 days	Lt.	2.728	—	—	—
Lubricating oil (2728) x 2,5%	Kg.	—	—	269	—

N.B. At the end of the month of October the actual consumation of fuel will be controlled with respect to the assignment of November.

Total requirement of fuel for the month of October .	Lt.	19,884	3,100	Kg. 474	77

0835

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

Vio

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

Roma 17 OTT 1944 - A
N. L.4/18834/2

Al N. ..... del .....

A.F. MILITARY RAILWAY SERVICE
All'Attenzione del Sig.Magg.MOLE
R O M A

OGGETTO: Roma Avezzano
Lavori ripristino linea
Carburanti

1°) Come é noto si deve provvedere d'urgenza ai lavori di ricostruzione delle opere d'arte principali (viadotti e ponticelli) del tratto di linea fra Roma ed Avezzano.
2°) I lavori di cui sopra sono stati divisi in tre lotti riguardanti rispettivamente : 1°Lotto. Lavori fra il Km.28+789 ed il Km.66+365; 2°Lotto Lavori fra il Km.72+922 ed il Km.77+300; 3°Lotto. Lavori fra i Km.85+475 ed il Km.93+049
3°) Detti lavori sono stati affidati rispettivamente alle ditte seguenti
1° Lotto - Impresa Generale Appalti e Ricostruzione
2° Lotto - Società Italiana Costruzione e Lavori Pubblici - f.lli Scalera
3° Lotto - Società Laziale Costruzione Generali
4°) Per l'esecuzione dei lavori stessi si deve fornire alle predette imprese il quantitativo di carburanti ed oli lubrificanti occorrenti per il funzionamento degli automezzi e dei macchinari di lavori utilizzati.
5°) Si allega il fabbisogno complessivo e giornaliero di carburanti occorrenti alle varie imprese per l'esecuzione dei lavori stessi;

./.

Work beyond Tivoli not authorized.
Action for motor transport for Roma-Tivoli Section all forwarded up
(1) Se to. No action for remainder is required. Ing Lo Cigno thus informed. 4284

Stab. Tip. Pucci - Ancona - Ord. 37 - 30-6-42-XX. - 1.701.000 2 L.

0832

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6°) Si prega di voler assegnare alle Imprese stesse i quantitativi di carburanti e gli olii lubrificanti indicati nel prospetto allegato, occorrenti per il prossimo mese di Ottobre.

7°) Alla fine del mese di Ottobre si faranno gli opportuni accertamenti sull'effettivo consumo di carburanti impiegati per gli eventuali conguagli per il successivo mese di novembre.

8°) Gli automezzi che vengono utilizzati dalle varie Ditte per i lavori di cui sopra, risultano pure dall'unito prospetto.

9°) Per detti automezzi si prega di voler rilasciare i relativi permessi di circolazione per le provincie di Roma, Rieti e Aquila.

10°) Si prega di provvedere d'urgenza, trattandosi di lavori da eseguirsi prima della prossima stagione invernale.

IL DIRETTORE GENERALE

Allegati n° 4

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI

LINEA ROMA * AVEZZANO

Lavori per la ricostruzione dei viadotti e delle opere d'arte principali fra i Km.28+789 e 93+049, ed ai provvedimenti strettamente indispensabili per permettere la circolazione dei treni.

Fabbisogno dei carburanti per il mese di Ottobre 944 alle Ditte a cui sono stati affidati i lavori, ed elenco degli automezzi e dei macchinari utilizzati per l'esecuzione dei lavori stessi e per i quali si richiedono i relativi permessi di circolazione.

LOTTO I° = IMPRESA GENERALE APPALTI E RICOSTRUZIONI

Autocarro Bianchi S.5 Targa Roma 57714
" Fiat 18 BL " GR 1992
Autovettura Augusta " Roma 50491

Carburanti occorrenti			Benzina	nafta	Oli lubrif.	Grassi lubrif.
Benzina litri 252 x 31 giorni	=	lt.	7.818	-	-	-
Olio lubrificante (7818)x2,5%	=	Kg.	-	-	195	-

LOTTO 2° = SOCIETA' ITALIANA COSTRUZ.LAVORI PUBBLICI - F.lli SCALERA

Autocarro	Spa 31000	targa	Roma 82498
"	Fiat 18 BL	"	T.P. 1097
"	Fiat 18 BL	"	Roma 5538
"	Fiat 18 BL	"	T.P. 3077
"	Fiat 18 BL	"	Roma 9642
"	Fiat 521	"	Roma 45136
"	Fiat 522	"	Roma 62449
"	Fiat 514	"	Roma 42719
"	Bordone	"	Roma 16014
"	Fiat 666	"	S.K. 423
"	Bianchi Milles		Roma 83145
"	OM Taurus	"	Bergamo 10932
"	Lancia Dilambda		Roma 27631
Autovettura	Fiat 1100	"	Roma 69920
"	Fiat 500	"	Roma 72264

Motocompressore Fiorentini Tipo AMCA Potenza HP 40
Gruppo elettrogeno - motore Condor Potenza HP 10

Carburanti occorrenti			Benzina	nafta	Oli lubrif.	Grassi lubrif.
Benzina litri 298 x 31 giorni	=	lt.	9.338	-	-	-
Nafta litri 100 x 31 giorni	=	"	-	3.100	-	-
Oli lubrificanti (9338+3100)x2,5%	=	Kg.	-	-	310	-
Grassi lubrificanti		"	-	-	-	77

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fra i Km.28+789 e 93+049, ed ai provvedimenti strettamente indispensabili per permettere la circolazione dei treni.

Fabbisogno dei carburanti per il mese di Ottobre 944 alle Ditte a cui sono stati affidati i lavori, ed elenco degli automezzi e dei macchinari utilizzati per l'esecuzione dei lavori stessi e per i quali si richiedono i relativi permessi di circolazione.

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Autocarro Bianchi S.5 Targa Roma 57714
" Fiat 18 BL " GR 1992
Autovettura Augusta " Roma 50491

Carburanti occorrenti			Benzina	nafta	Oli lubrif.	Grassi lubrif.
Benzina litri 252 x 31 giorni	=	lt.	7.818	-	-	-
Olio lubrificante (7818)x2,5%	=	Kg.	-	-	195	-

LOTTO 2° = SOCIETA'ITALIANA COSTRUZ.LAVORI PUBBLICI - F.lli SCALERA

Autocarro	Spa 31000	targa	Roma 82498
"	Fiat 18 BL	"	T.P. 1097
"	Fiat 18 BL	"	Roma 5538
"	Fiat 18 BL	"	T.P. 3077
"	Fiat 18 BL	"	Roma 9642
"	Fiat 521	"	Roma 45136
"	Fiat 522	"	Roma 62449
"	Fiat 514	"	Roma 42719
"	Bordone	"	Roma 16014
"	Fiat 666	"	S.K. 423
"	Bianchi Milles		Roma 83145
"	OM Taurus	"	Bergamo 10932
"	Lancia Dilambda		Roma 27631
Autovettura	Fiat 1100	"	Roma 69920
"	Fiat 500	"	Roma 72264

Motocompressore Fiorentini Tipo AMCA Potenza HP 40
Gruppo elettrogeno - motore Condor Potenza HP 10

Carburanti occorrenti			Benzina	nafta	Oli lubrif.	Grassi lubrif.
Benzina litri 298 x 31 giorni	=	lt.	9.338	-	-	-
Nafta litri 100 x 31 giorni	=	"	-	3.100	-	-
Oli lubrificanti (9338+3100)x2,5%	=	Kg.	-	-	310	-
Grassi lubrificanti		"	-	-	-	77

./. 1283

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LOTTO 3° = SOCIETA' LAZIALE COSTRUZIONI GENERALI

Autocarro Fiat 18 BL targa Roma 2152
" Fiat 1100 " Viterbo 5854
" Sertum Motofurgon. Roma 68661
Autovettura Lancia " Ancona 7929
Gruppo motocarrello - Potenza HP 12

Carburanti occorrenti			Benzina	nafta	Oli lubrif.	Grassi lubrif.
Benzina litri 88 x 31 giorni	=	Lt.	2.728	-	-	-
Oli lubrificanti(2728)x 2,5%	=	Kg.	-	-	69	
			lt.	lt.	Kg.	Kg.
Totale complessivo di carburanti che si richiedono per il mese di ottobre.			19.884	3.100	474	77

N.B. Alla fine del mese di ottobre si faranno gli opportuni accertamenti sull'effettivo consumo di carburanti per gli eventuali conguagli per il mese di Novembre.

Roma, li 27 settembre 1944

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

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI

LINEA ROMA = PESCARA

sistemazione delle opere d'arte del tratto Roma - Avezzano

Fabbisogno carburanti

LOTTO 1° = SOC. IMPRESA GEN. APPALTI E COSTRUZIONI

Riparazione sottovia al Km.28+789, ricostruz.viad. Km.37+140 e Km.64+317
(Lavori da eseguirsi nel termine di 80 giorni)

Lavori fra il Km.28+789 e il Km.37+140

Mattoni da Roma	70.000	q. 2.100	40	50	2.000
Pozzolana da Vicovaro		" 1.800	22	43	950
Calce da Arsoli		" 450	30	12	360
Legname p. ponteggi		" 320	37	8	296
Acqua p. impianti		" 500	3	13	39
Pietrame mc. 200		" 3.000	15	72	1.080
Impianto cantiere			37	2	74
					Km.4.799

Lavori fra il Km.64+317 e il Km.66+931

Mattoni da Roma	180.000	q. 5.400	70	130	9.100
Pietrame mc.500		" 8.500	20	200	4.000
Pozzolana da Vicovaro mc.460		" 5.300	22	126	2.782
Calce da Arsoli mc. 100		" 1.265	12	30	360
Legname p.ponteggi mc.100		" 1.000	70	24	1.680
Acqua p.impianti		" 500	8	12	96
Impianto cantiere			70	4	280
Trasporto operai e viceri (settimana)			70	12	840
			Totale Km.		23.937

Consumo a pieno carico 23.937 x 1.0,6 = 14.362
Per ritorni a vuoto 1/3 4.687

litri 19.049
Per una vettura 1.0,10 x 140 x 80 g. 1.120

Totale litri 20.169

Lubrificanti il:2,5% Kg. 500

Consumo giornaliero carburanti $\frac{20.169}{80} = l$ 252

Oli lubrificanti Kg. 6,3 *giorno*

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

Riparazione sottovia al Km.28+789, ricostruz.viad. Km.37+140 e Km.64+317
(Lavori da eseguirsi nel termine di 80 giorni)

Lavori fra il Km.28+789 e il Km.37+140

Mattoni da Roma 70.000	q.	2.100	40	50	2.000
Pozzolana da Vicovaro	"	1.800	22	43	950
Calce da Arsoli	"	450	30	12	360
Legname p. ponteggi	"	320	37	8	296
Acqua p. impianti	"	500	3	13	39
Pietrame mc. 200	"	3.000	15	72	1.080
Impianto cantiere			37	2	74
					Km.4.799

Lavori fra il Km.64+317 e il Km.66+931

Mattoni da Roma 180.000	q.	5.400	70	130	9.100
Pietrame mc.500	"	8.500	20	200	4.000
Pozzolana da Vicovaro mc.460	"	5.300	22	126	2.782
Calce da Arsoli mc. 100	"	1.265	12	30	360
Legname p.ponteggi mc.100	"	1.000	70	24	1.680
Acqua p.impianti	"	500	8	12	96
Impianto cantiere			70	4	280
Trasporto operai e viceri (settimana)			70	12	840
				Totale Km.	23.937

Consumo a pieno carico 23.937 x 1.0,6 = 14.362
Per ritorni a vuoto 1/3 4.687

litri 19.049
Per una vettura 1.0,10 x 140 x 80 g. 1.120

Totale litri 20.169

Lubrificanti il 2,5% Kg. 500

Consumo giornaliero carburanti $\frac{20.169}{80}$ = l 252

Oli lubrificanti Kg. 6,3 giorno

1282

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

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI

LINEAA ROMA = PESCARA

Sistemazione delle opere d'arte del tratto Roma Avezzano

Fabbisogno carburanti

LOTTO 2° = SOCIETA' ITAL. COSTRUZ.LAVORI PUBBLICI F.lli SCALERA

Ricostruzione viadotto ai Km.72+922, sottovia al Km.75+522 e Viad; al Km.77+300 (Lavori da eseguirsi nel termine di 80 giorni

			dist.	viagg.	Km.
Mattoni da Civitello	n° 120.000	q. 3.600	60	90	5.400
Mattoni da Arpino	" 180.000	" 5.400	100	130	13.000
Pietrame da Arsoli	mc. 500	" 8.500	10	202	2.020
Calce da Arsoli	" 280	" 1.540	15	39	585
Pozzolana da Vicovaro	" 360	" 4.000	30	96	2.880
Legname p.ponteggi	" 200	" 2.000	70	50	3.500
Acqua p. impianti		" 500	4	12	48
Impianto cantiere			70	4	280
Trasporto operai e viveri (decade)			70	8	560
				Totale	Km.28.273

Consumo a pieno carico Km.28.273 x 0,6 = l. 16.963
per ritorni a vuoto 1/3 l. 5.654

totale litri l. 22.617

Per una vettura 1.0.10x150 Km.x80g. 1.200

Totale litri 23.817

Macchinario di cantiere

Gruppo motocompressore HP 40
Gruppo elettrogeno HP 10

HP 50 x 0,250 Kg. x 8 x 80 = Kg. 8.000

Carburanti totale litri 31.817
Lubrificanti il 2,5% Kg. 795

Consumo giornaliero carburanti $\frac{31.817}{80}$ = 398 litri

di cui benzina litri 298
" " Nafta " 100

Oli lubrificanti $\frac{795}{80}$ = 10 Kg.

4281

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

LOTTO 2° = SOCIETA' ITAL. COSTRUZ.LAVORI PUBBLICI F.lli SCALERA

Ricostruzione viadotto ai Km.72+922, sottovia al Km.75+522 e Viad; al Km.77+300 (Lavori da eseguirsi nel termine di 80 giorni

			dist.	viagg.	Km.
Mattoni da Civitello	n°120.000	q. 3.600	60	90	5.400
Mattoni da Arpino	" 180.000	" 5.400	100	130	13.000
Pietrame da Arsoli	mc. 500	" 8.500	10	202	2.020
Calce da Arsoli	" 280	" 1.540	15	39	585
Pozzolana da Vicovaro	" 360	" 4.000	30	96	2.880
Legname p.ponteggi	" 200	" 2.000	70	50	3.500
Acqua p. impianti		" 500	4	12	48
Impianto cantiere			70	4	280
Trasporto operai e viveri (*decade*)			70	8	560
				Totale	Km.28.273

Consumo a pieno carico Km.28.273 x 0,6 = l. 16.963
per ritorni a vuoto 1/3 l. 5.654

totale litri l. 22.617

Per una vettura 1.0.10x150 Km.x80g. 1.200

Totale litri 23.817

Macchinario di cantiere

Gruppo motocompressore HP 40
Gruppo elettrogeno HP 10

HP 50 x 0,250 Kg. x 8 x 80 = Kg. 8.000

Carburanti totale litri 31.817
Lubrificanti il 2,5% Kg. 795

Consumo giornaliero carburanti $\frac{31.817}{80}$ = 398 litri

di cui benzina litri 298
" " Nafta " 100

Oli lubrificanti $\frac{795}{80}$ = 10 Kg.

Grassi $\frac{200}{80}$ = 2,5 Kg.

4281

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

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI

LINEA ROMA * PESCARA

Sistemazione delle opere d'arte del tratto Roma Avezzano

Fabbisogno carburanti

LOTTO 3& = SOCIETA' LAZIALE COSTRUZIONI GENERALI

Riparazioni sbocco galleria al Km.85+475 e ricostruzione ponte al Km.93+049
(Lavori da eseguirsi nel termine di 80 giorni)

	-------	distanz.	viagg.	Km.
Mattoni da Civitello n°50.000	q.1.500	Km. 30	36	1.080
Pietrame da Cappele mc. 200	" 3.000	" 12	72	840
Calce da Capistrello mc. 70	" 400	" 22	10	220
Pozzolana da Vicovaro mc.140	" 1.550	" 64	37	2.368
Legname p.ponteggi mc. 40	" 400	" 90	10	900
Acqua p. impianti	" 200	" 4	5	20
Impianto cantiere		" 90	2	180
Trasporto operai e viveri(quindic.)		" 90	6	540

TOTALE.....Km. 6.148

Consumo a pieno carico Km.6.148 x 0.6 = lt. 3.688
Per ritorni a vuoto 1/3 " 1.229

Totale litri.....lt. 4.917

Per una vettura litri 0,10x200 Km.x30viag. 600

Totale lt. 5.517

Macchinario di cantiere
Motocarrello HP 12 x 0,250 x 8h x 60 lt. 1.440

Carburanti totale lt. 6.957
Lubrificanti il 2,5% 172

Consumo giornaliero $\frac{6957}{80}$ = 88 litri carburanti

Oli lubrificanti = 2.2 Kg.

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

LOTTO 3° = SOCIETA' LAZIALE COSTRUZIONI GENERALI

Riparazioni sbocco galleria al Km.85+475 e ricostruzione ponte al Km.93+049
(Lavori da eseguirsi nel termine di 80 giorni)

	-------	distanz.	viagg.	Km.
Mattoni da Civitello n°50.000	q.1.500	Km. 30	36	1.080
Pietrame da Cappele mc. 200	" 3.000	" 12	72	840
Calce da Capistrello mc. 70	" 400	" 22	10	220
Pozzolana da Vicovaro mc.140	" 1.550	" 64	37	2.368
Legname p.ponteggi mc. 40	" 400	" 90	10	900
Acqua p. impianti	" 200	" 4	5	20
Impianto cantiere		" 90	2	180
Trasporto operai e viveri(quindic.)		" 90	6	540

TOTALE.....Km. 6.148

Consumo a pieno carico Km.6.148 x 0.6 = lt. 3.688
Per ritorni a vuoto 1/3 " 1.229

Totale litri.....lt. 4.917

Per una vettura litri 0,10x200 Km.x30viag. 600

Totale lt. 5.517

Macchinario di cantiere
Motocarrello HP 12 x 0,250 x 8h x 60 lt. 1.440

Carburanti totale lt. 6.957
Lubrificanti il 2,5% 172

Consumo giornaliero $\frac{6957}{80}$ = 88 litri carburanti

Oli lubrificanti = 2.2 Kg.

4280

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

Rome 7 OTT 1944

Nº L.4/18834/2

SUBJCET

Restoration works
on the line Roma-Avezzano

TO ALLIED FORCE
MILITARY RAILWAY SERVICE
(MAJOR MOLE)

R O M E

1 st) As it is known; we must urgently provide to the reconstruction of the viaducts and bridges on the line Roma-Avezzano.

2 nd) These works have been divided into three parts : 1 st part) works between Km. 28+789 and Km. 66+365 - 2 nd part) works between Km. 72+922 and Km. 77+300 - 3 ord part) works beteen Km.85+475 and Km. 93+049.-

3 ord) The above mentioned works have been allotted respectively to the following Firms : 1 st part : Impresa Generale Appalti e Ricostruzione - 2 nd part : Società Italiana Costruzione e Lavori Pubblici - 3 ord part : Società Laziale Costruzioni Generali.-

4 th) For the execution of these words it is necessary the supply to the above mentioned Firms of the quantity of gasoline and of lubricating - oil necessary for the motor-cars and machineries.-

5 th) We send you hereto attached the total and daily requisite of gasoline necessary for the contractors for the execution of the words.

6 th) We beg you to allot to the Firms the quantities of gasoline and lubricating - oil indicated in the attached Bill , that are necessary during the next month of October.

1279

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

(MAJOR MOLE)

R O M E

1 st) As it is known; we must urgently provide to the reconstruction of the viaducts and bridges on the line Roma-Avezzano.

2 nd) These works have been divided into three parts : 1 st part) works between Km. 28+789 and Km. 66+365 - 2 nd part) works between Km. 72+922 and Km. 77+300 - 3 ord part) works beteen Km.85+475 and Km. 93+049.-

3 ord) The above mentioned works have been allotted respectively to the following Firms : 1 st part : Impresa Generale Appalti e Ricostruzione - 2 nd part : Società Italiana Costruzione e Lavori Pubblici - 3 ord part : Società Laziale Costruzioni Generali.-

4 th) For the execution of these words it is necessary the supply to the above mentioned Firms of the quantity of gasoline and of lubricating - oil necessary for the motor-cars and machineries.-

5 th) We send you hereto attached the total and daily requisite of gasoline necessary for the contractors for the execution of the words.

6 th) We beg you to allot to the Firms the quantities of gasoline and lubricating - oil indicated in the attached Bill , that are necessary during the next month of October.

7 th) At the end of October, we shall make a control of the real consumption of gasoline and we shall indicate it to you for an eventual balance for the month of November.-

./.

B.C.

1279

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

8 th) The motor-cars, that the Firms will use for the above works, are indicated in the hereto attached list.

9 th) We beg you to release the permission of circulation within the provinces of Rome, Rieti and Aquila for these motor-cars.

10 th) We beg you to provide urgently, because all above mentioned works have to be done before next cold Season.

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

Rome 7 OTT 1944

Nº L.4/18534/2

SUBJCET

Restoration 's works
on the line Roma-Avezzano

TO ALLIED I'ORCE
MILITARY RAILWAY SERVICE
(MAJOR MOLE)

R O M E

1 st) Asit is known; we mast urgentiy provide to the reconstru=
ction 's works of the viaducts and bridges on the line
Roma-Avezzano.

2 nd) These works have been divided intotlnee parts : 1 st part)
works between Km. 28+789 and Km. 66+365 - 2 nd part)
works between Km. 72+922 and Km. 77+300 - 3 ord part)
works beteen Km.85+475 and Km. 93+049.-

3 ord) The above mentioned works been allotted respectively
to the following J'irms : 1 st part : Impresa Generale
Appalti e Ricostruzione - 2 nd part : Societa Italiana
Costruzione e Lavori Pubblici - 3 ord part : Societa La=
ziale Costruzioni Generali.-

4 th) J'or the execution of these word it is necessarj the
supply to the above mentioned J'irms of the quantity
of gascline and of lubricating - oil for the motor-cars
and machineries.-

5 th) We send yon hereto attached the total and daily requi=
site of gasoline necessary for the contractors for the
execution of the words.

6 th) We beg yon to allot to the J'irms the quantities of
gasoline and lubricating - oik indicated in the attached

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

MILITARY RAILWAY SERVICE
(MAJOR MOLE)

R O M E

1 st) Asit is known; we must urgently provide to the reconstruction 's works of the viaducts and bridges on the line Roma-Avezzano.

2 nd) These works have been divided intotlnee parts : 1 st part) works between Km. 28+789 and Km. 66+365 - 2 nd part) works between Km. 72+922 and Km. 77+300 - 3 ord part) works beteen Km.85+475 and Km. 93+049.-

3 ord) The above mentioned works been allotted respectively to the following J'irms : 1 st part : Impresa Generale Appalti e Ricostruzione - 2 nd part : Società Italiana Costruzione e Lavori Pubblici - 3 ord part : Società Laziale Costruzioni Generali.-

4 th) J'or the execution of these word it is necessarj the supply to the above mentioned J'irms of the quantity of gasoline and of lubricating - oil for the motor-cars and machineries.-

5 th) We send yon hereto attached the total and daily requisite of gasoline necesuary for the contractors for the execution of the words.

6 th) We beg you to allot to the J'irms the quantities of gasoline and lubricating - oik indicated in the attached Bill , that are necessary during the neset month of October.

4277

7 th) At the end of October, we shall make a control of the real consumption of gasoline and we shall indicate it to yon for an eventual balance for the month of November.-

./.

.C.

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

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
SERVIZIO LAVORI E COSTRUZIONI

LINE ROMA - AVEZZANO

Works for the recostruction of the viaducts and main constructive works between Km. 28+789 and Km. 93+049 in order to permit the circulation of the trains.

Requisite of gasoline, lubricating - oil etc. for the month of October 1944 for the firms, to which the works have been allotted, and list of the motor-cars and machineries necessary for the execution of the works and for which the permission of circulation is inquired.

---

1 st Allotment) Impresa Generale Appalti e Ricostruzioni

Lorry Bianchi S.5	No. 57714 - Roma
" Fiat 18 B.L.	No. 1992 - Grosseto
Motorcar Augusta	No. 50491 - Roma

Gasoline required

	Petrol	Paraffin	Lubr.oil	Lubr. grease
Petrol: litres 252x31 days	7.818		4276	

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

LINE ROMA - AVEZZANO

Works for the recostruction of the viaducts and main constructive works between Km. 28+789 and Km. 93+049 in order to permit the circulation of the trains.

Requisite of gasoline, lubricating - oil etc. for the month of October 1944 for the firms, to which the works have been allotted, and list of the motor-cars and machineries necessary for the execution of the works and for which the permission of circulation is inquired.

1 st Allotment) Impresa Generale Appalti e Ricostruzioni

Lorry Bianchi S.5 No. 57714 - Roma
" Fiat 18 B.L. No. 1992 - Grosseto
Motorcar Augusta No. 50491 - Roma

Gasoline required

	Petrol	Paraffin	Lubr.oil	Lubr. grease
Petrol: litres 252x31 days	7.818		4276	
Lubricating-oil:7818x2,5%			195 Kg.	

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

2 nd Allotment) Società Italiana Costruzioni Lavori Pubblici - Brother Scalera.

Lorry Spa	3100	No 82498 - Roma
"	Fiat 18 B.L.	" 1097 - T.P.
"	" 18 B.L.	" 5538 - Roma
"	" 18 B.L.	" 3077 - T.P.
"	" 18 B.L.	" 9642 - Roma
"	" 521	" 45136 - Roma
"	" 522	" 62449 - Roma
"	" 514	" 42719 - Roma
"	Bordone	" 16014 - Roma
"	Fiat 666	" S.K.423
"	Bianchi Milles	" 83145 - Roma
"	O.M. Taurus	" 10932 - Bergamo
"	Lancia Dilambda	" 26731 - Roma
Motorcar :	Fiat 1100	" 69920 - Roma
"	Fiat 500	" 72264 - Roma

Motorcompressor Fiorentini, type A.M.C.A., Power HP 40
Electrogen - group; Motor Condor - Power : HP 10

Gasoline required

	Petrol	Paraffin	Lubr.oil	Lubr.Grease
Petrol litres 298x31 days =	lt.9338			
Paraffin " 100x31 days =		3100		
Lubricating-oils (9338x3100) x 2,5 % =			Kg. 310	
" greases =				77 Kg.

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

" " 16 B.B.
" " 521
" " 522
" " 514
" Bordone
" Fiat 666
" Bianchi Milles
" O.M. Taurus
" Lancia Dilambda
Motorcar : Fiat 1100
" Fiat 500

" 45136 - Roma
" 62449 - Roma
" 42719 - Roma
" 16014 - Roma
" S.K.423
" 83145 - Roma
" 10932 - Bergamo
" 26731 - Roma
" 69920 - Roma
" 72264 - Roma

Motorcompressor Fiorentini, type A.M.C.A., Power HP 40
Electrogen - group; Motor Condor - Power : HP 10

Gasoline required

	Petrol	Paraffin	Lubr.oil	Lubr.Grease
Petrol litres 298x31 days =	lt.9338			
Paraffin " 100x31 days =		3100		
Lubricating-oils (9338x3100) x 2,5 % =			Kg. 310	
" greases =				77 Kg.

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

3 rd Allotment) Società Laziale Costruzioni Generali

Lorry - Fiat	18 B.L.	No 2152 - Roma
"	" 1100	No 5854 - Viterbo
"	Sertum Motofurgone	No 68661 - Roma
Motorcar Lancia		No 7929 - Ancona

Rail Motor-truck - Power - 12 H.P.

Gasoline required :

	Petrol	Paraffin	Lubr.oil	Lubr.grease
Petrol : litres 88 x 31 days	2728 l.			
Lubricating-oil: 2728 x 2,5%			69 Kg.	
Total (for the month of October)	19.884 litres	3.100 litres	474 Kg.	77 Kg.

At the end of October we shall make a control of the real consumption of gasoline and we shall indicate it to you for an eventual balance for the month of November.

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

Motorcar Lancia No 7929 - Ancona

Rail Motor-truck - Power - 12 H.P.

Gasoline required :

	Petrol	Paraffin	Lubr.oil	Lubr.grease
Petrol : litres 88 x 31 days=	2728 l.			
Lubricating-oil: 2728 x 2,5%			69 Kg.	
Total (for the month of October)	19.884 litres	3.100 litres	474 Kg.	77 Kg.

At the end of October we shall make a control of the real consumption of gasoline and we shall indicate it to you for any eventual balance for the month of November.

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

MINISTERO DELLE COMUNICAZIONI — FERROVIE DELLO STATO

DIREZIONE GENERALE = SERVIZIO LAVORI E COSTRUZ.

Line ROMA - PESCARA

Reconstruction of the constructive Works on the section Rome-Avezzano

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Requisite of gasoline

(1st Allotment) : Soc.Impresa Gen. Appalti e Costruzioni

Repair of the under-line bridge at km.28+789, reconstruction of the via-ducts at km.37+140 and at km. 64+317

(These Works have to be complet-ed within 80 days)

Works between km.28+789 and km. 37+140

			Distance	No of journeys	km.
Bricks from Rome	N°7000	Q.2100	40	50	2000
Pozzolana from Vicovaro	=	" 1800	22	43	950
Lime from Arsoli	=	" 450	30	12	360
Timber for Bridges	=	" 320	37	8	296
Water for plants	=	" 500	3	13	39
Broken stone m^3	200	" 3000	15	72	1080
Workshop installation		-	37	2	74
					km. 4799

Works Between km.64+317 and km. 66+931

Bricks from Rome	N°180.000	Q.5400	70	130	9100
Broken stone m^3	500	" 8500	20	200	4000
Pozzolana from Vicovaro	460	" 5300	22	126	2782
Lime from Arsoli	100	" 1265	12	30	360
Timber for Bridges	100	" 1000	70	24	1680
Water for plants	-	" 500	8	12	96
Workshop installation		-	70	4	280

1273

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

Requisite of gasoline

(1st Allotment) : Soc.Impresa Gen. Appalti e Costruzioni

Repair of the under-line bridge at km.28+789, reconstruction of the via-ducts at km.37+140 and at km. 64+317

(These Works have to be complesed within 80 days)

Works between km.28+789 and km. 37+140

			Distance	No of journeys	km.
Bricks from Rome	N°7000	Q.2100	40	50	2000
Pozzolana from Vicovaro	=	" 1800	22	43	950
Lime from Arsoli	=	" 450	30	12	360
Timber for Bridges	=	" 320	37	8	296
Water for plants	=	" 500	3	13	39
Broken stone m^3	200	" 3000	15	72	1080
Workshop installation		-	37	2	74
					km. 4799

Works between km.64+317 and km. 66+931

Bricks from Rome	N°180.000	Q.5400	70	130	9100
Broken stone m^3	500	" 8500	20	200	4000
Pozzolana from Vicovaro	460	" 5300	22	126	2782
Lime from Arsoli	100	" 1265	12	30	360
Timber for Bridges	100	" 1000	70	24	1680
Water for plants	-	" 500	8	12	96
Workshop installation		-	70	4	280
Carrying of workmen and foods for a week		-	70	12	840
				Total .....;;km.	23.937

1273

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

Full-load consumption: 23.937x0,6 = lt. 14.362
Light returns consumption: 1/3 = " 4.687

lt. 19.049

for one motorcar : 0,10x140 km.x80days" 1.120

Total..lt.20.169

Lubricating-oil : 2,5% kg. 500

Daily consumption of gasoline $\frac{20.169}{80}$ lt.252
" " of lubr.oil kg. 6,3

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

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI

LINE ROMA - PESCARA

Reconstruction of the constructive works on the Section Rome - Avezzano.

Requisite of gasoline

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2 nd Allotment) Società Italiana Costruzioni Lavori Pubblici Brothers Scalera.

Reconstruction of the viaduct at Km.72+922, underline bridge at Km.75+522, viaduct at Km.77+300.
(These works have to be completed within 80 days)

			Distance	No.of journeys	Km.
Bricks from Civitella	No.120.000	Q.3600	60	90	5400
Bricks from Arpino	No.180.000	Q.5400	100	130	13000
Broken stone from Arsoli	m^3. 500	Q.8500	10	202	2020
Lime from Arsoli	" 280	Q.1540	15	39	585
Pozzolana from Vicovaro	" 360	Q.4000	30	96	2080
Timber for bridges	" 200	Q.2000	70	50	3500
Water for plants	-	Q. 500	4	12	48
Workshop - installation	-	-	70	4	280
Carrying of workmen and foods for 10 days			70	8	560
				Total Km.	28273

Full-load consumption Km.28.273 x 0,6 = litres 16.963

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

LINE ROMA - PESCARA

Reconstruction of the constructive works on the Section Rome - Avezzano.

Requisite of gasoline

2 nd Allotment) Società Italiana Costruzioni Lavori Pubblici Brothers Scalera.

Reconstruction of the viaduct at Km.72+922, underline bridge at Km.75+522, viaduct at Km.77+300.

(These works have to be completed within 80 days)

			Distance	No.of journeys	Km.
Bricks from Civitella	No.120.000	Q.3600	60	90	5400
Bricks from Arpino	No.180.000	Q.5400	100	130	13000
Broken stone from Arsoli	m^3. 500	Q.8500	10	202	2020
Lime from Arsoli	" 280	Q.1540	15	39	585
Pozzolana from Vicovaro	" 360	Q.4000	30	96	2080
Timber for bridges	" 200	Q.2000	70	50	3500
Water for plants	-	Q. 500	4	12	48
Workshop - installation	-	-	70	4	280
Carrying of workmen and foods for 10 days			70	8	560
				Total Km.	28273

Full-load consumption Km.28.273 x 0,6 = litres 16.963

Light-returns consumption : 1/3 = " 5.654

Total litres 22.617

For one motorcar : litres: 0,10x150 Km/80 days

Total litres 1.200

Total litres 23.817

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1271

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

Workshop for machinery

Motor - compressor group Hp.40
Electrogen group Hp.10

Hp.50 x 0,250 Kg. x 8,50 = Kg. 8.000

Gasoline : total-litres 31.817
Lubricating-oil - 2,50 % Kg. 795

Daily consumption of gasoline $\frac{31.817}{8'}$ = 398 litres

of which { petrol : 298 litres
paraffin ; 100 "

Lubricating-oils = $\frac{795}{80}$ = 10 Kg.

Greases $\frac{200}{80}$ = 2,5 Kg.

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

Hp.50 x 0,250 Kg. x 8,50 = Kg. 8.000

Gasoline : total-litres 31.817

Lubricating-oil - 2,50 % Kg. 795

Daily consumption of gasoline $\frac{31.817}{8'}$ = 398 litres

of which { petrol : 298 litres
paraffin ; 100 "

Lubricating-oils = $\frac{795}{80}$ = 10 Kg.

Greases $\frac{200}{80}$ = 2,5 Kg.

Declassified E.O. 12356 Section 3.3/NND No. 788021

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE=SERVIZIO LAVORI E COSTRUZIONI

LINE: ROMA=PESCARA

Reconstruction of the constructive works on the section Rome – Avezzano.

Requisite of gasoline

3 rd Allotment — Società Laziale Costruzioni Generali

Repairs of the tunnel opening at Km.85+475 and reconstruction of the bridge at Km.93+049 (These works have to he completed within 80 days)

			Distance	No. of journeys	Km
Bricks from Civitello: N°. 50.000		A. 1500	Km. 30	36	1080
Broken stone from Cappelle m3	200	" 3000	" 12	72	840
Lime from Capistrello "	70	" 400	" 22	10	220
Pozzolana from Vicovaro "	140	" 1550	" 64	37	2368
Timber for bridges "	40	" 400	" 90	10	900
Water for plants	=	" 200	" 4	5	20
Workshop installation	-	-	" 90	2	180
Carrying of workmen and foods for 15 days	-	-	" 90	6	540
				Total	Km. 6.148

Full-load consumption: Km. 6.148 x 0,6 = lt. 3688
Light returns consumption: 1/3 = " 1229
Total litres 4917

for one motorcar: lt: 0,10 x 200 Km. x 30 journeys = 600
Total lt. 5517

Workshop's machinery
Rail Motor-truck
Hp 12 x 0,250 x 8h x 60 = lt. 1440

4269

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

3 rd Allotment — Società Laziale Costruzioni Generali

Repairs of the tunnel opening at Km.85+475 and reconstruction of the bridge at Km.93+049 (These works have to be completed within 80 days)

			Distance	No. of journeys	Km
Bricks from Civitello: N°.	50.000	A. 1500	Km. 30	36	1080
Broken stone from Cappellem	200	" 3000	" 12	72	840
Lime from Capistrello	" 70	" 400	" 22	10	220
Pozzolana from Vicovaro	" 140	" 1550	" 64	37	2368
Timber for bridges	" 40	" 400	" 90	10	900
Water for plants	=	" 200	" 4	5	20
Workshop installation	-	-	" 90	2	180
Carrying of workmen and foods for 15 days	-	-	" 90	6	540
			Total		Km. 6.148

Full load consumption: Km. 6.148 x 0,6 = lt. 3688
Light returns consumption: 1/3 = " 1229
Total litres 4917

For one motorcar: lt: 0,10 x 200 Km. x 30 journeys = 600
Total lt. 5517

Workshop & machinery
Rail Motor-truck
Hp 12 x 0,250 x 8 h x 60 = lt. 1440

Gasoline: total: lt. 6957
Lubricating oil = 2,5% 172
Daily consumption of gasoline 6957 / 80 = 88 lt.
" " of lubr. oil = 2,2 Kg

4269

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

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

EJM/id

ACC/Tn/58/8

27 October 1944

To Ing.Lo Cigno,
Ministero delle Comunicazioni.

Subject Line 88. Reconstruction Rome to Tivoli Section

1) Reference inspection of the 24th Inst., at which you were present.

2) It was obvious that the reconstruction of the two bridges was being very considerably retarded due to

(A) Insufficient men employed,
(B) Lack of plant and equipment.

3) The contractor for this work was recommended by your Works Section and it was considered that any recommendation made would be that of a firm whose record of good service on previous work was known to you. This appears not to be the case and in consequence the work is adversely affected.

4) It is essential that on all future works, before any contract is let, any firm recommended is fully investigated to see whether they have all the necessary plant and facilities for the satisfactory and speedy execution of the work within the contract time.

5) In my letter, Ref.ACC/Tn/58/4 29th Sept, this section of line was to be ready for operation 6 weeks from the 29th Sept. This,you will appreciate, includes at least two weeks for the concrete and mortar to cure so as to be fit to take the stress induced by the passage of a moving load.

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

Subject Line 88. Reconstruction Rome to Tivoli Section

1) Reference inspection of the 24th Inst., at which you were present.

2) It was obvious that the reconstruction of the two bridges was being very considerably retarded due to

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4) It is essential that on all future works, before any contract is let, any firm recommended is fully investigated to see whether they have all the necessary plant and facilities for the satisfactory and speedy execution of the work within the contract time.

5) In my letter, Ref.ACC/Tn/58/4[illegible] 29th Sept, this section of line was to be ready for operation 6 weeks from the 29th Sept. This,you will appreciate, includes at least two weeks for the concrete and mortar to cure so as to be fit to take the stress induced by the passage of a moving load.

4268

L.E.Vining, Lt.Col.,
Trans. Sub Comm.,
Rails.

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

Jcca/1130/4

27 OCT 1944

Forze Alleate
Servizio Militare Ferroviario
Ufficio del Direttore - Italia

A P O 400
25 Ottobre 1944

Oggetto
Uso di un autoveicolo per
la linea 88 -

All' Ing. Lo Cigno
Capo Servizio Lavori
Ferrovie dello Stato
S e d e

1. Si fa riferimento alla fornitura di un autoveicolo per uso dell'Impresa addetta alla ricostruzione della linea 88, da Roma ad Avezzano.

2. Non è possibile consentire ulteriori assegnazioni degli automezzi, che sono usati dall'Ing. Fazio per lavori di ripristino di impianti elettrici e di segnalamento sulle linee che vengono riattivate dal Servizio Ferroviario Militare.

3. Il Capitano Wiley, del Quart. Gen. Serv. Ferrov. Militare si occupa dei lavori di elettrificazione sulla linea 87 fra Orte e Falconara, e se egli ritiene che l'uso di un autoveicolo sulla linea 88, fino ad Avezzano, sia necessario per il trasferimento di una sottostazione portatile sulla linea 87, provvederà egli stesso a fornire tale autoveicolo.

4. Il Capitano Wiley s'interesserà di questa pratica al suo ritorno a Roma. Frattanto, però, non si deve fare uso degli autoveicoli adibiti ai lavori di ripristino degli impianti elettrici e di segnalamento.

Per il Direttore:
Robert J. Crane
Ten. Col. T.C.
Capo Rep. Manutenzione Lavori

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

S e d e

1. Si fa riferimento alla fornitura di un autoveicolo per uso dell'Impresa addetta alla ricostruzione della linea 88, da Roma ad Avezzano.

2. Non è possibile consentire ulteriori assegnazioni degli automezzi, che sono usati dall'Ing. Fazio per lavori di ripristino di impianti elettrici e di segnalamento sulle linee che vengono riattivate dal Servizio Ferroviario Militare.

3. Il Capitano Wiley, del Quart. Gen. Serv. Ferrov. Militare si occupa dei lavori di elettrificazione sulla linea 87 fra Orte e Falconara, e se egli ritiene che l'uso di un autoveicolo sulla linea 88, fino ad Avezzano, sia necessario per il trasferimento di una sottostazione portatile sulla linea 87, provvederà egli stesso a fornire tale autoveicolo.

4. Il Capitano Wiley s'interesserà di questa pratica al suo ritorno a Roma. Frattanto, però, non si deve fare uso degli autoveicoli adibiti ai lavori di ripristino degli impianti elettrici e di segnalamento.

Per il Direttore:
Robert J. Crane
Ten. Col. T.C.
Capo Rep. Manutenzione Lavori

Ca.27/c.b.

1207

SEGRETERIA
DEL DIRETTORE GENERALE
27 OTT. 1944

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

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

Decl/1120/4
27 OCT 1944

M.R.S

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

A.P.O. 400
25 October, 1944

Subject: Use of motor car on Line 88.

To: Engr. Lo Cigno, Chief Engr., I.S.R.

1. Relative to the matter of furnishing a motor car for use of contractor reconstructing Line 88, Rome to Avezzano.

2. No motor cars that are in use by Engr. Mazio in connection with communications and signal work on lines that are now open and being operated by the Military Railway Service will be permitted to be assigned elsewhere.

3. Captain Wiley of Hq., Mil. Ry. Serv. is in charge of electrification work on Line 87, Orte-Falconara, and if he feels that use of a motor car on Line 88 to Avezzano will be necessary to enable portable substation to be moved to Line 87, then Captain Wiley will arrange for the motor car.

4. This matter of furnishing a motor car for the Avezzano line will be taken up with Captain Wiley upon his return to Rome. In the meantime, however, motor cars in use for signal and communication work are not to be taken from their present assignments.

For the Director:

Robert J. Crane
ROBERT J. CRANE
Lt. Col., TC
Chief Maintenance Engr.

cc: Capt. Wiley
Engr. Mazio

4266

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

EJV/id

ACC/Tn/100/88

To Ing Lo Cigno,
Ministero delle Communicazioni.

Subject Line N° 88 Rome-Avezzano.

1) By a letter, reference ACC/Tn/100/88/257, dated 28th October, 44, addressed to the Minister of Communications, authority has been granted for the reconstruction of the above line.

2) All work is to be carried out in accordance with the approved drawings.

3) Competative tenders should be invited for these works only from firms whose record of previous good work is known to you and of whom it is now known that they are in a position with regard to plant and labour following to satisfactorily and speedily complete the work. All tenders must clearly state the time required to complte the work.

4) The repairs should be divided into three sections, awarding a contract for each section to a different firm.

5) Before any contract is awarded the priced bill of quantities of the recommended firm must be submitted for approval tpgether with a brief summary of what facilities the firm has as tregard to plant and workshops.

L.E.Vining,Lt.Col.,
Trans.Sub Comm.,
Rome.

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

Subject.

1) By a letter, reference AGC/Tn/100/88/257, dated 28th October, 44, addressed to the Minister of Communications, authority has been granted for the reconstruction of the above line.

2) All work is to be carried out in accordance with the approved drawings.

3) Competative tenders should be invited for these works only from firms whose record of previous good work is known to you and of whom it is now known that they are in a position with regard to plant and labour following to satisfactorily and speedily complete the work. All tenders must clearly state the time required to complte the work.

4) The repairs should be divided into three sections, awarding a contract for each section to a different firm.

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L.E.Vining.Lt.Col.,
Trans.Sub Comm.,
Rail Ns.

1965

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

TRANSLATION

To the attention of Major Mole,
Transportation Sub Commission.

Line ROMA - AVEZZANO

Weekly report on the repairs and rehabilitation of the bridges.

1st Section. Società Imprese Generali Appalti e Costruzioni

This firm has obtained circulating permits for its vehicle and a provisionary assignment of petrol that has permitted it to begin work. The ruins are being cleared, they are demolishing the dangerous and damaged parts and are bringing up the necessary building material, as well as the material for scaffolding and centres.

Works slow due to inadequate supply of petrol

2nd Section. Società Italiana Costruzioni e Lavori Pubblici dei Fratelli Scalera.

The work, begun on Oct. 3rd. has been totally suspended on Oct. 12th. for the lack of circulating permits and assignment of Petrol, asked for on Sept. 26th. The ruins are being cleared and the dangerous and damaged parts are being demolished.

Work not yet authorized

3rd Section. Società Laziale Costruzioni Generali.

The work has not been begun as the firm has refused to accept the work until they receive their circulating permits and their supply of petrol.

Rome, 15th October 1944

THE HEAD OF THE WORKS
& CONSTRUCTION SERVICE

1264

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

Weekly report on the repairs and rehabilitation of the bridges.

1st Section. Società Imprese Generali Appalti e Costruzioni

This firm has obtained circulating permits for its vehicle and a provisionary assignment of petrol that has permitted it to begin work. The ruins are being cleared, they are demolishing the dangerous and damaged parts and are bringing up the necessary building material, as well as the material for scaffolding and centres.

Work is now in progress since 3rd Oct.

2nd Section. Società Italiana Costruzioni e Lavori Pubblici dei Fratelli Scalera.

The work, begun on Oct. 3rd. has been totally suspended on Oct. 12th. for the lack of circulating permits and assignment of Petrol, asked for on Sept. 26th. The ruins are being cleared and the dangerous and damaged parts are being demolished.

3rd Section. Società Laziale Costruzioni Generali.

The work has not been begun as the firm has refused to accept the work until they receive their circulating permits and their supply of petrol.

Work not yet authorized

Rome, 15th October 1944

THE HEAD OF THE WORKS
& CONSTRUCTION SERVICE

1264

Contractors (?)

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

All'attenzione del Sig. Maggiore MOLE

Sottocommissione Alleata di Controllo

Linea ROMA - AVEZZANO

Rapporto settimanale sui lavori di riparazione e di ripristino delle opera d'arte.

1° lotto - Società Imprese Generali Appalti e Costruzioni.

La Società ha ottenuto i permessi di circolazione per gli automezzi ed un'assegnazione provvisoria di benzina che le ha permesso di iniziare i lavori. Sono in corso le rimozioni delle macerie, le demolizioni delle parti pericolanti o lesionate e gli approvvigionamenti dei materiali da costruzione e dei materiali per i ponteggi e le centine.

2° lotto - Società Italiana Costruzioni e Lavori Pubblici dei Fratelli Scalera.

I lavori, consegnati in data 3 ottobre, sono stati totalmente sospesi a partire dal 12 ottobre u.s. per mancanza di permessi di circolazione per gli automezzi e di assegnazione di carburanti, richiesti fin dal 26 settembre u.s.-

Sono state iniziate le rimozioni delle macerie e le demolizioni delle parti pericolanti o lesionate.

3° lotto - Società Laziale Costruzioni Generali.

I lavori non sono iniziati in quanto la Società Appaltatrice si è rifiutata di accettare la consegna dei lavori stessi fino a quando non le verranno rilasciati i permessi di circolazione per gli automezzi e le assegnazioni di carburanti.

Roma, 15 ottobre 1944

IL CAPO DEL SERVIZIO
LAVORI E COSTRUZIONI

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

Rapporto settimanale sui lavori di riparazione e di ripristino delle opere d'arte.

1° lotto - Società Imprese Generali Appalti e Costruzioni.

La Società ha ottenuto i permessi di circolazione per gli automezzi ed un'assegnazione provvisoria di benzina che le ha permesso di iniziare i lavori. Sono in corso le rimozioni delle macerie, le demolizioni delle parti pericolanti o lesionate e gli approvvigionamenti dei materiali da costruzione e dei materiali per i ponteggi e le centine.

2° lotto - Società Italiana Costruzioni e Lavori Pubblici dei Fratelli Scalera.

I lavori, consegnati in data 3 ottobre, sono stati totalmente sospesi a partire dal 12 ottobre u.s. per mancanza di permessi di circolazione per gli automezzi e di assegnazione di carburanti, richiesti fin dal 26 settembre u.s.-

Sono state iniziate le rimozioni delle macerie e le demolizioni delle parti pericolanti o lesionate.

3° lotto - Società Laziale Costruzioni Generali.

I lavori non sono iniziati in quanto la Società Appaltatrice si è rifiutata di accettare la consegna dei lavori stessi fino a quando non le verranno rilasciati i permessi di circolazione per gli automezzi e le assegnazioni di carburanti.

Roma, 15 ottobre 1944

IL CAPO DEL SERVIZIO
LAVORI E COSTRUZIONI
Vacca 263

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

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

MINISTERO DELLE COMUNICAZIONI
SERVIZIO LAVORI E COSTRUZIONI

Roma, 14.10.1944
I.C.6.14.19042

SECRET: Rome - Pescara line.
Reinstallation Rome-Avezzano.

TO: MAJOR MOLE ALLIED
CONTROL COMMISSION
ROME

Reference is made to our letter N° 6.14.12426 dated 24 August, in which we asked the K.R.S. the authorization to re-establish the stretch of line Rome - Avezzano. Attached is a copy of the drawings showing the technical modalities for repairing or reconstructing the six [illegible] most important bridges on the stretch of line.

THE CHIEF OF THE SERVIZIO LAVORI

IO CIGNO

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

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

======oOOo======

Roma, li-14 Ottobre 1944- - A.
N. L.C.6/14/19042-
Al N. ..... del .....

OGGETTO: Linea Roma-Pescara.
Ripristino tratto Roma-Avezzano.

-Alleg.6

MAYOR M O L E
Commissione Controllo Alleato
Sottocommissione trasporti(ferrovie)
S E D E

Con riferimento alla lettera n°-6/14/13826 del 24 Agosto con la quale venne richiesta alla Direzione Generale Military Railway Service l'autorizzazione a provvedere ai lavori di ripristino del tratto di linea Roma-Avezzano, si trasmette una copia dei disegni di dettaglio delle modalità tecniche con le quali saranno riparate o ricostruite le sei opere d'arte di maggiore importanza del tratto stesso.-

IL CAPO DEL SERVIZIO

Stab. Tip. Pacci - Ancona - Ord. 37 - 30-42-XX - 170.920 Ex.

(1) Servizio.

I

MINISTERY OF COMMUNICATIONS
ITALIAN STATE RAILWAYS

WORKS AND CONSTRUCTIONS SECTION

CONVENTION OF JOB-WORK

With the Firm Impresa Generale Appalti e Costruzioni
for the execution of the first lot of works in ground and in masonry,relative to the repairs of the works of art on the line Rome-Avezzano damaged by war-events.The works are approved in the account No.57 "Expenses for repairs of damages consequent to war-events"
from
with No. dated
and committed by the job,as per private dealing.

Clause I

Object of contract

The Administration of State Railways,represented for this contract by Ing.Comm.Dr.Tommaso Carone,Chief of the Works Section of Rome,in conformity to the authorities conferred on him by the existing regulations,joins contract with the Firm Impresa Gen.App.e Costr. who,from now on,will be refferred to as the contractor,and the contractor commits himself to undertake the execution of the first lot of works in ground and masonry relative to the repairs of the works of art on the line Rome-Avezzano damaged by war-event,consisting of :

a) reinstatement of the abutments of the railway underbridge at Kos. 28+790
b) reinstatement of the bridge at Kos. 37+140
c) reinstatement of the bridge at Kos. 64+317
d) reinstatement of the mouth of the tunnel at Kos.65+931
e) reinstatement of the bridge at Kos.66+365
f) warious repairs,if ordered,to the works of art included between the Station of Bagni di Tivoli and Kos.66+365
g) supply of workmanship in economy,if required for the working up of provisional joists,provisional reinstatement,etc..
h) various and accessory works.

The above programm of works is simply indicative and does not bind the Administration of State Railways which,on the other hand,reserves to itself the largest faculty to change,even substantially,the same programm and to rescind the present contract at any time and for any reason,and the contractor cannot claim any right or pretention of indemnity for loss of gain,or emergent damage or for any other title.
From the job are exluded the works for laying the line.

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

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The above programm of works is simply indicative and does not bind the Administration of State Railways which,on the other hand,reserves to itself the largest faculty to change,even substantially,the same programm and to rescind the present contract at any time and for any reason,and the contractor cannot claim any right or pretention of indemnity for loss of gain,or emergent damage or for any other title.
From the job are exdluded the works for laying the line.
Bricks,cement and explosives will be supplied by the Administration of State Railways.
For the transportation of said materials from the places of production or of depot to the spot of work,for the transportation of materials,plants and means of works pertaining to the contractor,and for the working of the yard-installations,the Administration of State Railways will supply free of charge the carburettings and lubricatings. 1282

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

There is no indemnity to the contractor, whenever the Administration, for any reason, is not abble to supply in all or partially the carburettings or lubricatings necessary for the working of the yard-installations.

Clause No 2

Amount of the job and reduction

The job is granted subject to all conditions and rules laid down by this contract and at the tariff prices, as per clause 8, the prices are accepted by the contractor without ecception, or reserves, with the reduction of per cent either on the prices of hirings, provisions, supplies and works or on the shares for general expenses and profit to the contractor of which will be increased the prices for workmanship in economy.

The approximate cost of the job, free of same reduction, is estimated 9.500.000 lire.

The contractor expressly waive to the faculty granted him by the Art.344 of the Law 20th March 1865 No.2248 on public works, as far as it concerns the increase or the reduction of works executed with regard to those foreseen, whatever be the variation of the amount of works executed with regard to the presumed amount, and also if said variations depends on the revision of prices, as per clause NO.9; or on the modification of programm and on the progress of works.

Clause No 3

Regulations and Technical Specifications

For anything that is not specified in this contract, the contractor is responsible for the observance of all regulations contained in:

a) The specification for the works and supplies on behalf of the Administration of I/S/R. approved by the Administration Board at the meeting of the 3rd May and the I4th July I922 deposited in Rome at the Contract Offices of the General Management of I.S.R with Public Act dated 28th August I922 (No.50 Private Register) registered in Rome on the 2nd November I93I with No.2542, Ist Book, I3th Volume of Public Acts.

The Administration of State Railways, to its uncontrollable decision, can allow the contractor the employment of railway trucks for laying down the line of its property, to travel, following the rules which will be given by the Management, in the immediate vicinities of the various works of art to be repaired and will supply, also free of charge, a personel as escort to the said railway truck. The presence of the escort-man does not cancel or diminish the responsability of the contractor, who is completely responsible of any damage or other which ought to happen as consequence to the circulation of said railway trucks.

b) The General Technical Specification for contracts let by the Administration of I.S.R. approved by the Board of Administration at the meeting of the I2th February I9I4 deposited in Rome at the Contract Office of the General Management of I.S.R. which Public Act dated 22nd March I9I4 (No.I3 Private Register) registered in Rome on the 24th March I9I4 with NO.7596 of Register No.349 of Public Acts.

c) The General Administration Specification for the contracts let by the

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

works or on the shares for general expenses and profit of the contractor, of which will be increased the prices for workmanship in economy.

The approximate cost of the job, free of same reduction, is estimated 9.500.000 lire.

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Clause No 3

Regulations and Technical Specifications

For anything that is not specified in this contract, the contractor is responsible for the observance of all regulations contained in:

a) The specification for the works and supplies on behalf of the Administration of I/S/R. approved by the Administration Board at the meeting of the 3rd May and the 14th July 1922 deposited in Rome at the Contract Offices of the General Management of I.S.R with Public Act dated 28th August 1922 (No.50 Private Register) registered in Rome on the 2nd November 1931 with No.2542, Ist Book, 13th Volume of Public Acts.

The Administration of State Railways, to its uncontrollable decision, can allow the contractor the employment of railway trucks for laying down the line of its property, to travel, following the rules which will be given by the Management, in the immediate vicinities of the various works of art to be repaired and will supply, also free of charge, a personel as escort to the said railway truck. The presence of the escort-man does not cancel or diminish the responsability of the contractor, who is completely responsible of any damage or other which ought to happen as consequence to the circulation of said railway trucks.

b) The General Technical Specification for contracts let by the Administration of I.S.R. approved by the Board of Administration at the meeting of the 12th February 1914 deposited in Rome at the Contract Office of the General Management of I.S.R. which Public Act dated 22nd March 1914 (No.13 Private Register) registered in Rome on the 24th March 1914 with NO.7596 of Register No.349 of Public Acts.

c) The General Administration Specification for the contracts let by the Administration of I.S.R. approved by the Board of Administration at the meeting of the 9th April 1909, deposited in Rome at the Contract Office of the General Management of I.S.R withe Public Act (No?36 Private Register) dated 2nd June 1909 registered in Rome on the 5th June 1909 with No.8590 of Register No.296 of Public Acts, inasmuch as not specifications do not conflict with those detailed in the specification mentioned in para, (a).

The contractor declares to have detailed knowledge of the above specifications, which are not here enclosed.

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V

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

It is understood that all engagements deriving from said Specifications and Rules are included and compensated in the prices of tariff.

Clause No.4

Staff and Labour employed on works;

The contractor may at any time be required to give the management,within 5 days of request,a full list of names of all staff and labour employed on the contracted works,indicating name,father's name,date and place of birth address and works on which he has previously been employed.

The contractor must also put forward the general penal certificate, the certificate of good moral conduct (of a date not earlier than 2 months from date of request) and identity card of any employee for whom such documents will be requested by the management.

Similarly,if necessity or opportunity arises that the number of staff or labourers,be increased or partially or totally subtituded,the contractor will act in accordance with what is stated in the above paragraph.

The contractor will,at his own expense,provide his employees with a metal rectangular badge on which is printed "Ferrovie dello Stato"and the name of the contracting firm.

The Administration of I.S.R reserves to itself the faculty to dismiss from the yard any employee or workman of the contractor.

Clause No. 5

Social Insurances

In addition to the provisions contained in Clause I8 of the Specification mentioned in the above Clause 3 para (a) regarding accidents damages and medical aid to the workers and other regulatins on workers and yards,the contractor will fulfil evefy obligation regarding:

a) Social Insurances as imposed by Law or collective contracts (invalidity and old age,unemployment,tubercolosis,accidents and illness).

b) Allowances in favour of the workers laid down by the collective contracts which are based on the payment of a part contribution by the employer (family allowances in accordance with the Law-decree 2Ist August I936 No?I632,allowance to worker called up for military service or volunteers for exceptional military needs,in accordance with the collective contracts).

Clause No. 6

Employment of Labour

4280

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

address and works on which he has previously been employed.

The contractor must also put forward the general penal certificate, the certificate of good moral conduct (of a date not earlier than 2 months from date of requestm) and identity card of any employee for whom such documents will be requested by the management.

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Clause No. 6

Employment of Labour

4260

For the employment of unemployed labour the contractor will be bound to the Tules on the national discipline of request and offer of work.

The contractor is moreover bound to make use,at a parity of conditions, of the local Union of Artisans and of the local production of materials, endeavowing to share,so much as it is possible,the orders among several producers and artisans.

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

For the workmanship will be followed the rules established by Law and collective contracts of labour stipulated and affirmed in accordance with the Law on the juridical discipline of the collective relations .

Clause No. 7

Domicile

For all administration purposes the contractor establishes his domicile at Via F.Crispi,20 and in case this should change it will be understood the new address will be the Municipio of

For juridical purposes,on the contrary,the contractor will be addressed at the "Cancelleria del Tribunale Civile e Penale di Roma"

Clause No.8

Tariff of Prices

All the tariff prices,except those for the workmanship in economy as per para.I will be subject to the reduction of per cent.

On the workmanship in economy it will be applied an increase of 58% (fifty-eight per cent) for the continuative burdens in connection with the wage.

To the prices of said provisions,increased as above said,it will be moreover applied the increase of I6% (sixteen per cent) for the general expenses.Moreover,to said prices of provisions in economy,increased as above ~~it will be applied the increased as above~~,it will be applied the increase of I0% (ten per cent) for the profit of the contractor.

The share of 58% will not be subject to any reduction,on the contrary on the shares of I6% and I0% it will be applied the reduction as above.

The Administration of I.S.R. will supply free of charge the food for a meal for each worker and each day of work,in the measure established by the competent authorities.

In case,for any reason the same Administration could not provide to the above said,it will correspond a daily indemnity of 20 (twenty) lire for each worker.

The wages of workmanship for provisions in economy and the relative shares of increase,are subject to revision with the modalities specified

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

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The share of 58% will not be subject to any reduction,on the contrary on the shares of I6% and I0% it will be applied the reduction as above.

The Administration of I.S.R. will supply free of charge the food for a meal for each worker and each day of work,in the measure established by the competent authorities.

In case,for any reason the same Administration could not provide to the above said,it will correspond a daily indemnity of 20 (twenty) lire for each worker.

The wages of workmanship for provisions in economy and the relative shares of increase,are subject to revision with the modalities specified in the next Clause No.9

CHAPTER Ist

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Workmanship for provisions in economy

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I - Bricklayer's labourer, ground-digger, lime-labourer, etc. for each hour of work, ten lire and sixty centimes 10,60 Lire

2 - Mason, miner, carpenter, cement-labourer, blacksmith, stone-cutter, and skilled labourer generally, for each hour of work, thirteen lire 13 Lire

CHAPTER 2nd

Hires

3 - Hire of timber of any essence and dimensions, for the whole duration of works, provided it is fit for bridgings, box-shapes, supportings etc..included the working of timbers, the waste, the necessary mailry and iron fittings, the clamps etc.. per cubic meter, two thousand and eighty hundred lire =2800 Lire

4 - Hire of a 4-seat-car, included and compensated in the price the provision of the driver and any other burden, excluded only the carburettings and lubricatings which will be supplied free of charge by the Administration of I.S.R., for each day or fraction of same, one thousand lire 1000.Lire

5 - Hire of a lorry, included and compensated in the price the provisions of the driver and assistant, if necessary, and any other burden, excluded only the carburettings and lubricatings which will be supplied free of charge by the Administration of I.S.R.:

a) for a capacity until 15 (fifteen) quintals, for each day or fraction of same, two-thousand lire 2.000 Lire

b) for a capacity from 16 (sixteen) to 35 (thirty-five) quintals for each day or fraction of same, three thousand and five hundred lire 3.500 Lire

c) for a capacity from 36 (thirty-six) to 50 (fifty) quintals, for each day or fraction of same, seven thousand lire 7.000 Lire

d) for a capacity superior to 50 (fifty) quintals, for each day or fraction of same, nine thousand lire 9.000 Lire.

CHAPTER 3rd

Provision of materials to the place of work

6 - River-sand or from quarry thousand lire per cm. 1000 Lire

7 - Small gravel or small rubble, maximum dimensions of 3 three centimeters, nine hundred lire per cm. 900 Lire

8 - Gravel or rubble, maximum dimensions of six centimeters, seven hundred and fifty lire per cm. 750 Lire

9 - Gravel or rubble, maximum dimensions of six centimeters, derived from broken stones belonging to the Administration, two hundred and fifty lire per cm. 250 Lire

10- Calcareous broken stones for masonries, nine hundred lire per cm. 900 Lire

11- Broken stones and pebble-stones for fillings, drainages, wasps'nests, etc. two hundred lire per cm. 200 Lire

2800 Lire

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3 - Hire of timber of any essence and dimensions,for the whole duration of works,provided it is fit for bridgings,box-shapes,supportings etc..included the working of timbers,the waste,the necessary mailry and iron fittings,the clamps etc.. per cubic meter,two thousand and eighty hundred lire =2800 Lire

4 - Hire of a 4-seat-car,included and compensated in the price the provision of the driver and any other burden,excluded only the carburettings and lubricatings which will be supplied free of charge by the Administration of I.S.R.,for each day or fraction of same,one thousand lire I000.Lire

5 - Hire of a lorry,included and compensated in the price the provisions of the driver and assistant,if necessary,and any other burden,excluded only the carburettings and lubricatings which will be supplied free of charge by the Administration of I.S.R.:

a) for a capacity until I5 (fifteen) quintals,for each day or fraction of same ,two-thousand lire 2.000 Lire

b) for a capacity from I6 (sixteen) to 35 (thirty-five) quintals for each day or fraction of same,three thousand and five hundred lire 3.500 Lire

c) for a capacity from 36 (thirty-six) to 50 (fifty)quintals,for each day or fraction of same,seven thousand lire 7.000 Lire

d) for a capacity superior to 50 (fifty)quintals,for each day or fraction of same,nine thousand lire 9.000 Lire.

CHAPTER 3rd

Provision of materials to the place of work

6 - River-sand or from quarry thousand lire per cm. I000 Lire

7 - Small gravel or small rubble,maximum dimensions of 3 three centimeters,nine hundred lire per cm. 900 Lire

8 - Gravel or rubble,maximum dimensions of six centimeters, seven hundred and fifty lire per cm. 750 Lire

9 - Gravel or rubble,maximum dimensions of six centimeters, derived from broken stones belonging to the Administration ,two hundred and fifty lire per cm. 250 Lire

I0- Calcareous broken stones for masonries, nine hundred lire per cm. 900 Lire

II- Broken stones and pebble-stones for fillings,drainages, wasps'nests,etc. two hundred lire per cm. 200 Lire

I2- Fat lime ,two thousand and eight hundred lire per cm. 2800 Lire

I3- Sifted pozzuolana,one thousand and one hundred lire I100 Lire

I4- Mortar,made in the proportions of one volume of lime No.I2 (twelve)and two of pozzuolana No.I4 (fourteen) two thousand and three hundred lire per cm. 2300 Lire

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I5 - Cement mortar with cement or agglomerate supplied by the Administration of I.S.R. and sand No.6 (six),whatever be the dosage which will be prescribed,one thousand one hundred and fifty lire per cm II50 Lire

I6 - Timber of fir-trees:

a) large tables,tables and murals with live corner-edge,thirteen thousand lire per cm. I3.000 lire

b) joists with live corner-edge,with minimum dimensions of ten centimeters nine thousand lire per cm. 9.000lire

c) joists rougly squared with the minimum dimensions of ten centimeters six thousand lire per cm. 6.000lire

I7 - Forge iron and worked for clamps,stirrups,connecting rods,connections etc. one hundred and fifty lire per Kilo I50lire

CHAPTER 4th

Works to be estimated by measure

I8 - Excavation of hapking in materials of any kind and consistence,excluded the rock for mine,inclusive the transportation to any distance,and settlement of waste materials alongside the escarpments and the railroad-quay,or on areas to be provided at own care and cost of the contractor,sixty-five lire per cm. 65lire

I9 - Excavations of foundations in materials of any kind and consistence excluded the rock for mine,inclusive the necessary armourings and supportings,and the burdens mentioned at No.I8:

a) until a depth of two meters,one hundred lire per cm. I00lire

b) beyond two meters to four meters of depth, one hundred and twenty-five lire per cm. I25lire

20 - Increase to prices of No.I8 and I9 for the excavation in rocks for mine one hundred lire per cm. I00lire

2I - Culvert and fill generally,inclusive the pillars in horizontal layers of fifty centimeters high:

a) with material got from the quarries of loan,whatever be the distance,seventy lire per cm. 70lire

b) with material got from the excavations,the demolitions and anyhow belonging to the Administration,thirty-five lire per cm. 35lire

22 - Removal of fallen down materials in the inside of tunnels,until one hundred meters from the mouth of the tunnel,inclusive the burdens mentioned at No I8 and all the necessary armourings, one hundred and fifty lire per cm. I50lire

23 - Demolition of masonries of any kind,in or on foundation,inclusive the burdens mentioned at No.I8 and the necessary armourings :

a) in the open air one hundred and seventy lire per cm. I70lire

b) in the inside of tunnels,two hundred and eighty lire per cm. 280lire

24 - Demolition with a bound section or with small run of masonry of any kind,executed by chisel,by mechanic means etc.,for mortar for small masonries etc.,with the burdens mentioned at No.23: 300lire

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c) joists rougly squared with the minimum dimensions of ten centimeters six thousand lire per cm. 6.000lire

I7 - Forge iron and worked for clamps,stirrups,connecting rods,connections etc. one hundred and fifty lire per Kilo I50lire

CHAPTER 4th

Works to be estimated by measure

I8 - Excavation of hanking in materials of any kind and consistence,excluded the rock for mine,inclusive the transportation to any distance,and settlement of waste materials alongside the escarpments and the rail-road-quay,or on areas to be provided at own care and cost of the contractor,sixty-five lire per cm. 65lire

I9 - Excavations of foundations in materials of any kind and consistence excluded the rock for mine,inclusive the necessary armourings and supportings,and the burdens mentioned at No.I8:

a) until a depth of two meters,one hundred lire per cm. I00lire

b) beyond two meters to four meters of depth, one hundred and twenty-five lire per cm. I25lire

20 - Increase to prices of No.I8 and I9 for the excavation in rocks for mine one hundred lire per cm. I00lire

2I - Culvert and fill generally,inclusive the pillars in horizontal layers fifty centimeters high:

a) with material got from the quarries of loan,whatever be the distance,seventy lire per cm. 70lire

b) with material got from the excavations,the demolitions and anyhow belonging to the Administration,thirty-five lire per cm. 35lire

22 - Removal of fallen down materials in the inside of tunnels,until one hundred meters from the mouth of the tunnel,inclusive the burdens mentioned at No I8 and all the necessary armourings, one hundred and fifty lire per cm. I50lire

23 - Demolition of masonries of any kind,in or on foundation,inclusive the burdens mentioned at No.I8 and the necessary armourings :

a) in the open air, one hundred and seventy lire per cm. I70lire

b) in the inside of tunnels,two hundred and eighty lire per cm. 280lire

24 - Demolition with a bound section or with small run of masonry of any kind,executed by chisel,by mechanic means etc.,for mortizings,for small masonries etc.,with the burdens mentioned at No.23:

a) at the open air,three hundred lire per cm. 300lire

b) in the inside of tunnels,four hundred lire per cm. 400lire

25 - Increase of prices of the above Nos.for the choise,unplastering, polishing,transportation and heap in the areas which will be indicated by the Management,of construction materials got from the excavations,removals,demolitions,etc .,and which the Management intends to recover and preserve for being or not employed in the works,of:

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a) parapets,frames,bands,cowls,etc. in stone to be cut,five hundred lire per cm. 500lire
b) angle-irons etc.five hundred and fifty lire per cm. 550lire
c) stones for masonry,two hundred and twenty lire per cm. 220lire
d) bricks,eight hundred lire per thousand pèeces 800lire

26 -Concrete with ingredients supplied by the Administration in the proportions which will be prescribed,per 0,500 cm (five hundred cubic decimeters) of sand No.6 (six) and cm.0,800 (eight hundred cubic decimeters) of small gravel and small rubble No.7 (seven):
a) thrown in foundation outside or inside the tunnel,inclusive the shape-boxes,one thousand and five hundred lire per cm. I500lire
b) for any work in elevation outside or inside the tunnel,inclusive the armourings,the shape-boxes,bridgings,etc,moreover the smoothing of the seen surface,one thousand and six hundred lire per cm. I600lire

27 - Concrete as mentioned at No.26 with rubble No.8:
a) thrown in foundation,with the burdens mantioned at No.26 a) one thousand and four hundred lire per cm. I400lire
b) for any work in elevation,with burdens mentioned at No.26 b) one thousand andfive hundred lire per cm. M500lire

28 - Concrete as mentioned at No.26 but with rubble No9 (nine):
a) thrown in foundation,with the burdens of No.26 a) one thousand lire per cm. I000lire
b) for any work in elevation,with the burdens of No 26 b) one thousand and one hundred lire per cm. II00lire

29 - Masonry of stones in and on foundation,for any work outside or inside the tunnel,inclusive the erecting-frames of service, the armourings,bridgings,etc:
a) with stones No.I0 (ten) and mortar No.I4 (fourteen) two thousand and one hundred lire per cm. 2I00lire
b) with stones No.I0 (ten) and mortar No.I5 (fifteen) one thousand and seven hundred lire per cm. 1700lire
c) with stones got from excavations and demolitions,and anyhow belonging to the Administration of I.R,excluded the umplastering and polishing,but inclusive the getting near of same stones until a maximum distance of two hundred and fifty meters,and morter No.I4 (fourteen) one thousand and two hundred lire per cm. I200lire
d) with stones as mentioned at the above para.c) and mortar No.I5 (fifteen)eight hundred lire per cm. 800lire

30 - Increase for the working of the seen surface:
a) with cut stone and uncovered head,fourty lire per square meter 40lire
b) in raw mosaic-work,eighty lire per square meter 80lire

3I- Masonry of stones chiseled at regular courses,for works outside or inside the tunnel:
a) with angle-irons supplied by the contractor and mortar No.I4 (fourteen) four thousand and six hundred lire per cm. 4600lire
b) with angle-irons supplied by the contractor and mortar No.I5 (fifteen) four thousand and four hundred lire per cm. 4400lire
c) with irons got from the demolitions,inclusive the small

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b) for any work in elevation outside or inside the tunnel,inclusive the armourings,the shape-boxes,bridgings,etc,moreover the smoothing of the seen surface,one thousand and six hundred lire per cm. I600lire

27 - Concrete as mentioned at No.26 with rubble No.8:

a) thrown in foundation,with the burdens mantioned at No.26 a) one thousand and four hundred lire per cm. I400lire

b) for any work in elevation,with burdens mentioned at No.26 b) one thousand andfive hundred lire per cm. I500lire

28 - Concrete as mentioned at No.26 but with rubble No9 (nine):

a) thrown in foundation,with the burdens of No.26 a) one thousand lire per cm. I000lire

b) for any work in elevation,with the burdens of No 26 b) one thousand and one hundred lire per cm. II00lire

29 - Masonry of stones in and on foundation,for any work outside or inside the tunnel,inclusive the erecting-frames of service, the armoukings,bridgings,etc:

a) with stones No.I0 (ten) and mortar No.I4 (fourteen) two thousand and one hundred lire per cm. 2I00lire

b) with stones No.I0 (ten) and mortar No.I5 (fifteen) one thousand and seven hundred lire per cm. 1700lire

c) with stones got from excavations and demolitions,and anyhow belonging to the Administration of ISR,excluded the unplastering and polishing,but inclusive the getting near of same stones until a maximum distance of two hundred and fifty meters,and morter No.I4 (fourteen) one thousand and two hundred lire per cm. I200lire

d) with stones as mentioned at the above para.c) and morter No.I5 (fifteen)eight hundred lire per cm. 800lire

30 - Increase for the working of the seen surface:

a) with cut stone and uncovered head,fourty lire per square meter 40lire

b) in raw mosaic-work,eighty lire per square meter 80lire

3I- Masonry of stones chiseled at regular courses,for works outside or inside the tunnel:

a) with angle-irons supplied by the contractor and mortar No.I4 (fourteen) four thousand and six hundred lire per cm. 4600lire

b) with angle-irons supplied by the contractor and morter N0.I5 (fifteen) four thousand and four hundred lire per cm. 4400lire

c) with angle-irons got from the demolitions,inclusive the small retouchings,the unplastering and polishing if necessary,moreover the getting near of material until two hundred and fifty meters, and mortar No.I4 (fourteen) eight hundred lire per cm. 800lire

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d) with angle-irons as mentioned at para c) and mortar No.I5 (fifteen) six hundred lire cm. 600lire

32 - Masonry of stone to be cut fine grain, with mortar No.I5 (fifteen):
a) for bands, frames etc. supplied by the contractor, five thousand lire per cm. 5000lire
b) for bands, frames etc. got from the demolitions, inclusive the burdens mentioned at No.3I c), seven hundred and fifty lire per cm. 750lire
c) for cowls, beaks, etc. supplied by the contractor, five thousand and eight hundred lire per cm. 5800lire
d) for cowls, beaks, etc. got from the demolitions, inclusive the burdens mentioned at No.3I c) eight hundred lire per cm. 800lire

33 - Masonry of dry stones for any work, inclusive the working of the seen surface with cut stone and uncovered head:
a) with stones No.IO (ten) one thousand two hundred and fifty lire per cm. I250lire
b) with stones got from the demolitions, inclusive the unplastering and the polishing, moreover the getting near until a maximum distance of two hundred and fifty meters, three hundred and fifty lire per cm. 350 lire

34 - Masonry with brikks supplied by the Administration, for any work exdluded the arches of the bridges and viaducts and the calotte of the tunnels, inclusive the bridgings, the armourings, the erecting-frames, etc:
a) with mortar No.I4 (fourteen) nine hundred and thirty lire per cm. 930lire
b) with mortar No.I5 (fifteen) six hundred and thirty lire per cm. 630lire

35 - Masonry with bricks supplied by the Administration of I.S.H; for the construction of arches of bridges and viaducts, straight or oblique, with a span not superior to twelve meters, and of calottes of tunnels inclusive the erecting-frames, the bridgings, the armourings, etc. excluded only the indemnity for the centering of arches of bridges and viaducts:
a) with mortar No.I4 (fourteen) one thousand and one hundred lire per cm. II00lire
b) with mortar No.I5 (fifteen) eight hundred lire per cm. 800lire

36 - Indemnity for the centering of arches of bridges and viaducts with a span until twelve meters, six hundred and fifty lire per square meter of development? 650lire

37 - Masonry of stones No.29 a) one thousand and nine hundred lire per cm. I900lire

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38- Masonry with stones and brikks in two rows with inter-axis of eighty centimeters, either outside or inside the tunnel:
a) masonry of stones No.29 a) one thousand and nine hundred lire per cm. I900lire

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hundred lire per cm.

d) for cowls,beaks,etc.got from the demolitions, inclusive the burdens mentioned at No.31 c) eight hundred lire per cm. 800lire

33 - Masonry of dry stones for any work,inclusive the working of the seen surface with cut stone and uncovered head:

a) with stones No.10 (ten) one thousand two hundred and fifty lire per cm. 1250lire

b) with stones got from the demolitions,inclusive the unplastering and the polishing,moreover the getting near until a maximum distance of two hundred and fifty meters,three hundred and fifty lire per cm. 350 lire

34 - Masonry with briks supplied by the Administration,for any work exdluded the arches of the bridges and viaducts and the calotte of the tunnels,inclusive the bridgings,the armourings,the erecting-frames, etc:

a) with mortar No.14 (fourteen) nine hundred and thirty lire per cm. 930lire

b) with mortar No.15 (fifteen) six hundred and thirty lire per cm. 630lire

35 - Masonry with bricks supplied by the Administration of I.S.E; for the construction of arches of bridges and viaducts,straight or oblique, with a span not superior to twelve meters,and of calottes of tunnels inclusive the erecting-frames,the bridgings,the armourings,etc. excluded only the indemnity for the centering of arches of bridges and viaducts:

a) with mortar No.14 (fourteen)one thousand and one hundred lire per cm. 1100lire

b) with mortar No.15 (fifteen) eight hundred lire per cm. 800lire

36 - Indemnity for the centering of arches of bridges and viaducts with a span until twelve meters,six hundred and fifty lire per square meter of development? 650lire

37 - Masonry of stones No.29 a) one thousand and nine hundred lire per cm. 1900lire

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37- Masonry with stones and briks in two rows with inter-axis of eighty centimeters,either outside or inside the tunnel:

a) masonry of stones No.29 a) one thousand and nine hundred lire per cm. 1900lire

b) masonry of stones No.29 b) one thousand and five hundred lire per cm. 1500lire

c) masonry of stones No.29 c) one thousand one hundred and fifty lire per cm. 1150lire

d) masonry of stones No.29 d) seven hundred and fifty lire per cm. 750lire

38 - Covering of ditches,open ditches,etc.with a minimum thickness of

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twenty-five centim ers,inclusive the working of the surface with cut stone and uncovered head:

a) with masonry No.29 a) six hundred lire per square meter 600lire
b) with masonry No.29 b) five hundred lire per square meter 500lire
c) with masonry No.29 c) three hundred and seventy five lire per square meter 375lire
d) with masonry No.29 d) two hundred and seventy five lire per square meterw 275lire
e) with masonry No.33 a) three hundred and fifty lire per square meter 350lire
f) with masonry No.33 b) one hundred and thirty lire per square meter I30lire

39 - Indemnity for masonries as mentioned in the above Nos.for reconstructions at small runs,executed with the so called sew and unsew system,four hundred lire per cm. 400lire

40 - Remaking of the mortar in the connections of the old masonryes,inclusive the accurate removal of the pre-existing mortar:

a) with mortar No.I4 (fourteen) of the stone masonries, thirty lire per square meter 30lire
b) with mortar No.I5 (fifteen) of the stone masonries, thirty-six lire per square meter 36lire
c) with mortar No.I4 (fourteen) of the brick masonries, thirty lire per square meter. 30lire
d) with mortar No.I5 (fifteen) of the brick masonries, twenty-four lire per square meter. 24lire

4I - Attachment and dry filling for any work,either outside or inside the tunnel:

a) with stones No.II (eleven) three hundred lire per cm. 300lire
b) with stones or material got from the demolitions and anyhow belonging to the Administration of I.S.R.,one hundred lire per cm. I00lire

42 - Top with a minimum thickness of five centimeters,in well hit layers, made with mortar No.I5 (fifteen) and dusting of cement smoothed with trowel,one hundred lire per square meter 100lire

43 - Loading on lorries,either in the yards of work or in any other place of production or depot,anywhere it may be ,inclusive the getting near until a distance of fifty meters of:

a) bricks,seventy-five lire per thousand 75lire
b) cement ingredients,two lire and fifty centimes per quintal 2,5lire
c) ties,one lira and fifty centimes each I,5lire

44 - Unloading from lorries,inclusive the regular heap or warehousing until a distance of fifty meters,of:

a) bricks,sixty lire per thousand 60lire
b) cement ingredients,two lire per quintal 2lire
c) ties,one lira and twenty centimes eadh I,2lire

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f) with masonry No.33 b) one hundred and thirty lire per square meter
I30lire

39 - Indemnity for masonries as mentioned in the above Nos.for reconstructions at small runs,executed with the so called sew and unsew system,four hundred lire per cm. 400lire

40 - Remaking of the mortar in the connections of the old masonries,inclusive the accurate removal of the pre-existing mortar:

a) with mortar No.I4 (fourteen) of the stone masonries, thirty lire per square meter 30lire
b) with mortar No.I5 (fifteen) of the stone masonries, thirty-six lire per square meter 36lire
c) with mortar No.I4 (fourteen) of the brick masonries, thirty lire per square meter. 30lire
d) with mortar No.I5 (fifteen) of the brick masonries, twenty-four lire per square meter. 24lire

4I - Attachment and dry filling for any work,either outside or inside the tunnel:

a) with stones No.II (eleven) three hundred lire per cm. 300lire
b) with stones or material got from the demolitions and anyhow belonging to the Administration of I.S.R.,one hundred lire per cm.I00lire

42 - Top with a minimum thickness of five centimeters,in well hit layers, made with mortar No.I5 (fifteen) and dusting of cement smoothed with trowel,one hundred lire per square meter 100lire

43 - Loading on lorries,either in the yards of work or in any other place of production or depot,anywhere it may be ,inclusive the getting near until a distance of fifty meters of:

a) bricks,seventy-five lire per thousand 75lire
b) cement ingredients,two lire and fifty centimes per quintal 2,5lire
c) ties,one lira and fifty centimes each I,5lire

44 - Unloading from lorries,inclusive the regular heap or warehousing until a distance of fifty meters,of:

a) bricks,sixty lire per thousand 60lire
b) cement ingredients,two lire per quintal 2lire
c) ties,one lira and twenty centimes eadh 4254 I,2lire

Notice No.I

The prices for the workmanship and for the hires,will be only applied to the workmanship and hires supplied by the contractor,by order given by the Management,for works to be made in economy;the prices for the provisions on spot will be applied besides for works to be done in economy,also for the supply of materials when the contractor has not to execute the placement on the work.

The prices of materials on the work indicated in this tariff serve also to determine the amount of materials on the work,to be brought in the provisio-

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nal statements for the partial payments, according to the Art.II of the specification mentioned in Clause No.3 para a).

Notice No.2

The timber No.three of the tariff to be placed to account is that effectively employed, measured on the work after the wofking.

Notice No.3

On request of the Administration of I.S.R. the contractor will supply a car for the transportation of the management and supervision personel.
The contractor will also supply the lorries necessary for the transportation from the places of production and depot, of the bricks, of the cement ingredient and of the materials generally, which the Administration will supply to the contractor himself and for the transportation of ties, armouring materials, materials of consumption, etc. which are also necessary for the reinstatement of the working of trains.

Said hires of car and lorries will be placed to account with the prices of Nos.4 and 5 of tariff, with the attention that the fractions of day inferior to three hours will not be placed to account. For a day it is meant a solar day.

The capacity of lorries, as per No.5 of tariff, is that shown by the circulating card.

Notice No.4

The fuels and lubricatings will be delivered in the warehouses and depots of the Administration which will be indicated by the management.
The contractor will provide to their withdrawal at his own cost and care.

Notice No.5

Within 5 days from the delivery of works the contractor will submit for the approval of the Management the drawings of the centerings for the construction of the arches of the bridges and vialucts, and the drawings of the armourings for the reconstruction of the masonries of the tunnels.

Clause No.9

Revision of the prices of tariff

If after the date of 29th of August I944 changes in the cost of workmanship will occur with regard to the costs resulting from this contract, the prices of tariff will be revised as follows:
the new wages per hour, the new share of increase for the continuative burdens connected to the wage, as well as the new burdens or greater burdens anyhow put on the contractor, will be determined ~~by~~ with a special minute of ascertainment Beginning from the date which will be determined by the above mentioned minute, the prices for provisions of workmanship in economy as per Chapter Ist, will be placed on account with reference to the changes occurred and to the regulations of detail which will be prescribed in the same minute, without any change in the percentages of I6% and I0% and in the reduction on the same two percentages, as established at Clause N08.

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from the places of production and depot,of the bricks,of the cement ingredients and of the materials generally,which the Administration will supply to the contractor himself and for the transportation of ties,armouring materials, materials of consumption,etc. which are also necessary for the reinstatement of the working of trains.

Said hires of car and lorries will be placed to account with the prices of Nos.4 and 5 of tariff,with the attention that the fractions of day inferior to three hours will not be placed to account.For a day it is meant a solar day.

The capacity of lorries,as per No.5 of tariff,is that shown by the circulating card.

Notice No.4

The fuels and lubricatings will be delivered in the warehouses and depots of the Administration which will be indicated by the management.

The contractor will provide to their withdrawal at his own cost and care.

Notice No.5

Within 5 days from the delivery of works the contractor will submit for the approval of the Management the drawings of the centerings for the construction of the arches of the bridges and viaducts,and the drawings of the armourings for the reconstruction of the masonries of the tunnels.

Clause No.9

Revision of the prices of tariff

If after the date of 29th of August 1944 changes in the cost of workmanship will occur with regard to the costs resulting from this contract,the prices of tariff will be revised as follows:

the new wages per hour,the new share of increase for the continuative burdens connected to the wage,as well as the new burdens or greater burdens anyhow put on the contractor,will be determined ~~by~~ with a special minute of ascertainment Beginning from the date which will be determined by the above mentioned minute,the prices for provisions of workmanship in economy as per Chapter Ist, will be placed on account with reference to the changes occurred and to the regulations of detail which will be prescribed in the same minute,without any change in the percentages of 16% and 10% and in the reduction on the same two percentages,as established at Clause N08.

With the same minute it will be established the average percentage ponderable increase determined in the cost of workmanship (placing to account the percentage for the general expenses but not the percentage for profit of the contractor) and the average ponderable percentage incidence of the cost of the workmanship,to the original conditions,with regard to the cost of hires; of the materials in supply and of the works completed.

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The Management has the faculty to determine the above mentioned incidence for each chapter of items of tariff and for the whole of the items of tariff, excluded those of Chapter first. It is conventionally understood that the cost of hires,of materials and of works executed,to be estimated by measure, results from the amount of hires,of materials and works by measure,estimated with the prices of tariff,with the reduction mentioned at Clause 8,divided for the coefficient I.IO.

If the average ponderable percentage change of the cost of workmanship is indicated with "V",the average ponderable percentage incidence of the workmanship with "I" and the cost of hires,of materials and works by measure determined as said above with "C",the amount to be credited or debited to the contractor owing to the said changes,is given by the product VxIxC.

If further changes in the cost of the workmanship or further changes in the average ponderable percentage of the incidence in the workmanship will occur,it will be provided to stipulated new further minutes of ascertainment or of agreement.

In case of disagreement,the Management will provide the same to the ascertainment and to the determination of changes occured in the cost of the workmanship,with the application therefore of the regulations of the revision of prices mentioned in this Article,with the prodedure established by the Art.IO of the Specification recalled to para e)of Clause 3 for the imposition of prices ex officio.

The amounts to be credited or debited to the contractor owing to the revision of prices mentioned in this article will be placed to account,and will make integrant part.

The Management has the faculty to grant partial payments on said amounts with the provisional statements,mentioned in the following Clause I2.

Clause IO

Transportations

The transportations of materials and management and supervision personal will be made by means of carriage belonging to the contractor and with carburettings and lubricatings supplied free of charge by the Administration.

But,in case the Administration could not supply,for any reason,the necessary carburettings and lubricatings,they will be supplied by the contractor who will get,in such a case,the following indemnities:

a) I,60 lira(one lira and sixty centimes) for each Km.and each quintal of materials transferred,either the materials belong to the contractor or to the Administration;with the attention but that the kilometers to be placed on account are the useful ones,in other words the empty travels;

b) IO lire (ten lire) for each km/ for the transportation of the management and supervision personel of the Administration,excluded any indemnity for the transportation of the management personel of the contractor.

On the contrary,if the transportations are made by lorries supplied by the Administration or by the Allied Force,the contractor will supply at his own

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

the contractor owing to the said changes,is given by the product ~~xiko~~.

If further changes in the cost of the workmanship or further changes in the average ponderable percentage of the incidence in the workmanship will occur,it will be provided to stipulated new further minutes of ascertainment or of agreement.

In case of disagreement,the Management will provide the same to the ascertainment and to the determination of changes occured in the cost of the workmanship,with the application therefore of the regulations of the revision of prices mentioned in this Article,with the procedure established by the Art.IO of the Specification recalled to para e)of Clause 3 for the imposition of prices ex officio.

The amounts to be credited or debited to the contractor owing to the revision of prices mentioned in this article will be placed to account,and will make integrant parts.

The Management has the faculty to grant partial payments on said amounts with the provisional statements,mentioned in the following Clause I2.

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But,in case the Administration could not supply,for any reason,the necessary carburettings and lubricatings,they will be supplied by the contractor who will get,in such a case,the following indemnities:

a) I,60 lira(one lira and sixty centimes) for each Km.and each quintal of materials transferred,either the materials belong to the contractor or to the Administration;with the attention but that the kilometers to be placed on account are the useful ones,in other words the empty travels;

b) IO lire (ten lire) for each km/ for the transportation of the management and supervision personel of the Administration,excluded any indemnity for the transportation of the management personel of the contractor.

On the contrary,if the transportations are made by lorries supplied by the Administration or by the Allied Force,the contractor will supply at his own cost the driver and the accurate and perfect maintenance and preservation of the cars;the contractor will be charged 2,50 lire (two lire and fifty cent) for each km.(excluded the empty trips)and for each quintal of materials belonging to the contractor;while there will be an indemnity of I lira (one lira) for each km.and each quintal of materials belonging to the Administration of I.S.R. The contractor is responsible of the accurate and perfect maintenance and preservation of the lorries delivered to him and will be responsible of the any damge which the cars should eventually suffer,for any reason.

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The contractor engages himself to execute the transportations according to the orders which will be given him by the Management,which has the widest liberty of this matter.It is,however,understood that the loading and unloading of materials belonging to the contractor has to be executed at his own care and cost,that having been considered in the prices of tariff,while the loading and unloading of materials belonging to the Administration of I.S.R. will be placed on account with the relative prices of tariff.

Clause II

Due time for the execution of works=Penalties and anticipation prize.

The due time for the completion of all works subject of this contract is established in 80 (eighty) natural consecutive days,starting from the date of delivery . For each day of delay beyond the above established period,the contractor will be charged a fine of I0.000 lire (ten thousand lire),to be deducted or corresponded directly on the amount of the statements of works.

The prize of anticipation in the completion will be corresponded even if at the completion itself there are no finishing works,provided that all works of art to be repaired or reinstated be in such a condition to allow the immediate laying of the line and the transit of trains.

Besides the case of rescission of the contract as foreseen by the Clause No.I,the Administration of State Railways has the right to rescind this convention with a simple written declaration,if the contractor does not comply with the established agreements.

Clause I2

Payments

The provisional statements for the partial payments,as per Clause II of Specification mentioned at Clause No.3 para a) will be carried out every month.

In the case of non performance to the engagements mentioned at Clause 5 provided that the competent Authority has done the denunciation,the Administration of State Railways will proceed as follows:

a) For the works in course,to the deduction of the instalment of partial payment,in the measure of 20% (twenty per cent),which will constitute a gaarantee for the performance of the above said engagements;
b) For the completed works,to the stop of payment in full.

Clause I3

Testing

The test as per Clause I3 of the Specification mentioned in Clause 3 para a) will be made after a period of one year from the date of completion of works,certified with the relative minute.

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Due time for the execution of works=Penalties and anticipation prize.

The due time for the completion of all works subject of this contract is established in 80 (eighty) natural consecutive days,starting from the date of delivery . For each day of delay beyond the above established period,the contractor will be charged a fine of 10.000 lire (ten thousand lire),to be deducted or corresponded directly on the amount of the statements of works.

The prize of anticipation in the completion will be corresponded even if at the completion itself there are no finishing works,provided that all works of art to be repaired or reinstated be in such a condition to allow the immediate laying of the line and the transit of trains.

Besides the case of rescission of the contract as foreseen by the Clause No.I,the Administration of State Railways has the right to rescind this convention with a simple written declaration,if the contractor does not comply with the established agreements.

Clause 12

Payments

The provisional statements for the partial payments,as per Clause II of Specification mentioned at Clause No.3 para a) will be carried out every month.

In the case of non performance to the engagements mentioned at Clause 5 provided that the competent Authority has done the denunciation,the Administration of State Railways will proceed as follows:

a) For the works in course,to the deduction of the instalment of partial payment,in the measure of 20% (twenty per cent),which will constitute a guarantee for the performance of the above said engagements;
b) For the completed works,to the stop of payment in full.

Clause 13

Testing

The test as per Clause 13 of the Specification mentioned in Clause 3 para a) will be made after a period of one year from the date of completion of works,certified with the relative minute.

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Clause 14

Prohibitions

The contractor cannot make or authorize that third persons issue the works, which the contractor has to execute or will have executed in compliance with this contract.

It is moreover forbidden to issue or let third persons issue the drawings of patterns,sketches,profiles or planimetries belonging to the Administration, before having got the written assent from the Administration of State Railways;

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furthermore,it is forbidden to communicate or show to third persons the drawings and patterns of the Administration,except that for necessities deriving from the execution of the works undertaken with this contract.

Clause I5

Controversies

The differencies and disputes,for which the Administration of State Railways should deem to avail itself of the faculty to leave them to the discernment of arbitrators,according to the Clause I4 of the Specification as mentioned in the above Clause 3 para (a),will be submitted to the knowledge of the Judicial Authority.In case the Administration of State Railways deems to avail itself of the faculty to leave the differences and disputes to the decision of arbitrators,it is understood that the College of Arbitrators will be constituted in Rome and that the text of the Clause 43 of the General Administration Specification,mentioned at the Clause I4 of the Specification (Clause 3 para a) is substituted by the new text approved by the Board of Administration in the meeting dated I7th November I92I and deposited at the Contract Offices of the General Management of Italian State Railways with Public Act No.3I of Register dated 5th June I922,registered in Rome 9th June I922 with N0.I6092 of the Register No.423 of Public Acts.

Clause I6

Stamps taxes,registration tax,secreterial rights,all stamp taxes for the contract documents,expenses for the drafting of the contract and copies from the date of handing over the works to that of the final testing,will be paid by the contractor.

This contract,having as subject supplies and works connected with the state of war,will be registered free of charge,in compliance with the Law-decree 2Ist of June I940 transformed into Law dated 2I st October I940 No.I5I8.

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EJM/cm

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
APO 394

30 September 1944

ACC.Tn/

TO : Major Walker T.C.
Stores Section.

SUBJECT : Rome - Avezzano Line - Reconstruction.

1. In connection with the reconstruction of the above line, 145 ton of cement will be required during the month of October. Of this total 25 tons should be released immediately for urgent work on the two bridges between Rome and Tivoli.

2. The reconstruction of the two bridges between Rome and Tivoli has been requested by the Military to allow the removal of Sub Station equipment for re use in the north.

E J Mole

E.J. MOLE,
Major R.E.,
Tptn. S.C.,
Engineer South.

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
APO 394

ACC.Tn/ 29 September 1944

TO : Col. D.S. ADAMS C.E.
Director, Tptn. S.C.
H.Q. A.C.C.

SUBJECT : Rome - Avezzano Line 88 - Reconstruction.

1. Reference letter ACC.Tn/58/4 dated 27 Sept.

2. It is noted that authority is given for the reconstruction of the two damaged bridges between Rome and Tivoli. Instructions have been issued for this work to proceed immediately.

3. The estimated cost for the reconstruction of the line from Rome to Avezzano is 65.000.000 Lire (Sixty five million Lire).

E.J. HOLE
Major R.E.
Engineer, Southern Section

0 2 0 2

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

RJM/em

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub Commission
APO 394

29 September 1944

ACC.Tn/SB/4

TO : General Di Raimondo
Director General Italian State Railways
Minister of Communications

SUBJECT : Rome - Avezzano Line No. 88.

1. The question of the reconstruction of this line is being investigated.

2. In order to assist military operations on the reconstruction of the Orte - Falconara Line 87 it is essential to remove certain electrical equipment from the Tivoli area.

3. It is therefore requested that the repairs of the two damaged bridges between Rome and Tivoli be recommenced immediately.

4. This work must be considered as very urgent and every effort be made so that the line can be open for traffic within 6 weeks.

Signed L.F. Vinnes Lt Col.

Yes

D.S. ADAMS,
Colonel, C.E.,
Director, Tptn. S.C.

Materiali necessari per i lavori di ripristino della tratta Roma - Roviano comprendenti il rifacimento delle spalle e del volto della luce di m.6 in calcestruzzo del sottopassaggio al Km.28+789 e la ricostruzione di due arcate della luce di m.10 cad. di muratura del viadotto al Km: 37+140

Benzina litri 5.000=
Olio Lubrif. " 200=
Cemento Portland Ql. 200=
Mattoni zoccoli forti da costruzione N. 100.000=

Tali materiali devono essere forniti, a norma del contrattocon la Ditta Appaltatrice, dall'Amm.ne ferroviaria dietro assegnazione del Comando Alleato (eccetto i mattoni che dovrebbero esser forniti direttamente dall'Amm.ne ma non è possibile ritirarli per mancanza di Carburanti).

Roma - Avezzano Line

Roma 29/9/1944

Request made Major Walker
for above material 30/9/44

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Benzina litri 5.000=

Olio Lubrif. " 200=

Cemento Portland Ql. 200=

Mattoni zoccoli forti da costruzione N. 100.000=

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Rome - Avezzano Line

Roma 29/9/1944

Request made Major Walker for above material 30/9/44

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Help required from A.C.C Sources.

(a) Cement, about quintals 9000 - drawn from the cement works at Giuidonia or Segni or Civitavecchia.

(b) about 60,000 litres Benzine
(c) " 3000 litres Lubricating oil
(d) 1,800,000 bricks from the Civitella Roveto, Monterotondo & Oricola Rereto Kilns.
(e) 2500 tons Pozzolana broken Stones from the Salone or Vicovaro quarries
400 tons of broken stone about a cubic metre from local quarries.
(f) timber for scaffolding & outline arches from the Contractors

How much of the above can the Contractors supply.

I do not understand the figures in Para 2 (f) 4245 (Corrected the figure)

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

(c) " 3000 litres Lubricating oil
(d) 1,800,000 bricks from the Civitella Rovelo, Monterotondo & Oricola Rereto Kilns.
(e) 2500 Lois Pozzolana broken Stones from the Selone or Vicovaro quarries 400 lons of broken Stone about a cubic metre from local quarries.
(f) timber for scaffolding & outline arches from the Contractors

How much of the above can the contractors supply.

I do not understand the figures in Para 2 (f) 4245 (Corrected the figure)

Is the Italian Government prepared to meet the full cost of the work entailed in restoring this section of the line? DR/V 28/9

Major Mole. Please speak

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

ALLIED FORCE
MILITARY RAILWAY SERVICE
OFFICE OF DIRECTOR GENERAL

A. P. O. 400
8 September 1944

Subject: Reconstruction of Line 88, Rome to Avezzano.

To: General Di Raimondo, Director General, Italian State Railways.

1. Reference is made to your letter of 31st August with attachments of plans and estimates covering above subject.

2. As the Director General is not interested in the opening of this line for a military purpose, all papers have been forwarded to Lt. Col. Vining, Director of Transportation, A.C.C.

3. As stated in Colonel Crosland's letter to Ing. Marin of 21st August, the Director General has no objection to the rehabilitation of this line.

For the Director General:

HERBERT G. DENNIS
Lt. Col., TC
Chief Construction Engineer

cc - Lt. Col. Vining,
D.D.Tn., A.C.C.,
Room 43, Bldg.

Incl:-
All papers.

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4[2]

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI

Rome, August the 31 th 1944

N° L.C.6/1413826

TO GENERAL DIRECTION
OF MILITARY RAILWAY SERVICE
ROME

Subject matter

Re-establishingof Rome-Pescara line in the railway-branch between Rome and Avezzano

Annexed documents N°10

1 st) The enclosed informal project for re-establishing Rome - Pescara line on the railway - branch between Rome and Avezzano, has been drawn up we send it to your examination.

2 nd) It would be advisable that the oversaid re-establishing might be brought into action as soon as possible and we suppose that you are partaken with such an opportunity for the following reasons:

a) the reinstating of the railway branch from Rome to Avezzano, besides to consent to several lime, cement etc Manufactures placed in the zone of Avezzano, taking up their activity, would be, above all, a great help in order to resolve the problem concerning the supplying of Rome;

b) repairing damages concerns some works that are not exceptionally important;

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c) possibility to work only during Summer and Autumn seasons.-

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ROME

Subject matter

Re-establishingof Rome-Pescara line in the railway-branch between Rome and Avezzano

Annexed documents N°10

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b) repairing damages concerns some works that are not exceptionally important;

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c) possibility to work only during Summer and Autumn seasons.-

3 ard) In order to execute the work we want the help of your Direction on account it would be applied the following materials:

B.P.

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a) Cement, about quintals 9000.- to draw from Cement Manufactory of Gaidonia, or Segni, or Civitavecchia, according with availability;

b) Benzine, about liters 60.000.- for materials transportation;

c) Lubricatings, about liters 3000.- to be shared during not least than four months;

d) Besides the oversaid materials it would be employed about 1.800.000- bricks which are to draw from Kilns of Civitella Roveto, Monterotondo and Oricola Pereto; 2500 tons Pozzolana which are to draw from Salone or Vicovaro quarries, while the broken stones in the quantity of about cube meters 400.- will be derived from demolition materials or supplied from local quarries;

e) Needful building timber for scaffolds and outline of arches would be supplied from undertaker Firms;

f) The amount of works is Lire 163.000.- of which Lires 40.000.000 for bridges and tunnels, as it results from the enclosed appraisements and Lire 23.000.000. for reinstating permanent way, fixed and accessory plants aud buildings.

5 th) In order to entrust the execution of works it would be interpelled the Firms pointed in te annexed list.

We beg you to examinate the project benevolently and oblige us with a kind answer.

THE GENERAL MANAGER

p.f. Di Raimondo

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List of Firms that would be employed in reinstating works on Rome - Avezzano line.

---

1) S.A. TESTA Michele e C. Castel Madama.
2) SALVATORI Elia - Marcellina.
3) ALIMANDI Nicola - Avezzano - Via L.De Blasis.
4) IAFOLLA Alfredo - Sulmona - Via stazione Introd'acqua.
5) GUADAGNOLI Ferdinando - Sulmona.
6) Ing.FRANCO Carusi - Piazza Ruggiero di Sicilia 7 Roma.
7) Dott. CESARE MACCALLINI - Via Principe Amedeo 221 - Roma
8) Ing. CARDARELLI Luigi - Via Emilio del Cavaliere 7 Roma
9) CANTI Riccardo - Via Rattazzi 2 Roma.
10) Ing. Pietro Parisi - Via Piemonte 127 Roma
11) Giovanni GUICCIARDI - Via Garigliano - Roma
12) Ing. Aroldo ROMAGNOLI - Via Giovanni Bettolo - Roma
13) LA FRANCA Vincenzo - Via Gaeta 29 Roma
14) FIORY Carlo - Via Panama 95 - Roma
15) CIDONIO Pietro - Via Regina di Bulgaria 7 Roma,
16) Soc. Laziale Costruzioni Generali - Via 4 Giugno-Roma
17) Ing. Decio COSTANZI - Via Nazionale 60 - Roma
18) Ing. Carlo ANSALDI - Via Aurelia 139 - Roma
19) Geom. Gino LUZI - Via Novara 43 - Roma
20) Alcide SIMONI - Via Antonio Musa 11 - Roma
21) Ing. Ettore BERARDI - Via Parioli 72 - Roma
22) BRUNO Emilio - Via della Giuliana 113 - Roma
23) TUFARELLI Rocco - Via Sistina 36 - Roma

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MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
IL DIRETTORE GENERALE

Roma, 11-24 Agosto 1944-

N°-L.C.6/14/13826-

= OGGETTO =
Riattivazione della linea Roma-Pescara nel tratto fra Roma e Avezzano.-

=Allegati: n°- 10

DIREZIONE GENERALE
MILITARY RAILWAY SERVICE

S E D E

1) E' stato compilato, e si trasmette all'esame di codesta Direzione Generale, l'unito progetto di massima per la riattivazione della linea Roma-Pescara, nel tratto fra Roma e Avezzano;

2) Sarebbe opportuno che detta riattivazione avvenisse al più presto e si ritiene che tale opportunità venga condivisa da codesta Direzione per le seguenti ragioni;

a) il ripristino del tratto di linea da Roma ad Avezzano, oltre a consentire alla ripresa della attività di alcune fabbriche di calce, cemento, ecc. esistenti nella zona di Avezzano, sarebbe, sopratutto, di grande ausilio per la risoluzione del problema dei rifornimenti della città di Roma.

b) i danni da riparare riguardano manufatti di non eccezionale importanza.

c) possibilità di lavorare solo nelle stagioni estiva e autunnale.

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3) Per eseguire il lavoro è necessario l'aiuto di codesta Direzione, giacchè ci dovrebbero essere forniti i seguenti materiali:

a) cemento, circa q.li 9000 da prelevarsi dal cementificio di

./.

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Guidonia oppu[illegible] di Segni oppure di Civi[illegible]vecchia a secondo della disponibilità.

b) benzina circa litri 60.000- per il trasporto dei mat[illegible]riali.

c) lubrificanti circa litri 3.000-

distribuiti in non meno di quattro mesi.

d) oltre ai detti materiali saranno impiegati circa 1.800.000-mattoni che verranno prelevati dalle Fornaci di Civitella Roveto, Monterotondo e Oricola Pereto, 2500 tonnellate di pozzolana, che verrà prelevata dalle cave di Salone e di Vicovaro, mentre il pietrame, per un quantitativo di circa 4000- metri cubi, verrà ricavato dai materiali di demolizione od approvvigionamento dalle cave locali.

e) i legnami occorrenti per ponteggi e centine saranno forniti dalle Ditte assuntrici dei lavori.

4) L'importo dei lavori ammonta a £.63.000.000- di cui £.40.000.000- per i ponti e le gallerie, come risulta dalle perizie qui unite e £.23.000.000- per ripristino dell'armamento, degli impianti fissi ed accessori e dei fabbricati.

5) Per l'affidamento dell'esecuzione dei lavori verrebbero interpellate le Ditte di cui all'unito elenco.

Si prega di voler esaminare il progetto con benevolenza e favorire cortese risposta.

IL DIRETTORE GENERALE

Ludi Razzauz

0 9 1 4

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TRANSLATION

Rome 4 August 1944

Ministry of Communications
Italian State Railways
Chief of Compartimento Office
No. 6/CC/450.I./155

Lt. Col. Dennis
D.C.M.R.S.
Rome.

Reference to letter of 28 July concerning rebuilding of lines 88 and 257.

A. Details of work necessary for opening of line 88 (Rome-Arezzano) showing, as asked, material required.

1. Bridge under railway Km. 28.789 - Placing of metal girders. The temporary required ones are ready. Amount presumed L. 50,000

2. Viaduct Km. 37.140 - Placing of girders on two arches. Temporary ones are ready. Those and ones mentioned in (1) could be brought on spot if authorization to freight trains was given. Amount presumed L. 500,000

3. Viaduct Km. 64.317 - Total rebuilding of 3.10 meter arches and half rebuilding of 2 pilasters.

4. Viaduct Km. 66.365 - Rebuilding of 2 - 9 meter arches, intermediate pilaster, and abutment. Material: 20 cubic meters of timber 120,000 bricks, 450 cubic meters of rock, 80 c.m. of sand, 40 c.m. of lime and cement. Amount presumed L. 1,500,000

5. Bridge Km. 72.922 - Rebuilding of 3 10 meter arches and 2 pilasters. Material: 30 c.m. of timber, 180,000 bricks, 500 c.m. rock, 150 c.m. sand, 80 c.m. lime and cement. Amount presumed L. 2,000,000

6. Bridge under railway Km. 75.012 - Placing of temporary approximate 16 meter girder on wooden abutments. Sleepers are required. Amount presumed L. 2,000,000

7. Viaduct Km. 75.522 - Rebuilding of 8 m. arch and abutment. Material: 10 c.m. timber, 80,000 bricks, 200 c.m. rock, 50 c.m. sand, 30 c.m. lime and cement. Amount presumed L. 800,000

8. Viaduct Km. 77.500 - Rebuilding of 4-10 meter arches and three pilasters. Materials: 40 c.m. timber, 250,000 bricks, 900 c.m. rock, 100 c.m. sand, 80 c.m. lime and cement. Amount presumed L. 3,000,000

9. Bridge under railway Km. 89.917 (5 m. long)
10. Bridge Km. 83.051 (3 m. long)
11. Bridge Km. 93.049 (8 m. long)
12. Bridge Km. 97.366 (3 m. long)

It is necessary to place small girders on timber supports. Sleepers are needed, amount presumed L. 500,000

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13. Bridge Km. 101.331 (3-3 m. beams)
14. Bridge Km. 105.806 (2 m. long)
15. Bridge Km. 106.506 (2.50 m. long)

We inform you that for above named work, local labour men may be used and for what concerns specialized workmen such as masons, carpenters, etc., they could be furnished by contractors - 15,000 working days in all are foreseen. Material may be drawn in localities near to job.

For what is needed in 6, 9, 10, 11, 12, 14 and 15, our Administration could take care of items using our bridge crew and crews of auxiliary road men using the material which we still have and buying directly what is further needed to produce such items.

16 Km. of rail for 8 Km. of track is required to fill gap between stations of Tagliacozzo and Avezzano destroyed by mines. For such rail we presume to pay L. 10,000,000.

For all above said, we foresee to pay a total sum of L. 22,500,000.

B. For rebuilding of line 257 (Rome Viterbo) work and material required are as follows:

1. Reconnection of track from Rome to Km. 63.522 i.e. up to Cacchiano Viaduct, 500 m. approximate after Capranica Station (Amount presumed L. 500,000). This reconnection consists in filling of 12 big craters created by aerial bombs between Anguillara and Bracciano Stations.

Therefore 3,000 c. meters of earth shall have to be moved and before this freight train from Rome shall have to be run for picking up earth and delivering of such in spots, this because transports belonging to crews of roadmen are not quick and would take time.

2. Rebuilding of Cacchiano Viaduct at Km. 63.522. It could be undertaken in a temporary way with a wooden construction substituting the pier which is to be demolished and placing 4 double T metallic girders 95 cm. high and 18 meters long. We have neither girders or wood. The amount of wood required is approximately 40 c.m. For a permanent repair that is for reconstruction of two arches (with hard bricks for a width of 75 c.m.), rebuilding of intermediate pier approximately 25 meters high, (Tuf brickwork and stone bricks, with sidewalls in tuf brick work), the approximate materials required costing a total presumed amount of L. 3,000,000 are shown on following table:

No.	Specification of work	Quantity cubic meters	Bricks* Each	Rock Cubic Meters	Lime Cubic Meters	Pozzuolana Cubic Meters
1	Reconstruction of 2 arches	180	95,000	-	21	42
2	Reconstruction of pier	360	33,000	320	42	83
3	Side walls	320	-	360	43	85
	Totals	860	128,000	680	106	210

* None

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If, for reasons of availability, a cement mortar is to be used (400 K. of cement for a cubic meter of sand) instead of lime and pozzuolana the materials required would be approximately:-

No.	Specification of work	Cement - type * 500 quintali	Sand C. Meters
1	2 arches	260	60
2	Pier	450	100
3	Stile walls	440	105
	Totals	1150	265

* None

For what concerns the necessity of reopening lines 88 and 257, we inform that they are situated inside immediate Rome - hinterland - area and by means of such lines are carried to Rome goods of prime necessity such as vegetable charcoal. Furthermore, cement, lime, quarry pozzuolana gravel, etc., factories are situated on them and where these factories are still they could easily pick up work once more owing to reopening of communications. The reopening of such lines would be helpful to Rome food situation and as we have said to factories or quarries which are at present closed.

I would be much obliged to you if you could let me know your point of view on matter.

THE CHIEF OF COMPARTIMENTO
Marin

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Arezzano Station 107 R Buildings destroyed Telephone reported to Tagliacozzo
Track on an order to Raffaella (.)

AP 106.506

77.844 Paved wall destroyed in preparation for clear
over a length of 15 ft

77.856 As above also many walls of wood ripe (wood)

64.600 Wires in both demolished ready for bulldoz

65.708 - 65.931
Entrance filled with debris, clear & rebuild portal

Bridge for reconstruction Castellafiveta

Viadotto Station damaged track, engineer steel etc

Gentile Tunnel under road 25% deviation 3 & 7 meters
Work in hand of clearing
Viaduct 9 spans 19 mts each about 60 & 70 feet high
2 Arches 1 span demolished

AP 49 & 50 21 Tank Cars

Water Supply at Bracciano Water to Rome
Campagnia Station for water supplies

0 9 1 8

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Materiali		quantità totale occor. (Total Required)	avuta	da avere in totale	da avere ripartita nei mesi di ottobre	novembre	dicem
Fabbrica accumulatori Partenope - Manutenzione batterie accumulatori per illuminazione treni e locomotori, per telegrafo, telefono, etc. (Zona a sud di Roma fino al 31.12.1945 data di scadenza del contratto	U) Piombi in pani q.li	1200	-	1200	80 q.li al mese per 1		
	V) Antimonio regolo "	60	-	60	4 q.li al mese per 1		
	W) Gomma greggia "	40	-	40	2,6 q.li al mese per		
	X) Acido solforico purissimo per batterie accumulatori a 22 Beaumé kg.	90.000	-	90.000	6.000 kg. al mese per		
	K) Legno faggio evaporato di 1° qualità in tavole mc.	150	-	150	10 mc. al mese per 15		
	Y) Acqua distillata kg.	25.000	-	25.000	1670 kg. al mese per 1		
	Z) Materie prime semil. lavorate e lavorate depositate nello stabilimento della FAP a Casalnuovo di Napoli destinate a riparazione e ricostruzione delle batterie FS						
UFFICIO I.V.S. ROMA Manutenzione batterie accumulatori per illuminazione treni e locomotori, per telegrafo, per telefono, etc. (Zona a nord di Roma)	X) Acido solforico purissimo per batterie accumulatori a 22 beaumé kg.	5000	-	5000	kg. 330 al mese per 1		
	Y) Acqua distillata kg.	5000	-	5000	" 330 al mese per 1		

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Materiali	quantità totale occor.	quantità avuta	quantità da avere in totale	quantità da avere ripartita nei mesi di ottobre	novembre	dicembre	luogo dal quale si propone di prelevare il materiale
Total Required							
O) Piombi in pani q.li	1200	-	1200	80 q.li al mese per 15 mesi			
Y) Antimonio regolo "	60	-	60	4 q.li al mese per 15 mesi			
W) Gomma greggia "	40	-	40	2,6 q.li al mese per 15 mesi			
K) Acido solforico purissimo per batterie accumulatori a 22 Beaumé kg.	90.000	-	90.000	6.000 kg. al mese per 15 mesi			
K) Legno faggio evaporato di 1° qualità in tavole mc.	150	-	150	10 mc. al mese per 15 mesi			
X) Acqua distillata kg.	25.000	-	25.000	1670 kg. al mese per 15 mesi			
Z) Materie prime semi lavorate e lavorate depositate nello stabilimento della FAP a Casalnuovo di Napoli destinate a riparazione e ricostruzione delle batterie FA							
X) Acido solforico purissimo per batterie accumulatori a 22 beaumé kg.	5000	-	5000	kg. 330 al mese per 15 mesi			
Y) Acqua distillata kg.	5000	-	5000	" 330 al mese per 15 mesi			

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al 31.12.1945 data di scadenza del contratto	K) Legno faggio evaporato di 1° qualità in tavole	mc.	150	-	150	10 mc. al mese per 15 mesi		
	Y) Acqua distillata	kg.	25.000	-	25.000	1670 kg. al mese per 15 m		
	Z) Materie prime semi lavorate e lavorate depositate nello stabilimento della FAP a Casalnuovo di Napoli destinate a riparazione e ricostruzione delle batterie FS							
UFFICIO I.T.S. ROMA Manutenzione batterie accumulatori per illuminazione treni e locomotori, per telegrafo, per telefono, etc.(Zona a nord di Roma)	K) Acido solforico purissimo per batterie accumulatori a 22 beaumé	kg.	5000	-	5000	kg. 330 al mese per 15 m		
	Y) Acqua distillata	kg.	5000	-	5000	" 330 al mese per 15 m		
Linea Roma-Avezzano- Ripristino opere d'arte Impresa Gen.Appalti e Ricostruzione 1°lotto Lavori fra i km. 28+789 e km.66+365	A) CEMENTO	Q.li	1400	-	1400	1150	150	100
Soc.It.Costruzioni e Lavori Pubblici F.lli Scalera 2°lotto fra i km.72+922 e il km.77+300	A) CEMENTO	Q.li	400	-	400	150	150	100
Soc.Laziale Costruzioni Generali - 3°lotto fra i km.85+475 e km.93+049	A) CEMENTO	Q.li	400	-	400	150	150	100
Roma-Viterbo Ripristino Opere d'arte	A) CEMENTO	Q.li	1000	-	1000	350	350	300
Avellino-Rocchetta Ripristino opere d'arte lungo la linea	A) CEMENTO	Q.li	2000	-	2000	-	-	-
	F) LEGNAMI	mc.	350	"	350	-	-	-

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Legno faggio evapo= rato di 1° qualità in tavole	mc. 150	-	150	10 mc. al mese per 15 mesi			
Acqua distillata	kg. 25.000	-	25.000	1670 kg. al mese per 15 mesi			
Materie prime semi lavorate e lavorate depositate nello sta= bilimento della FAP a Casalnuovo di Napoli destinate a riparazio= ne e ricostruzione del= le batterie FS							
Acido solforico pu= rissimo per batterie accumulatori a 22 beaum=	kg. 5000	-	5000	kg. 330 al mese per 15 mesi			
Acqua distillata	kg. 5000	-	5000	" 330 al mese per 15 mesi			
CEMENTO	Q.li 1400	-	1400	1150	150	100	(*) M) I mattoni sono gi stati approvvig. dall Ditta Iacci e Marian
CEMENTO	Q.li 400	-	400	150	150	100	idem c.s.
CEMENTO	Q.li 400	-	400	150	150	100	idem c.s.
CEMENTO	Q.li 1000	-	1000	350	350	300	i lavori non sono stati ancora appaltati
CEMENTO	Q.li 2000	-	2000	-	-	-	i lavori non sono stati ancora appaltati
LEGNAMI	mc. 350	"	350	-	-	-	

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Materiali		quantità totale occorr.	avuta	da avere in totale	da avere ripartita nei mesi di ottobre	novembre	dice
B) OGGETTI DI CASERMAGGIO							
a) coperte	n.	150	-	150	150		
b) lenzuola	n.	200	-	200	200		
F) TRAVATURE IN LEGNAME	mc.	75	-	75	75		
IMPRESA GHIRA Lavoro riattivazione Galleria Montarso	A) CEMENTO	q.	11880	-	11880	7000	4880
	B) ESPLOSIVI						
	a) tritolo o simili	kg	300	-	300	200	100
	b) miccia a lenta	ml	400	-	400	250	150
	c) capsule	n.	400	-	400	250	150
IMPRESA S.A.I.D.A. Lavoro riattivazione Galleria Monte Calvo	A) CEMENTO	Q.	2555	-	2555	1800	755
IMPRESA PALMIERI Lavoro riattivazione Galleria Vivola	A) CEMENTO	Q.	11100	non si conosce la quantità avuta	11100	7000	4100
Impresa S.A.RIZZANI Lavoro impianto di 2 baracche per il personale del Movimento e della Trazione a C.Vecchia	A) Agglomerato cementizio per fondazione tipo 350 fosse latrine, cucine, pavimenti, etc.	q.	60	-	60	60	

linea Roma formazione

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t e r i a l i		q u a n t i t à totale occorr.	avuta	da avere in totale	da avere ripartita nei mesi di ottobre	novembre	dicembre	luogo dal quale si propone di prelevare il materiale
GETTI DI CASERMAG O								
coperte	n.	250	-	250	250			
lenzuola	n.	200	-	200	200			
AVATURE IN LEGNA	mc.	75	-	75	75			
MENTO	q.	11880	-	11880	7000	4880		
SPLOSIVI								
ritolo o simili	kg	300	-	300	200	100		
iccia a lenta	ml	400	-	400	250	150		
psule	n.	400	-	400	250	150		
MENTO	Q.	2555	-	2555	1800	755		
MENTO	Q.	11100	non si conosce la quantità avuta	11100	7000	4100		
gglomerato cemen= zio per fondazione po 350 fosse la= trine, cucine, pavi enti, etc.	q.	60	-	60	60			S.A. Industrie Articoli Tecnici INDART Roma-Via Palermo 25

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Linea Roma Fol

IMPRESA S.A.I.D.A. Lavoro riattivazione Galleria Monte Calvo	A) CEMENTO	Q.	2555	-	2555	1800	755		
IMPRESA PALMIERI Lavoro riattivazione Galleria Vivola'	A) CEMENTO	Q.	11100	non si conosce la quantità avuta	11100	7000	4100		
Impresa S.A.RIZZANI Lavoro impianto di 2 baracche per il personale del Movimento e della Trazione a C.Vecchia'	A) Agglomerate cementizio per fondazione tipo 350 fosse latrine, cucine, pavimenti, etc.	q.	60	-	60	60			
UFFICIO ELETTRIFICAZIONE DI ROMA Lavoro fondazioni delle linee elettriche ad alta tensione	A) CEMENTO	q.	1200	-	1200	300 q.li	al mese	per 4 m	
UFFICIO ELETTRIFICAZIONE DI ROMA Lavoro centrale del Sagittario e fabbr. alloggi di Cecchina Capranica e Ciampino	D) Tegole marsigliesi	n.	20.000	-	20.000	8000	8000	4000	
	G) Vetri trasparenti	mq.	150	-	150	150			
	H) Vetri opachi	"	600	-	600	300	300		
	I) Laterizi Perret per sottotegole	n	1200	-	1200	400	400	400	
	M) Mattoni pieni	n.	10000	-	10000	5000	5000		
	N) Legnami per sarramentic	mc.	40	-	40	20	20		
	O) Legnami per ponteggi(sola centrale del Sagittario)	mq.	18	-	18	6	6	6	
	P) Legname in tavole (sola centrale del Sagittario)	mc.	30	-	30	10	10	10	
	Q) Vernici per infissi e zoccoletti	kg.	200	-	200	50 kg.	al mese	per 4 m	
	R) Chiodi per ponteggi	kg.	500	-	500	250	250		
	S) Chiodi per falegn.	"	500	-	500	250	250		
	T) Stucco per vetri	"	700	-	700	350	350		

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	q.	2555	-	2555	1800	755		
TO	q.	11200	non si conosce la quantità avuta	11100	7000	4100		
merate cemen= per fondazione 50 fosse la= cucine, pavi= etc.	q.	60	-	60	60			S.A.Industrie Artigiani Tecnici INDART Roma-Via Palermo 25
NTO	q.	1200	-	1200	300 q.li al mese per 4 mesi			Cementificio di Civitavecchia o Spoleto
ole marsigliesi	n.	20.000	-	20.000	8000	8000	4000	Fornace Sinalunga Ditta Soiarra Roma
ri trasparenti	mq.	150	-	150	150			
ri opachi	"	600	-	600	300	300		
erisi Perret per				1200	400	400	400	Fornaci Sinalunga
to tegole	n	1200	-	10000	5000	5000		id. id.
toni pieni	n.	10000	"					
nami per sarra=				40	20	20		
tic	mc.	40	-					
nami per ponteg (sola centrale del gittario)	mq.	18	-	18	6	6	6	Dir?Gen.Villa Patrizi
name in tavole (sola centrale del gittario)	mc.	30	-	30	10	10	10	id. id.
rnici per infissi				200	50 kg.	al mese per 4 mesi		
zoccoletti	kg.	200	-	500	250	250		
dodi per ponteggi	kg.	500	-	500	250	250		
hiodi per falegn.	"	500	-	700	350	350		
tucco per vetri	"	700	-					

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	Materiali	Quantità totale occorrente	Quantità avuta	Quantità da avere in totale	Quantità da avere ripartita per i mesi di Ottobre	novembre	dicembre
Soc.An.PROVERA & CARASSI Lavoro viadotto al km. 30+140 della Roma-Formia	CEMENTO a) per murature pile e spalle b) per archi c) per muri, timpani e rinfianchi	Q. 1470 " 1900 " 3870	Q. 800 — —	Q. 670 " 1900 " 3870			
		Q. 7240	Q. 800	Q. 6440	Q.2200	Q. 2200	Q.2040
	B) ESPLOSIVI a) tritolo o simili b) miccia a lenta c) capsule	kg.170 ml. 560 n. 560	— — —	Kg. 170 ml. 560 n. 560	Kg.100 ml.300 n. 300	kg. 70 ml. 260 n. 260	— — —
	C) CARBONE	Q.li 5	—	Q.li 5	Q.li 5		
Soc.An.CIDONIO Lavoro viadotto km. 31+621 della Roma-Formia	A) CEMENTO a) per murature di pietrame delle pile e spalle b) per archi c) per muri, timpani e finfianchi	Q. 1740 Q. 2300 Q. 4450	800 — —	940 2300 4450			
		Q.li 8490	800	7690	42600	2600	2490
	B) ESPLOSIVI a) tritolo o simili b) miccia a lenta c) capsule	kg. 214 ml. 720 n. 720	— — —	214 720 720	114 400 400	100 320 320	
	C) CARBONE	Q.li 5	—	5	5		
	D) TEGOLE MARSIGLIESI						

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Materiali	Quantità totale occorrente	Quantità avuta	Quantità da avere in totale	Quantità da avere ripartita per i mesi di Ottobre	novembre	dicembre	Luogo dal quale si propone di prelevare il materiale
CEMENTO							
per murature pile e spalle	Q. 1470	Q. 800	Q. 670				
per archi	" 1900	—	" 1900				
per muri, timpani e rinfianchi	" 3870	—	" 3870				
	Q. 7240	Q. 800	Q. 6440	Q.2200	Q. 2200	Q.2040	
ESPLOSIVI							
tritolo o simili	kg.170	—	Kg. 170	Kg.100	kg. 70	—	
miccia a lenta	ml. 560	—	ml. 560	ml.300	ml. 260	—	
capsule	n. 560	—	n. 560	n. 300	n. 260	—	
CARBONE	Q.11 5	—	Q.11 5	Q.11 5			
CEMENTO							
per murature di pietrame delle pile e spalle	Q. 1740	800	940				
per archi	Q. 2300	—	2300				
per muri, timpani e finfianchi	Q. 4450	—	4450				
	Q.11 8490	800	7690	42000	2600	2490	
ESPLOSIVI							
tritolo o simili	kg. 214	—	214	114	100		
miccia a lenta	ml. 720	—	720	400	320		
capsule	n. 720	—	720	400	320		
CARBONE	Q.11 5	—	5	5			
TEGOLE MARSIGLIESI							

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Soc.An.GIDONIO Lavoro viadotto km. 31+621 della Roma--Formia	A) CEMENTO							
	a) per murature di pietrame delle pile e spalle	Q.	1740	800	940			
	b) per archi	Q.	2300	—	2300			
	c) per muri, timpani e finfianchi	Q.	4450	—	4450			
		Q.li	8490	800	7690	42600	2600	2490
	B) ESPLOSIVI							
	a) tritolo o simili	kg.	214	—	214	114	100	
	b) miccia a lenta	ml.	720	—	720	400	320	
	c) capsule	n.	720	—	720	400	320	
	C) CARBONE	Q.li	5	—	5	5		
	D) TEGOLE MARSIGLIESI PER RICOVERO OPERAI		2000	—	2000	2000		
	E) OGGETTI VARI DI CASERMAGGIO							
	a) coperte		50	—	50	50		
	b) lenzuola		200	—	200	200		
	F) TRAVATURE IN LEGNAME	mc.	75	—	75	75		
Soc.An. CIDONIO Lavoro viadotto km.32+629 della linea Roma-Formia	A) CEMENTO							
	a) per murature di pietrame pile e sp.	Q.	1510	800	710			
	b) per archi	"	2300	—	2300			
	c) per muri timpanie rinfianhi	"	4380	—	4380			
		Q.li.	8190	800	7390	2500	2500	2390
	B) ESPLOSIVI							
	a) tritolo o simili	kg.	180	—	180	100	80	
	b) miccia a lenta	ml.	620	—	620	400	220	
	c) capaule	n.	620	—	620	400	220	
	C) CARBONE	q.li	5	—	5	5		
	D) TEGOLE MARSIGL.PER rivovero operai		2000	—	2000	2000		

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ENTO								
r murature di								
letrame delle								
le e spalle	Q.	1740	800	940				
er archi	Q.	2300	—	2300				
er muri, timpani.								
finfianchi	Q.	4450	—	4450				
	Q.li	8490	800	7690	42600	2600	2490	
FLOSIVI								
ritolo o simili	kg.	214	—	214	114	100		
iccia a lenta	ml.	720	—	720	400	320		
apsule	n.	720	—	720	400	320		
		5	—	5	5			
ARBONE	Q.li							Cantiere ditta Siena
EGOLE MARSIGLIESI R RICOVERO OPERAI		2000	—	2000	2000			
GGETTI VARI DI ASERMAGGIO		50	—	50	50			Cantiere ditta Siena
coperte		200	—	200	200			Cantiere ditta Siena
lenzuola								
TRAVATURE IN LE- NAME	m.	75	—	75	75			Cantiere della ditta Federici Igliori a Roma (Garbatella)
CEMENTO								
per murature di								
intrame pile e sp.	Q.	1510	800	710				
per archi	"	2300	—	2300				
per muri timpanie								
rinfianhi	"	4380	—	4380				
	Q.li.	8190	800	7390	2500	2500	2390	
ESPLOSIVI								
tritolo o simili	kg.	180	—	180	100	80		
miccia a lenta	ml.	620	—	620	400	220		
capsule	n.	620	—	620	400	220		
CARBONE	q.li	5	—	5	5			
TEGOLE MARSIGL.PER rivovero operai		2000	—	2000	2000			

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28 SET. 1

MATERIALI PER I QUALI SI RICHIEDE LO SBLOCCO

	Materiali	Quantità totale occorr.	Quantità avuta	Quantità da avere in totale	Quantità da avere ripartita per i mesi di ottobre	Quantità da avere ripartita per i mesi di novembre	Quantità da avere ripartita per i mesi di dicembre	Luogo pone Perio
Impresa CINAGLIA Lavoro viadotto al km.21+840 della Roma-Formia	A) Cemento per muratura,pila e spalle	3000	800	2200				
	b) per archi	2820		2820				
	c) per muri timpani e rinfianchi.-	5760		5760				
	Totale q.li	11580	800	10780	3500	3500	3780	
	B) Esplosivi							
	a) tritolo o sim.	244		244	144	100		
	b) miccia a lenta	ml.800		800	500	300		
	c) capsula	N.800		N800	800			
	C) Carbone	qli 5		5	5			
2°) Impresa S.A. Condotte d'acqua Lavoro: Viadotto al Km 27+090 della linea Roma-Formia	A) Cemento: a)per murature pile e spalle	q.li1440	800	640				
	b)per archi	"2300	0	2300				
	c)per muri,timpano e rinfianchi	" 4580	0	4580				
	Totale	q.li 8320	800	7520	2500	2500	2520	
	B) Esplosivi							
	a) tritolo o sim.	Kg.160	0	160	100	60		
	b) miccia a lenta	ml.540	0	540	300	240		
	c) Capsulee	N. 800	0	800	500	300		
	C) Carbone	qli 5	0	5	5			
3) Impresa Garbarino e Scaccaluga Lavoro: Viadotto al Km.28+120 della linea Roma-Formia	A)Cemento: a)per murature,pile e spalle	qli 2700	800	1900				

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28 SET. 1944

MATERIALI PER I QUALI SI RICHIEDE LO SBLOCCO

Materiali	Quantità totale occorr.	avuta	da avere in totale	da avere ripartita per i mesi di ottobre	novembre	dicembre	Luogo dal quale si propone di prelevare il materiale
Cemento per murature, pila e spalle	3000	800	2200				
b) per archi	2820	"	2820				
c) per muri timpani e rinfianchi.-	5760	"	5760				
Totale q.li	11580	800	10780	3500	3500	3780	
Esplosivi							
a) tritolo e sim.	244	"	244	144	100	"	
b) miccia a lenta	ml 800	"	800	500	300	"	
c) capsula	N. 800	"	N 800	800			
Carbone	q.li 5	"	5	5	"	"	
Botte d'acqua							
A) Cementos: a)per murature pile e spalle	q.li 1440	800	640				
b)per archi	" 2300	0	2300				
c)per muri, timpano e rinfianchi	" 4580	0	4580				
Totale	q.li 8320	800	7520	2500	2500	2520	
B) Esplosivi							
a) tritolo o sim.	Kg. 160	0	160	100	60	"	
b) miccia a lenta	ml. 540	0	540	300	240	"	
c) Capsulse	N. 800	0	800	500	300	"	
C) Carbone	q.li 5	0	5	5	"	"	
Se Saiaccaluga							
A) Cementos: a)per murature, pile e spalle	q.li 2700	800	1900				

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Lavoro: Viadotto al Km 27+090 della linea Roma-Formia	A) Cemento: a)per murature pile e spalle	Qli	1440	800	640			
	b)per archi	"	2300	0	2300			
	c)per muri, timpano e rinfianchi	"	4580	0	4580			
	Totale	Qli	8320	800	7520	2500	2500	2520
	B) Esplosivi							
	a) tritolo o sim.	Kg.	160	0	160	100	60	
	b) miccia a lenta	ml.	540	0	540	300	240	
	c) Capsulee	N.	800	0	800	500	300	
	C) Carbone	Qli	5	0	5	5		
3) Impresa Garbarino e Sciaccaluga Lavoro: Viadotto al Km.28+120 della linea Roma-Formia	A)Cemento: a)per murature,pile e spalle	Qli	2700	800	1900			
	b) per archi	"						
	c)per muri,timpani e rinfianchi							
	Totale	Qli	2700	800	1900	1900		
	B)Esplosivi							
	a) Tritolo o sim.	Kg.	7000	0	7000	7000		
	b)Miccia a lenta	ml.	7000	0	7000	7000		
	c) Capsule	N.	7000	0	7000			
	C) Carbone per forgia	Qli	5	0	5	5		
4°)Soc. An. Provera e Carassi Lavoro:Viadotto al Km.29+374 della linea Roma Formia	A) Cemento:a)per murature,pile e spalle	Qli	2130	800	1330			
	b) per archi	"	2300	0	2300			
	c) per muri,timpani e rinfianchi	Qli	4730	0	4730			
	Totale	Qli	9160	800	8360	2800	2800	2760
	B)Esplosivi							
	a) tritolo o sim.	Kg.	214	0	214	114	100	
	b)miccia a lenta	ml.	720	0	720	400	320	
	c) capsule	N.	720	0	720	400	320	
	C) Carbone per forgia	Ql.	5	0	5	5	—	—

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rmia A) Cementos a)per murature pile e spalle	Qli 440	800	640				
b)per archi	" 2300	0	2300				
c)per muri, timpano e rinfianchi	" 4580	0	4580				
Totale	Qli 8320	800	7520	2500	2500	2520	
B) Esplosivi							
a) tritolo o sim.	Kg. 160	0	160	100	60		
b) miccia a lenta	ml. 540	0	540	300	240		
c) Capsulae	N. 800	0	800	500	300		
C) Carbone	Qli 5	0	5	5			
rino e Sciaccaluga							
o al							
linea A)Cementos a)per murature,pile e spalle	Qli 2700	800	1900				
b) per archi	"						
c)per muri,timpani e rinfianchi							
Totale	Qli 2700	800	1900	1900			
B)Esplosivi							
a) Tritolo o sim.	Kg. 7000	0	7000	7000			
b)Miccia a lenta	ml. 7000	0	7000	7000			
c) Capsule	N. 7000	0	7000	7000			
C) Carbone per forgia	Qli 5	0	5	5			
rvera e Caransi							
o al							
a li=							
ia A) Cementos a)per murature,pile e spalle	Qli 2130	800	1330				
b) per archi	" 2300	0	2300				
c) per muri, timpani e rinfianchi	Qli 4730	0	4730				
Totale	Qli 9160	800	8360	2800	2800	2760	
B)Esplosivi							
a) tritolo o sim.	Kg. 214	0	214	114	100		
b)miccia a lenta	ml. 720	0	720	400	320		
c) capsule	N. 720	0	720	400	320		
C) Carbone per forgia	Qli 5	0	5	5	—	—	

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MINISTERO DELLE COMUNICAZIONI

FERROVIE DELLO STATO

Compartimento di ROMA — SEZIONE LAVORI DI Roma

Linea Roma - Pescara

Sistemazione opere d'arte nel tratto Roma-Avezzano
(Viadotti e ponticelli)

PERIZIA DELLA SPESA

Lavori in conto 57 "Spese per riparazione danni di guerra dipendenti da azioni belliche meniche" partitario 622-

Numero progressivo	INDICAZIONI	Unità di misura	QUANTITÀ	PREZZO	IMPORTO Parziale	IMPORTO Totale
	I) Viadotto a 10 archi di luce metri 10 al km-37+140-					
1	Rimozione delle macerie con ricupero dei materiali riutilizzabili	mc.	60-	150-	9000-	
2	Demolizione andante di muratura con ricupero come al n°-1	"	210-	200-	42.000-	
3	Demolizione in breccia di muratura con ricupero come al n°-1	"	4-	500-	2.000-	
4	Muratura di pietrame con malta cementizia a 400	"	274-	2.400-	657.600-	
5	Muratura di mattoni con malte					

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Linea Roma - Pescara — Roma

[redacted]Sistemazione opere d'arte nel tratto [redacted] Roma-Avezzano
(Viadotti e ponticelli)

PERIZIA DELLA SPESA

Lavori in conto 57 "Spese per riparazioni danni di guerra dipendenti da azioni belliche meniche" partitario 622-

Numero progressivo	INDICAZIONI	Unità di misura	QUANTITÀ	PREZZO	IMPORTO Parziale	IMPORTO Totale
	I) Viadotto a 10 archi di luce metri 10 al km-37+140-					
1	Rimozione delle macerie con ricupero dei materiali riutilizzabili	mc.	60-	150-	9000-	
2	Demolizione andante di muratura con ricupero come al n°-1	"	210-	200-	42.000-	
3	Demolizione in breccia di muratura con ricupero come al n°-1	"	4-	500-	2.000-	
4	Muratura di pietrame con malta cementizia a 400	"	274-	2.400-	657.600-	
5	Muratura di mattoni con malta come al n°-4	"	16-	2.400-	38.400-	
6	Muratura di mattoni per volti con malta come al n°-4	"	150-	3.000-	450.000-	
	a riportare					1.199.000-

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Numero progressivo	INDICAZIONI	Unità di misura	QUANTITÀ	PREZZO	IMPORTO Parziale	IMPORTO Totale
	riporto				1.199.000-	
7	Centinatura per volti	mq.	150-	800-	120.000-	
8	Cappa con malta cementizia del-					
	lo spessore cm 2	"	250-	100-	25.000-	
9	Riempimento in pietrame	mc.	100-	1200-	120.000-	
10	Ritilizzazione di copertina in					
	pietra da taglio	"	15-	700-	10.500-	
11	Muratura in pietra da taglio	"	4-	7500-	30.000-	
	Sommano					1.504.500
	II) Viadotto a tre archi di lu-					
	ce metri 9 al km-64+787					
12	Demolizione come al n°-2	mc.	280-	200-	56.000-	
13	Muratura di pietrame come al					
	n°-4	"	300-	2400-	720.000-	
14	Muratura di mattoni come al nu-					
	mero 5	"	60-	2400-	144.000-	
15	Muratura di mattoni come al nu-					
	mero 6	"	220-	3.000-	660.000-	
16	Centinatura come al n°-7	mq.	260-	800-	208.000-	
17	Cappa come al n°-8	"	180-	100-	18.000-	
18	Riempimento come al n°-9	mc.	180-	1200-	216.000-	
19	Copertina come al n°-10	"	10-	700-	7.000-	
	Sommano					2.029.000-

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	lo spessore cm 2	"	250-	100-	25.000-	
9	Riempimento in pietrame	mc.	100-	1200-	120.000-	
10	Ritilizzazione di copertina in pietra da taglio	"	15-	700-	10.500-	
11	Muratura in pietra da taglio	"	4-	7500-	30.000-	
	Sommano					1.504.500
	II) Viadotto a tre archi di luce metri 9 al km-64+787					
12	Demolizione come al n°-2	mc.	280-	200-	56.000-	
13	Muratura di pietrame come al n°-4	"	300-	2400-	720.000-	
14	Muratura di mattoni come al numero 5	"	60-	2400-	144.000-	
15	Muratura di mattoni come al numero 6	"	220-	3.000-	660.000-	
16	Centinatura come al n°-7	mq.	260-	800-	208.000-	
17	Cappa come al n°-8	"	180-	100-	18.000-	
18	Riempimento come al n°-9	mc.	180-	1200-	216.000-	
19	Copertina come al n°-10	"	10-	700-	7.000-	
	Sommano					2.029.000-
	III) Viadotto a due archi luce metri 9 al km-66+298-					
	a riportare					3.533.500-

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Numero progressivo	INDICAZIONI	Unità di misura	QUANTITÀ	PREZZO	IMPORTO Parziale	IMPORTO Totale
	Riporto					3.533.500-
20	Rimozione come al n°-1	mc.	180.-	150-	27.000-	
21	Demolizione come al n°-2	"	690-	200-	138.000-	
22	Muratura di pietrahe come al n°-4	"	900-	2.400-	2.160.000-	
23	Muratura di mattoni come al n°-5	"	70-	2.400-	168.000-	
24	Muratura di mattoni come al n°-6	"	150-	3.000-	450.000-	
25	Centinatura come al numero 7	mq.	170-	800-	136.000-	
26	Cappa come al n°-8	"	120-	100-	12.000-	
27	Riempimento come al n°-9	mc.	140-	1200-	168.000-	
28	Copertina come al n°-10	"	10-	700-	7.000-	
	Sommano					3.266.000-
	IV) VIADOTTO A TRE ARCHI LUCE M.10 AL KM+72+861-					
29	Rimozione come al n°-1	mc.	200-	150-	30.000-	
30	Demolizione come al n°-2	"	260-	200-	52.000-	
31	Muratura di pietrame come al n°-4	"	340-	2.400-	816.000-	
32	Muratura di mattoni come al n°-5	"	70-	2.400-	168.000-	
33	Muratura di mattoni come al n°-6	"	180-	3.000-	540.000-	
34	Centinatura come al n°-7	mq.	210-	800-	168.000-	
35	Cappa come al n°-8	"	155.-	100-	15.500-	

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	n°-4	"	900-	2.400-	2.160.000-
23	Muratura di mattoni come al n°-5	"	70-	2.400-	168.000-
24	Muratura di mattoni come al n°-6	"	150-	3.000-	450.000-
25	Centinatura come al numero 7	mq.	170-	800-	136.000-
26	Cappa come al n°-8	"	120-	100-	12.000-
27	Riempimento come al n°-9	mc.	140-	1200-	168.000-
28	Copertina come al n°-10	"	10-	700-	7.000-
	Sommano				3.266.000-
	IV) VIADOTTO A TRE ARCHI LUCE M.10 AL KM+72+861-				
29	Rimozione come al n°-1	mc.	200-	150-	30.000-
30	Demolizione come al n°-2	"	260-	200-	52.000-
31	Muratura di pietrame come al n°-4	"	340-	2.400-	816.000-
32	Muratura di mattoni come al n°-5	"	70-	2.400-	168.000-
33	Muratura di mattoni come al n°-6	"	180-	3.000-	540.000-
34	Centinatura come al n°-7	mq.	210-	800-	168.000-
35	Cappa come al n°-8	"	155-	100-	15.500-
36	Riempimento come al n°-9	mc.	120-	1.200-	144.000-
37	Copertina come al n°-10	"	10-	700-	7.000-
	Sommano				1.940.500-
	a riportare				8.740.000

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Numero progressivo	INDICAZIONI	Unità di misura	QUANTITÀ	PREZZO	IMPORTO Parziale	IMPORTO Totale
	a riportare					8.740.000-
	V) VIADOTTO A 6 ARCHI LUCE METRI 8 AL KM+75+465					
38	Rimozione come al n°-1	mc.	150-	150-	22.500-	
39	Demolizione come al n°-2	"	170-	200-	34.000-	
40	Muratura di pietrame come al n°-4	"	150-	2.400-	360.000-	
41	Muratura di mattoni come al n°-6	"	45-	3.000-	135.000-	
42	Centinatura come al n°-7	mq.	50-	800-	40.000-	
43	Cappa come al n°-8	"	50-	100-	5.000-	
44	Riempimento come al n°-9	mc.	35-	1.200-	42.000-	
45	Copertina come al n°-10	"	3-	700-	2.100-	
	Sommano					640.600-
	VI)VIADOTTO A 4 ARCHI LUCE METRI 10 AL KM+77+244-					
46	Rimozione come al n°-1	mc.	600-	150-	90.000-	
47	Demolizione come al n°-2	"	340-	200-	68.000-	
48	Muratura di pietrame come al n°-4	"	680-	2.400-	1.632.000-	
49	Muratura di mattoni come al n°-5	"	300-	2.400-	720.000-	
50	Muratura di mattoni come al n°-6	"	320-	3.000-	960.000-	

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38	Rimozione come al n°-1	mc.	150-	150-	22.500-	
39	Demolizione come al n°-2	"	170-	200-	34.000-	
40	Muratura di pietrame come al n°-4	"	150-	2.400-	360.000-	
41	Muratura di mattoni come al n°-6	"	45-	3.000-	135.000-	
42	Centinatura come al n°-7	mq.	50-	800-	40.000-	
43	Cappa come al n°-8	"	50-	100-	5.000-	
44	Riempimento come al n°-9	mc.	35-	1.200-	42.000-	
45	Copertina come al n°-10	"	3-	700-	2.100-	
	Sommano					640.600-
	VI) VIADOTTO A 4 ARCHI LUCE METRI 10 AL KM+77+244-					
46	Rimozione come al n°-1	mc.	600-	150-	90.000-	
47	Demolizione come al n°-2	"	340-	200-	68.000-	
48	Muratura di pietrame come al n°-4	"	680-	2.400-	1.632.000-	
49	Muratura di mattoni come al n°-5	"	300-	2.400-	720.000-	
50	Muratura di mattoni come al n°-6	"	320-	3.000-	960.000-	
51	Centinatura come al n°-7	mq.	360-	800-	288.000-	
52	Cappa come al n°-8	"	360-	100-	35.000-	
53	Riempimento come al n°-9	mc.	180-	1200-	216.000-	
	a riportare				4.010.000-	9.380.600-

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Numero progressivo	INDICAZIONI	Unità di misura	QUANTITÀ	PREZZO	IMPORTO Parziale	IMPORTO Totale
	riporto				4.010.000-	9.380.600-
54	Copertina come al n°-10	mc.	12-	700-	8.400-	
	Sommano					4.018.400-
55	VII) Viadotti lievemente danneggiati-		a corpo			500.000-
56	VIII) Sottovia in ferro luce m.15,50 al km-15+012		a corpo			300.000-
57	IX) Ponte in ferro luce m.10 al km-99+658		a corpo			300.000-
58	X) Ponte in ferro luce m.10 al km100+793		a corpo			300.000-
59	XI) N°-20 ponticelli		a corpo			800.000-
	Sommano					15.599.000-
	Imprevisti 10% circa					1.401.000-
	Totale					17.000.000-
	= MATERIALI =					
60	Viadotto I)					
	-mattoni	N°-	70.000-	3-	210.000-	
	-Cemento	q.li	600-	500-	300.000-	
	-Benzina	l.	2.880-	13-	37.440-	
		l.	144-	20-	2.880-	

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55	VII) Viadotti lievemente danneggiati-	a corpo				500.000-
56	VIII) Sottovia in ferro luce m.15,50 al km-15+012	a corpo				300.000-
57	IX) Ponte in ferro luce m.10 al km-99+658	a corpo				300.000-
58	X) Ponte in ferro luce m.10 al km100+793	a corpo				300.000-
59	XI) N°-20 ponticelli	a corpo				800.000-
	Sommano					15.599.000-
	Imprevisti 10% circa					1.401.000-
	Totale					17.000.000-
	= MATERIALI =					
60	Viadotto I)					
	-mattoni	N°-	70.000-	3-	210.000-	
	-Cemento	q.li	600-	500-	300.000-	
	-Benzina	l.	2.880-	13-	37.440-	
	-Olio	l.	144-	20-	2.880-	
	Sommano				550.320-	
	Imprevisti 10% circa				55.680-	
	Totale I)					606.000-
	a riportare					17.606.000-

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Numero progressivo	INDICAZIONI	Unità di misura	QUANTITÀ	PREZZO	IMPORTO Parziale	IMPORTO Totale
.	. . . Riporto					17.606.000
61	VIADOTTO II)					
	-Mattoni	nº-	117.000-	3-	351.000-	
	-Cemento	q.li	700-	500-	350.000-	
	-Benzina	l.	4.400-	13-	57.200-	
	-Olio	l.	220-	20-	4.400-	
	Sommano				762.600	
	Imprevisti 10% circa				77.400-	
	Totale II)					840.000-
62	VIADOTTO III)					
	-Mattoni	nº-	87.000-	3-	261.000-	
	-Cemento	q.li	1.400-	500-	700.000-	
	-Benzina	l.	4.400-	13-	57.200-	
	-Olio	l.	220-	20-	4.400-	
	Sommano				1.022.600-	
	Imprevisti 10% circa				102.400-	
	Totale III)					1.125.000-
63	VIADOTTO IV)					
	-Mattoni	nº-	105.000-	3-	315.000-	
	-Cemento	q.li	750-	500-	375.000-	
	- Benzina	L.	4.200-	13-	54.600-	
	-Olio	L.	210-	20-	4.200-	
	Sommano				748.800-	
	Imprevisti 10% circa				75.200	
	Totale IV)					824.000-
64	VIADOTTO V)					
	-Mattoni	Nº-	19.000-	3-	57.000-	
	-Cemento	q.li	250-	500-	125.000-	
	-Benzina	l.	925-	13-	12.025-	
	-Olio	l.	46-	20-	920-	

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	-Cemento	q.li	700-	500-	350.000-		
	-Benzina	l.	4.400-	13-	57.200-		
	-Olio	l.	220-	20-	4.400-		
	Sommano				762.600		
	Imprevisti 10% circa				77.400-		
	Totale II)					840.000-	
62	VIADOTTO III)						
	-Mattoni	nº	87.000-	3-	261.000-		
	-Cemento	q.li	1.400-	500-	700.000-		
	-Benzina	l.	4.400-	13-	57.200-		
	-Olio	l.	220-	20-	4.400-		
	Sommano				1.022.600-		
	Imprevisti 10% circa				102.400-		
	Totale III)					1.125.000-	
63	VIADOTTO IV)						
	-Mattoni	nº	105.000-	3-	315.000-		
	-Cemento	q.li	750-	500-	375.000-		
	- Benzina	L.	4.200-	13-	54.600-		
	-Olio	L.	210-	20-	4.200-		
	Sommano				748.800-		
	Imprevisti 10% circa				75.200		
	Totale IV)					824.000-	
64	VIADOTTO V)						
	-Mattoni	Nº	19.000-	3-	57.000-		
	-Cemento	q.li	250-	500-	125.000-		
	-Benzina	l.	925-	13-	12.025-		
	-Olio	l.	46-	20-	920-		
	Sommano				194.945-		
	Imprevisti 10% circa				20.055-		
	Totale V)					215.000-	
	a riportare					20.610.000-	

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Numero progressivo	INDICAZIONI	Unità di misura	QUANTITÀ	PREZZO	IMPORTO Parziale	IMPORTO Totale
	Riporto					20.610.000-
65	VIADOTTO VI)					
	- Mattoni	Nº-	260.000-	3-	780.000-	
	- Cemento	q.li	1600-	500-	800.000-	
	- Benzina	l.	9.880-	13-	128.440-	
	- Olio	l.	494-	20-	9.880	
	Sommano				1.718.320-	
	Imprevisti 10%				171.680-	
	Totale VI)					1.890.000-
66	VIADOTTI VII)					
	-Mattoni	nº-	50.000-	3-	150.000-	
	-Cemento	q.li	130-	500-	65.000-	
	-Benzina	l.	1700-	13-	22.100-	
	- Olio	l.	85-	20-	1.700-	
	Sommano				238.800-	
	Imprevisti 10%				24.200	
	Totale VII)					263.000-
67	SOTTOVIA VIII)					
	- Mattoni	nº-	30.000-	3-	90.000-	
	- Cemento	q.li	80-	500-	40.000-	
	- Benzina	l.	1000-	13-	13.000-	
	- Olio	l.	50-	20-	1.000-	
	Sommano				144.000-	
	Imprevisti 10%				14.000-	
	Totale VIII)					158.000-
68	PONTE IX)					158.000-
	Come al nº-67					
69	PONTE X)					158.000-

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	- Benzina	l.	9.880-	13-	128.440-		
	- Olio	l.	494-	20-	9.880		
	Sommano				1.718.320-		
	Imprevisti 10%				171.680-		
	Totale VI)					1.890.000-	
66	VIADOTTI VII)						
	-Mattoni	nº-	50.000-	3-	150.000-		
	-Cemento	q.li	130-	500-	65.000-		
	-Benzina	l.	1700-	13-	22.100-		
	- Olio	l.	85-	20-	1.700-		
	Sommano				238.800-		
	Imprevisti 10%				24.200		
	Totale VII)					263.000-	
67	SOTTOVIA VIII)						
	- Mattoni	nº-	30.000-	3-	90.000-		
	- Cemento	q.li	80-	500-	40.000-		
	- Benzina	l.	1000-	13-	13.000-		
	- Olio	l.	50-	20-	1.000-		
	Sommano				144.000-		
	Imprevisti 10%				14.000-		
	Totale VIII)					158.000-	
68	PONTE IX)						
	Come al nº-67					158.000-	
69	PONTE X)						
	Come al nº-67					158.000-	
70	PONTICELLI XI)						
	-Mattoni	nº-	80.000-	3-	240.000-		
	-Cemento	q.li	210-	500-	105.000-		
	a riportare				345.000-	23.237.000-	

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Numero progressivo	INDICAZIONI	Unità di misura	QUANTITÀ	PREZZO	IMPORTO Parziale	IMPORTO Totale
	Riporto				345.000-	23.237.000-
	- Benzina	l.	2700-	13-	35.100-	
	-Olio	l.	135-	20-	2.700-	
	Sommano				382.800-	
	Imprevisti 10%				38.200-	
						421.000-
	per arrotondamento					342.000-
	Totale generale					24.000.000-

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Mod. L-16 *(esterno)*.

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO

Compartimento di R O M A

SEZIONE LAVORI
DI
R o m a

Linea Roma - Pescara

[redacted] Sistemazione opere d'arte nel tratto Roma-Avezzano -
(Gallerie e muri di sostegno)

PERIZIA DELLA SPESA

Lavori in conto 57 "Spese per riparazione danni di guerra dipendenti da azioni belliche" partitario 622-

Numero progressivo	INDICAZIONI	Unità di misura	QUANTITÀ	PREZZO	IMPORTO Parziale	IMPORTO Totale
	f) MURO DI SOSTEGNO AL KM- 46+680-					
1	Demolizione andante di muratura	mc.	350-	200-	70.000-	
2.	Scavo di sbancamento	"	140-	60-	8.400-	
3	Muratura di pietrame con malta cementizia a 400	"	350-	2.400-	840.000-	
4.	Vespaio	"	140-	1.200-	168.000-	
5.	Riutilizzazione copertina	"	2-	700-	1.400-	
	Sommano					1.087.800-

Off. Graf. Chioppini - Livorno - Ord. 1436 - IV 75 - 43x12 - 75.000 f.

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Compartimento di [redacted] di Roma

Linea Roma - Pescara

[redacted] Sistemazione opere d'arte nel tratto Roma-Avezzano - (Gallerie e muri di sostegno)

PERIZIA DELLA SPESA

Lavori in conto 57 "Spese per riparazione danni di guerra dipendenti da azioni belliche" partitario 622-

Numero progressivo	INDICAZIONI	Unità di misura	QUANTITÀ	PREZZO	IMPORTO Parziale	IMPORTO Totale
	I) MURO DI SOSTEGNO AL KM-46+680-					
1	Demolizione andante di muratura	mc.	350-	200-	70.000-	
2.	Scavo di sbancamento	"	140-	60-	8.400-	
3	Muratura di pietrame con malta cementizia a 400	"	350-	2.400-	840.000-	
4.	Vespaio	"	140-	1.200-	168.000-	
5.	Rivutilizzazione copertina	"	2-	700-	1.400-	
	Sommano					1.087.800-
	II) GALLERIA ARTIFICIALE AL KM-65+931-			1232		
6	Rimozione delle macerie	mc.	2.500-	150-	375.000-	
	a riportare				375.000-	1.087.800

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Off. Graf. Chiappini - Livorno - Ord. 1436 - IV 25 - 43x32 - 25.000 f.

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Numero progressivo	INDICAZIONI	Unità di misura	QUANTITÀ	PREZZO	IMPORTO Parziale	IMPORTO Totale
	Riporto				375.000-	1.087.800
7	Demolizione andante	mc.	580-	200-	116.000-	
8	Muratura di mattoni	"	540-	3.000-	1.620.000-	
9	" " pietrame	"	250-	2.400-	600.000-	
10	Cappa cementizia	mq.	300-	100-	30.000-	
11	Riutilizzazione copertina	mc.	5-	700-	3.500-	
	Sommano					2.744.500-
	III) GALLERIA ARTIFICIALE AL KM-85+475-					
12	Rimozione delle macerie	mc.	2000-	150-	300.000-	
13	Scavo e riempimento successivo	"	1500-	220-	330.000-	
14	Demolizione andante	"	900-	200-	180.000-	
15	Muratura di mattoni	"	1350-	3.000-	4.050.000-	
16	" " pietrame	"	250-	2.400-	600.000-	
17	Cappa cementizia	mq.	600-	100-	60.000-	
18	Riutilizzazione copertina	mc.	5-	700-	3.500-	
	Sommano					5.523.500-
						9.355.800
	Imprevisti 10% circa					944.200-
	totale					10.300.000-
	- MATERIALI -					

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9	" " pietrame	"	250-	2.400-	600.000-	
10	Cappa cementizia	mq.	300-	100-	30.000-	
11	Riutilizzazione copertina	mc.	5-	700-	3.500-	
	Sommano					2.744.500-
	III) GALLERIA ARTIFICIALE AL KM-85+475-					
12	Rimozione delle macerie	mc.	2000-	150-	300.000-	
13	Scavo e riempimento successivo	"	1500-	220-	330.000-	
14	Demolizione andante	"	900-	200-	180.000-	
15	Muratura di mattoni	"	1350-	3.000-	4.050000-	
16	" " pietrame	"	250-	2.400-	600.000-	
17	Cappa cementizia	mq.	600-	100-	60.000-	
18	Riutilizzazione copertina	mc.	5-	700-	3.500-	
	Sommano					5.523.500-
						9.355.800
	Imprevisti 10% circa					944.200-
	totale					10.300.000-
	- MATERIALI -					
19	Muro I)					
	-mattoni	n°	133.000-	3-	399.000-	
	-cemento	q.li	380-	500-	190.000-	
	-benzina	l.	5.000-	13-	65.000-	
	a riportare				654.000-	10.300.000-

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Numero progressivo	INDICAZIONI	Unità di misura	QUANTITÀ	PREZZO	IMPORTO Parziale	IMPORTO Totale
	Riporto				654.000-	10.300.000-
	-olio	l.	250-	20-	5.000-	
	Sommano				659.000-	
	Imprevisti 10% circa				66.000-	
	Totale I)					725.000-
20	GALLERIA II)					
	-mattoni	nº-	225.000-	3-	675.000-	
	-cemento	q.li	920-	500-	460.000-	
	-benzina	l.	8000-	13-	104.000-	
	-olio	l.	400-	20-	8.000-	
	Sommano				1.247.000-	
	Imprevisti 10% circa				(153.000-	
	Totale II)					1.400.000-
21	GALLERIA III)					
	-mattoni	nº-	560.000-	3-	1.680.000-	
	-cemento	q.li	1.800-	500-	900.000-	
	-benzina	l.	20.000-	13-	260.000-	
	-olio	l.	1.000-	20-	20.000-	
	Sommano				2.860.000-	
	Imprevisti 10% circa				315.000-	
	Totale III)					3.175.000-
	per arrotondamento					400.000-
	Totale generale					16.000.000-

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	Imprevisti 10% circa					
	Totale I)					725.000-
20	GALLERIA II)					
	-mattoni	nº	225.000-	3-	675.000-	
	-cemento	q.li	920-	500-	460.000-	
	-benzina	l.	8000-	13-	104.000-	
	-olio	l.	400-	20-	8.000-	
	Sommano				1.247.000-	
	Imprevisti 10% circa				(153.000-	
	Totale II)					1.400.000-
21	GALLERIA III)					
	-mattoni	nº	560.000-	3-	1.680.000-	
	-cemento	q.li	1.800-	500-	900.000-	
	-benzina	l.	20.000-	13-	260.000-	
	-olio	l.	1.000-	20-	20.000-	
	Sommano				2.860.000-	
	Imprevisti 10% circa				315.000-	
	Totale III)					3.175.000-
	per arrotondamento					400.000-
	Totale generale					16.000.000-

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MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO LAVORI E COSTRUZIONI
(Ufficio 6°)

LINEA ROMA - PESCARA TRATTO ROMA-AVEZZANO

Ripristino dei viadotti, delle gallerie e degli impianti accessori danneggiati a seguito di azioni belliche.

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PROPOSTA SOMMARIA

La linea Roma-Pescara è il legame, nel sistema delle Ferrovie dello Stato, fra Roma sulla costa tirrena e Pescara sulla costa Adriatica.- E' a binario unico, scartamento normale, elettrificata da Roma a Sulmona.

Esame delle condizioni della linea.

Dalle truppe tedesche in ritirata vennero gravemente danneggiate, e, in alcuni casi completamente distrutte, molte opere d'arte della linea Roma-Sulmona-Pescara, fra le quali, nel tratto fra Roma e Avezzano, i seguenti viadotti e ponti:

1) Viadotto a 10 arcate di m. 10 ciascuna, al Km. 37+140, di cui è caduta una pila con i due archi adiacenti;

2) Viadotto a 4 arcate di m. 9 ciascuna al Km. 66+317 di cui parimenti è caduta una pila con i 2 archi adiacenti;

3) Viadotto a 3 arcate di m. 9 ciascuna al Km. 64+787, completamente crollato;

4) Viadotto a 3 arcate di m. 10 ciascuna al Km. 72+861, completamente crollato;

5) Viadotto a 6 luci di m. 8 ciascuna al Km. 75+465, dove è caduta la spalla lato Roma e la 1ª arcata dallo stesso lato;

6) Viadotto a 4 luci di m. 10 ciascuna al Km. 77+244, completamente crollato;

7) Sottovia a travata metallica di luce m. 15,50 al Km. 75+012 in cui, oltre alla travata, è stata demolita la spalla lato Roma;

8) Ponte a travata metallica di luce m. 10 ai Km. 99+658 e 100+793, dove risultano demolite le strutture metalliche.

Oltre alle opere d'arte anzidette, che sono le più im-

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Ripristino dei viadotti, delle gallerie e degli impianti accessori danneggiati a seguito di azioni belliche.

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PROPOSTA SOMMARIA

La linea Roma-Pescara è il legame, nel sistema delle Ferrovie dello Stato, fra Roma sulla costa tirrena e Pescara sulla costa Adriatica.- E' a binario unico, scartamento normale, elettrificata da Roma a Sulmona.

Esame delle condizioni della linea.

Dalle truppe tedesche in ritirata vennero gravemente danneggiate, e, in alcuni casi completamente distrutte, molte opere d'arte della linea Roma-Sulmona-Pescara, fra le quali, nel tratto fra Roma e Avezzano, i seguenti viadotti e ponti:

1) Viadotto a 10 arcate di m. 10 ciascuna, al Km. 37+140, di cui è caduta una pila con i due archi adiacenti;

2) Viadotto a 4 arcate di m. 9 ciascuna al Km. 66+317 di cui parimenti è caduta una pila con i 2 archi adiacenti;

3) Viadotto a 3 arcate di m. 9 ciascuna al Km. 64+787, completamente crollato;

4) Viadotto a 3 arcate di m. 10 ciascuna al Km. 72+861, completamente crollato;

5) Viadotto a 6 luci di m. 8 ciascuna al Km. 75+465, dove è caduta la spalla lato Roma e la 1ª arcata dallo stesso lato;

6) Viadotto a 4 luci di m. 10 ciascuna al Km. 77+244, completamente crollato;

7) Sottovia a travata metallica di luce m. 15,50 al Km. 75+012 in cui, oltre alla travata, è stata demolita la spalla lato Roma;

8) Ponte a travata metallica di luce m. 10 ai Km. 99+658 e 100+793, dove risultano demolite le strutture metalliche.

Oltre alle opere d'arte anzidette, che sono le più importanti, sono stati danneggiati n. 20 ponticelli a volto o a impalcatura, di luce variabile da m.1 a m.5.

Per quanto riguarda le gallerie risultano distrutti un tratto di m. 50 della galleria al Km. 65+931 ed un tratto di m. 100 della galleria al Km. 85+471.- E' stato pure demolito un

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tratto di m. 15 del muro di sostegno al Km. 46+680.

Per quanto riguarda l'armamento risulta che dal Km.74+ +900 al Km. 75+550, dal Km. 89 al Km. 94, dal Km. 97+360 al Km.99+ +300 le rotaie si trovano spezzate, come pure nelle stazioni di Tagliacozzo, Scurcola, Cappelle ed Avezzano tutti gli scambi sono danneggiati.

Per quanto riguarda gli impianti di segnalamento risulta che:

a Prenestina l'apparato centrale elettrico tipo F.S. è in via di ripristino ed a giorni potrà funzionare;

fra Prenestina e Mandela i preesistenti impianti di segnalamento sono molto danneggiati;

a Mandela l'apparato centrale elettrico non ha subito gravi danni;

fra Mandela e Sulmona gli impianti sono molto danneggiati.

Le linee telegrafoniche sono del pari molto danneggiate.

Per quanto riflette l'elettrificazione, l'attrezzatura della linea di contatto e le palificazioni sono dissestate per circa il 60 %.

Delle tre sottostazioni, sono interamente distrutte quelle trifasi di trasformazione di Carsoli ed Avezzano, e nella centrale del Sagittario sono praticamente inutilizzabili i trasformatori a 10 KV. rimasti intatti. Nella sottostazione di conversione di Castel Madama è rimasto in opera un gruppo trasformatore - cilindro raddrizzatore con le relative apparecchiature e sono intatti gli interruttori e sezionatori a 60 KV. e la maggior parte dei macchinari per servizi ausiliari.

E' stato asportato un solo cilindro raddrizzatore dell'altro gruppo di conversione.

Le due terne a 60 KV. su palificazioni distinte sono molto danneggiate per pali abbattuti e conduttori asportati.

Poichè sarebbe di grande interesse la sollecita riattivazione del tratto di linea in parola, sia per la ripresa della attività di alcune fabbriche di cementi, calce ecc. esistenti nella zona di Avezzano, sia, sopratutto, nei riguardi del problema dei rifornimenti della città di Roma, sarebbe necessario provvedere subito al ripristino delle opere d'arte, almeno di questo primo tratto della linea stessa. Per il rimanente tratto di linea e cioè oltre Avezzano fino a Pescara, data la vastità dei danni subiti dai manufatti, fra i quali è da menzionare il grande viadotto a doppio ordine di arcate sul fiume Sagittario presso la stazione di Anversa-Scanno, che risulta completamente demolito e degli altri

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a che.

a Prenestina l'apparato centrale elettrico tipo F.S. è in via di ripristino ed a giorni potrà funzionare;

fra Prenestina e Mandela i preesistenti impianti di segnalamento sono molto danneggiati;

a Mandela l'apparato centrale elettrico non ha subito gravi danni;

fra Mandela e Sulmona gli impianti sono molto danneggiati.

Le linee telegrafoniche sono del pari molto danneggiate.

Per quanto riflette l'elettrificazione, l'attrezzatura della linea di contatto e le palificazioni sono dissestate per circa il 60 %.

Delle tre sottostazioni, sono interamente distrutte quelle trifasi di trasformazione di Carsoli ed Avezzano, e nella centrale del Sagittario sono praticamente inutilizzabili i trasformatori a 10 KV. rimasti intatti. Nella sottostazione di conversione di Castel Madama è rimasto in opera un gruppo trasformatore - cilindro raddrizzatore con le relative apparecchiature e sono intatti gli interruttori e sezionatori a 60 KV. e la maggior parte dei macchinari per servizi ausiliari.

E' stato asportato un solo cilindro raddrizzatore dell'altro gruppo di conversione.

Le due terne a 60 KV. su palificazioni distinte sono molto danneggiate per pali abbattuti e conduttori asportati.

Poichè sarebbe di grande interesse la sollecita riattivazione del tratto di linea in parola, sia per la ripresa dalla attività di alcune fabbriche di cementi, calce ecc. esistenti nella zona di Avezzano, sia, sopratutto, nei riguardi del problema dei rifornimenti della città di Roma, sarebbe necessario provvedere subito al ripristino delle opere d'arte, almeno di questo primo tratto della linea stessa. Per il rimanente tratto di linea e cioè oltre Avezzano fino a Pescara, data la vastità dei danni subiti dai manufatti, fra i quali è da menzionare il grande viadotto a doppio ordine di arcate sul fiume Sagittario presso la stazione di Anversa-Scanno, che risulta completamente demolito e degli altri impianti della linea stessa, e dato che per mancanza di mezzi di trasporto non è stato ancora possibile effettuare una completa visita di ricognizione, non si possono, per il momento, fare previsioni, e il ripristino di tale tratto formerà oggetto fra breve di separato esame.

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Per la ricostruzione delle opere d'arte del tratto Roviano-Avezzano, è stato previsto di adottare, in massima, modalità tecniche analoghe a quelle preesistenti salvo quelle lievi modifiche, che, all'atto dell'esecuzione dei lavori, risultassero dal lato tecnico ed economico convenienti.

Per il ripristino dei tre manufatti a struttura metallica, è stato previsto di impiegare travate provvisorie di proprietà dell'Amministrazione e depositate a Roma Tuscolana, delle quali deve essere autorizzato il prelievo, e da porre in opera a mezzo del personale della Squadra Ponti, mentre per il ripristino dei manufatti minori verrà adottata una struttura provvisoria costituita da fasci di rotaie posti in opera a mezzo del personale ferroviario d'organico.

Data l'importanza ed il numero dei lavori occorrenti per consentire la riattivazione del tratto Roviano-Avezzano, la quantità dei materiali occorrenti, dei mezzi di trasporto (autocarri) e dei carburanti necessari, e data infine l'imminenza della cattiva stagione, non si ritiene di poter riattivare l'esercizio della Roma-Avezzano prima dell'inverno.

Ritenuto che dal Comando Alleato potranno essere forniti alle Ditte che eseguiranno i lavori, il cemento per la confezione delle malte, la benzina e i lubrificanti per i mezzi di trasporto dei materiali dal luogo di produzione a quelli di impiego, la spesa occorrente ammonta a 63 milioni di lire, di cui 16 milioni per il ripristino delle due gallerie e del muro di sostegno, 24 milioni per quello dei viadotti e dei ponti, 10 milioni per l'armamento, 5 milioni per gli impianti telegrafonici, 1 milione per il ripristino degli impianti di illuminazione ed infine 4 milioni per la sistemazione dei fabbricati e impianti accessori.

Materiali e mano d'opera.

Per eseguire il lavoro occorrono i seguenti materiali:

a) cemento Q.li 9000 da prelevarsi dal cementificio di Guidonia oppure di Segni, oppure di Civitavecchia, a seconda delle disponibilità;

b) benzina litri 60.000 circa, per il trasporto dei materiali;

c) lubrificanti circa litri 3.000;

distribuiti in circa quattro mesi.

Occorrono pure 1.800.000 mattoni che verranno prelevati dalle fornaci di Civitella Roveto, Monterotondo ed Oricola Pereto, 2.500 tonn. di pozzolana che verrà prelevata dalle cave di Salone e Vicovaro, mentre il pietrame per un quantitativo di circa 4.000 metri cubi, verrà ricavato dai materiali di demolizione od approvvigionato dalle cave locali.

Il legname per i ponteggi e le centine sarà approvvigio-

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dell'Amministrazione e depositate a Roma Tuscolana, delle quali deve essere autorizzato il prelievo, e da porre in opera a mezzo del personale della Squadra Ponti, mentre per il ripristino dei manufatti minori verrà adottata una struttura provvisoria costituita da fasci di rotaie posti in opera a mezzo del personale ferroviario d'organico.

Data l'importanza ed il numero dei lavori occorrenti per consentire la riattivazione del tratto Roviano-Avezzano, la quantità dei materiali occorrenti, dei mezzi di trasporto (autocarri) e dei carburanti necessari, e data infine l'imminenza della cattiva stagione, non si ritiene di poter riattivare l'esercizio della Roma-Avezzano prima dell'inverno.

Ritenuto che dal Comando Alleato potranno essere forniti alle Ditte che eseguiranno i lavori, il cemento per la confezione delle malte, la benzina e i lubrificanti per i mezzi di trasporto dei materiali dal luogo di produzione a quelli di impiego, la spesa occorrente ammonta a 63 milioni di lire, di cui 16 milioni per il ripristino delle due gallerie e del muro di sostegno, 24 milioni per quello dei viadotti e dei ponti, 10 milioni per l'armamento, 5 milioni per gli impianti telegrafonici, 1 milione per il ripristino degli impianti di illuminazione ed infine 4 milioni per la sistemazione dei fabbricati e impianti accessori.

Materiali e mano d'opera.

Per eseguire il lavoro occorrono i seguenti materiali:

a) cemento Q.li 9000 da prelevarsi dal cementificio di Guidonia oppure di Segni, oppure di Civitavecchia, a seconda delle disponibilità;

b) benzina litri 60.000 circa, per il trasporto dei materiali;

c) lubrificanti circa litri 3.000;

distribuiti in circa quattro mesi.

Occorrono pure 1.800.000 mattoni che verranno prelevati dalle fornaci di Civitella Roveto, Monterotondo ed Oricola Pereto, 2.500 tonn. di pozzolana che verrà prelevata dalle cave di Salone e Vicovaro, mentre il pietrame per un quantitativo di circa 4.000 metri cubi, verrà ricavato dai materiali di demolizione od approvvigionato dalle cave locali.

Il legname per i ponteggi e le centine sarà approvvigionato dalle Ditte.

Per quanto riguarda i binari tutto il materiale è dispo-

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nibile lungo la linea, mediante opportune riparazioni o prelevamento dai binari secondari di stazione.

Per il segnalamento verranno prelevati i materiali mancanti dalle linee contigue.

La mano d'opera verrà prelevata sul posto, e già diverse Imprese hanno offerto i loro servizi per questo genere di lavori.

L'elettrificazione verrà rimandata in un secondo tempo sia per la mole dei lavori, come per le difficoltà di avere l'energia elettrica necessaria.

La ricostruzione non presenta problemi difficili, e potrà essere portata a termine per il tratto Roma-Roviano nel periodo di un mese, e per il tratto Roviano-Avezzano nel periodo di 4 mesi.

IL DIRETTORE GENERALE

Ing. Nicolò Rasmondo

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sia per la mole dei lavori, come per le difficoltà di avere l'energia elettrica necessaria.

La ricostruzione non presenta problemi difficili, e potrà essere portata a termine per il tratto Roma-Roviano nel periodo di un mese, e per il tratto Roviano-Avezzano nel periodo di 4 mesi.

IL DIRETTORE GENERALE

Ing. Ugo Ratti

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ELENCO DELLE DITTE CHE POTREBBERO ESSERE IMPIEGATE PER I LAVORI
DI RIPRISTINO SUL[illegible] LINEA ROMA - AVEZZANO-

=========oOOo==========

1) S.A. TESTA Michele e C. Castel Madama.
2) SALVATORI Elia - Marcellina.
3) ALIMANDI Nicola - Avezzano - Via L.De Blasis.
4) IAFOLLA Alfredo - Sulmona - Via stazione Introd'acqua.
5) GUADAGNOLI Ferdinando - Sulmona.
6) Ing.Franco CARUSI - Piazza Ruggiero di Sicilia, 7 - Roma -
7) Dott. Cesare MACCALINI - Via Principe Amedeo, 221 - Roma -
8) Ing. CARDARELLI Luigi - Via Emilio del Cavaliere, 7 -Roma-
9) CANTI Riccardo - Via Rattazzi, 2-Roma -
10) Ing. Pietro PARISI - Via Piemente, 127 - Roma -
11) Giovanni GUICCIARDI - Via Garigliano - Roma -
12) Ing.Aroldo ROMAGNOLI - Via Giovanni Bettolo - Roma -
13) LA FRANCA Vincenzo - Via Gaeta, 29 - Roma -
14) FIORY Carlo - Via Panama, 95 - Roma -
15) CIDONIO Pietro - Via Regina di Bulgaria, 7 - Roma -
16) Soc.Laziale Costruzioni Generali - Via 4 Giugno - Roma-
17) Ing.Decio COSTANZI - Via Nazionale, 60 - Roma -
18) Ing. Carlo ANSALDI - Via Aurelia, 139 - Roma-
19) Geom. Gino LUZZI- Via Novara, 43 - Roma
20) Alcide SIMONI - Via Antonio Musa, 11 - Roma -
21) Ing.Ettore BERARDI - Via Parioli, 72 - Roma -
22) BRUNO Emilio - Via della Giuliana, 113 - Roma -
23) TUFARELLI Rocco - Via Sistina, 36 - Roma -

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6) Ing.Franco CARUSI - Piazza Ruggiero di Sicilia, 7 - Roma -
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13) LA FRANCA Vincenzo - Via Gaeta, 29 - Roma -
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22) BRUNO Emilio - Via della Giuliana, 113 - Roma -
23) TUFARELLI Rocco - Via Sistina, 36 - Roma -

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

ELENCO DEGLI AUTOMEZZI A DISPOSIZIONE DELLA SOCIETA' IMPRESA GENERALE APPALTI E COSTRUZIONI (Roma, Via Francesco Crispi 20) APPALTATRICE DEI LAVORI DI RIPARAZIONE DEL SOTTOVIA AL Km.28 E DEL VIADOTTO Km.37 DELLA LINEA ROMA - AVEZZANO.

++++++++++++++++++++++++++++++++

1) Autocarro Bianchi S.9.
   Permesso di circolazione : pratica in corso
   N° civile per Roma : N° 50714
   Motore N°54806.
   Telaio (chassis) N° 54806.
2) Autocarro Fiat 18 BL.
   N° civile Roma 02 1992
3) Bianchi S.5
   N° civile Roma 57714.

N.B. Lunedì 2/10 p.v. si trasmetteranno gli altri dati interessanti gli automezzi, dati che oggi non si son potuti avere dalla Ditta.

Le Chef de Bureau
Lecuir Adjudant

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Motore N°54806.

Telaio (chassis) N° 54806.

2)Autocarro Fiat 18 BL.

N° Civile Roma G2 1992

3)Bianchi 3.5

N° civile Roma 57714.

N.B. Lunedì 2/10 p.v. si trasmetteranno gli altri dati interessanti gli automezzi, dati che oggi non si son potuti avere dalla Ditta.

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

Translation

Ministry of Communications
I S R - General Direction
Works and Constructions Service
6th Office

Rome-Pescara line - Roma Avezzano Section

Rehabilitation of viaducts, tunnels and accessory plants damaged by war operations.

Summary proposal -

The Rome Pescara line links in the I.S.R. railway system, Rome (Tirrenic Coast) with Pescara (Adriatic Coast). It is a single rail and normal gauge railroad, electrificated between Rome and Sulmona.

Statement of line conditions

Many masonry works of the Roma-Sulmona-Pescara line have been heavily damaged, and in some cases wholly destroyed by the retreating German troops. The following viaducts and bridges, belonging to the section line between Rome and Avezzano, have been damaged or destroyed.

1) 10 arches viaduct (each arch span 10 metrs) placed at Km. 37 + 140, whereof a pillar and the two adjoining arches have collapsed;
2) 4 arches viaduct (each arch span 9 mtrs) placed at Km.66 - 317, whereof a pillar and the two adjoining arches have collapsed;
3) 3 arches viaduct (each arch span 9 mtrs.) placed at Km.64+787, have been wholly destroied;
4) 3 arches viaduct (each arch span 10 mtrs.) placed at Km.72+861 has wholly collased;
5) 6 arches viaduct (each arch span 8 mtrs.) placed at Km.75+465

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Rehabilitation of viaducts, tunnels and accessory plants damaged by war operations.

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1) 10 arches viaduct (each arch span 10 metrs) placed at Km. 37 + 140, whereof a pillar and the two adjoining arches have collapsed;

2) 4 arches viaduct (each arch span 9 mtrs) placed at Km.66 - 317, whereof a pillar and the two adjoining arches have collapsed;

3) 3 arches viaduct (each arch span 9 mtrs.) placed at Km.64+787, have been wholly destroied;

4) 3 arches viaduct (each arch span 10 mtrs.) placed at Km.72+861 has wholly collased;

5) 6 arches viaduct (each arch span 8 mtrs.) placed at Km.75+465 whereof the abutment (Roma side) and the first arcade (same side) have collapsed;

6) 4 archss viaduct (each arch span 10 mtrs) placed at Km.77+244 have wholly collapsed;

7) Metallic trestle subway (span mtrs 15.50) placed at Km.75+102

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whereof the abutment (Rome side) and the trestle have been destroyed;

8) Metallic girder bridge (span mtrs 10) placed between Km.99-658 and Km.100+793, whereof the metal structures has been destroyed.

In addition to above structures, which are the most important, twenty small arch or beam-structure bridges have been damaged, (their span varies from 1 to 4 metrs.)

As what concerns tunnels, a 50 metres section of the tunnel placed at Km. 65+931 and a 100 mtrs. section of the tunnel placed at Km.85+471 have been destroyed.

A 15 mtrs. section of the retaining wall (placed at Km.46+680) has been also demolished.

As what concerns the equipment, the sails have neen broken between Km. 74+9PP and Km.75+550, between Km.89 and Km.94, between Km. 97+360 and Km.99+300. All the switches at Tagliacozzo, Scurcola, Cappelle and Avezzano have been damaged.

Regarding the signal plants, it results:

- the restoration of the Prenestina Station central electric apparatus (I S R Type) is, at present, in progress and it will be finished within few days;
- the existing signal plants between Prenestina and Mandela Station are heavily damaged;
- there are no heavy damages at the Mandela station central electric apparatus;
- there are heavy damagen at the plants between Mandela and Sulmona station.
- the telegraphic and telephonic lines have been, likewise, heavily damaged.

Regarding the electrification, about 60 % of the contact line equipment and of the poles has been damaged. About the 3 electric

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(their span varies from 1 to 4 metrs.)
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- there are heavy damagen at the plants between Mandela and Sulmona station.
- the telegraphic and telephonic lines have been, likewise, heavily damaged.

Regarding the electrification, about 60 % of the contact line equipment and of the poles has been damaged. About the 3 electric substations, the Carsoli and Avezzano threephase transformation substations have been wholly destroyed. The 10 KV.Transformers placed at Sagittario electric central station, although not damaged,

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cannot be operated. A transformation group (rectifier cylinder with the adjoining equipments) has remained in operation at the Castel Madama electric transformation sub-station, where the 60 Km. interrupter and sectioners and the main part of the auxiliary services machineries are not also damaged. A sole rectfier cylinders has been removed from the other transformation group.

The 60 KV terns (placed on different pile-working)has been heavily damaged, owing to the poles having been thrown down and the conductors removed.

It would be necessary to provide at the soonest for the reconstruction of masonry works (at least for those placed in the Rome Avezzano section, as it is of great interest to reoperate the said line section in order to let some cement, lime etc. placed factories in the Avezzano Area function again, and to help solving Rome supplies problem.

Regarding the section from Avezzano to Sulmona, it is impssible, at present, to make forecasts, on account of the masonry works heavily damaged, among which there are the two arches layers large viaduct (placed on the Sagittario River, near Anversa-Scanno station) which has been wholly destroyed. It has not yet been possible to wholly examine the damage owing to lack of transport means . Such investigation will be at the soonest carried out. Concerning the works recontruction of the Rome Avezzano section masonry, we shall follow the same previous technical requirements with the reserve of slight modifications which may appear useful during the works for technical and economic reasons. Concerning the 3 metallic masonry structures, we shall use provisory trestles, belonging to I S R Administration and stored at Roma Tuscolana, whereof the supply will be authorized. Such trestles will be put

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

auxiliary services machineries are [illegible]
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Concerning the smaller masonry works we shall prefer a provisory structure, made with rail bundles which will be put on the spot by the normal I S R personnel.

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We dont believe to be able to reoperate the Rome-Avezzano line before the next winter, on account of the importance and number of the works required for reoperation of the Roviano-Avezzano section, the materials quantity, the transport means,(motortrucks) and fuels, and the bad season being so near.
Taking for granted that cement, petrol and lubricatings to carry the material from production places to work localities are supplied by Allied Command, the expense will amount to 63 millions of liras, whereof: 16 millions for the 2 tunnels and the retaining wall reconstruction, 24 millions for the bridges and viaducts reconstru= ction, 10 millions for the equipment, 5 millions for the telegra= phic and telephonic plants, 1 million for the lighting plants and at last 4 millions for the buildings and accessory plants.

Materials and workmanship

The following materials are necessary to perform the work:
a) cement: Qli 9000 which will be supplied from the cement factory either of Guidonia, or Segni or Civitavecchia, according to the eventual availability ;
b) petrol about ltrs.60000, for the materials transportation
c) bricks n.1.800.000 which will be supplied by the Civitella Roveto, Monterotondo and Oricola Pereto kilus.
d) pozzolana about tons.2500 that will be supplied by Salone quarry;
e) broken stones (pebbles) about mc.4000, which will be obtained from the demolition materials or supplied by the local stone quarries-
The falseworks and arches timber will be supplied by the Firms.
Concerning the rails all the material is available along the line, owing to suitable restorations or removal from station accessory rails.

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The falseworks and arches timber will be supplied by the Firms.

Concerning the rails all the material is available along the line, owing to suitable restorations or removal from station accessory rails.

The signal materials needed will be transferred from the adjacent lines.

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The workmanship will be supplied on the spot, and some Firms have already offered their services to perform such work.

The electrification will delay till the account of the importance of the relative works, and of the difficulties to obtain the necessary electric power.

The reconstruction is not a hard problem. It will be carried out within a month for the Rome-Roviano section and within 4 months for the Roviano-Avezzano section.

The General Director

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to obtain the necessary electric power.

The reconstruction is not a hard problem. It will be carried out within a month for the Rome-Roviano section and within 4 months for the Roviano-Avezzano section.

The General Director

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II Tunnel placed at Km 65+931 -

INDICATIONS.	MEASURE-UNITY	Quantity -	Price -	Amount -
1- Ruins removal	mc.	2500 -	£ 150 -	£ 375.000
2- Masonry demolition	"	580 -	£ 200 -	£ 116.000
3- Brick masonry	"	540 -	£ 3.000 -	£ 1.620.000
4- Broken stone masonry	"	250 -	£ 2.400 -	£ 600.000
5- ~~Concrete~~ Cement casing	"	300 -	£ 100 -	£ 30.000
6- Casing ventilization	"	5 -	£ 700 -	£ 3.500
		Amount		£ 744.500

III Tunnel placed at Km 85+475

1 Ruins removal	mc.	2000	£ 150	£ 300.000
2 Excavation and successive filling-	"	1500	£ 220	£ 330.000
3 Masonry demolition	"	900	£ 200	£ 180.000
4. Brick masonry	"	1350	£ 3.000	£ 1.050.000
5. Broken stone masonry	"	250	£ 2400	£ 600.000
6- Cement casing	"	600	£ 100	£ 60.000

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2- Masonry demolition	"	380-	£ 200-	£ 116.000
3- Brick masonry	"	540-	£ 3.000-	£ 1.620.000
4- Broken stone masonry	"	250-	£ 2.400-	£ 600.000
5- ~~Concrete~~ Cement casing	"	300-	£ 100-	£ 30.000
6- Casing ventilization	"	5-	£ 700-	£ 3.500
			Amount	£ 2.744.500

III Tunnel placed at Km 85+475

1 Ruins removal	me.	2000	£ 150	£ 300.000
2 Excavation and necessary filling-	"	1500	£ 220	£ 330.000
3 Masonry demolition	"	900	£ 200	£ 180.000
4. Brick masonry	"	1350	£ 3000	£ 1.050.000
5. Broken stone masonry	"	250	£ 2400	£ 600.000
6- Cement casing	"	600	£ 100	£ 60.000
7- Casing ventilization	"	5	£ 700	£ 3.500
			Amount	1219 £ 5.523.500
Unforseen (about 60% ~~of the amount~~)				£ 946.200
			Amount	£ 10.300.000

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Translation

- Ministry of Communications -

Compartiments of Rome

Work Section
of
- Rome -

Rome - Averno section masonry works resumption
(Tunnels and retaining walls)

- Expense appraisement.

Works in account 57 " Expenses for the war damages ~~of~~ caused by war operations, " ledger 622 -

Retaining wall placed at km 46+680

~~INDICATIONS~~ ~~MEASURE~~ ~~UNITY~~ ~~QUANTITY~~ ~~PRICE~~

INDICATIONS	MEASURE UNITY	QUANTITY	PRICE	AMOUNT
1 Masonry demolition	mc.	150 -	200 -	30.000
2 Foundation trench	"	140 -	60 -	8.400

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

- Rome -

Rome - Averano section masonry works resumption

(Tunnels and retaining walls)

- Expense appraisement -

Works in account 57 " Expenses for the war damages ~~to~~ caused by war operations, ledger 622 -

Retaining wall placed at km 46+680

~~INDICATION MEASURE QUANTITY PRICE~~

INDICATIONS	MEASURE UNITY	QUANTITY	PRICE	AMOUNT
1 Masonry demolition	mc.	150 -	200 -	30.000
2 Excavation trench	"	140 -	60 -	8.400
3 ~~Cement~~ Broken stone masonry with cement mortar (400)	"	350 -	2.400 -	840.000
4 ~~Intrados~~ ~~Cavity~~ Cavity	"	140 -	1200	168.000
5 ~~Casing~~ revitalization	" / Amount	2 -	700 -	1.400
				2.087.800

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- Materials -

INDICATIONS	MEASURE-UNITY	Quantity	PRICE	AMOUNT
I) Retaining wall.	~~Mtr.~~		~~t~~	~~t~~
Bricks	~~Number~~	133.000	3	399.000 -
Cement	q.li	380	500	190.000 -
Petrol	l.	5.000	13	65.000 -
Oil.	l.	250	20	~~5.000~~ -
			Amount	659.000 -
		Unforseen (about 10%)		66.000 -
			~~Amount~~ Amount	725.000 -
II) Tunnel (km 65+931)				
Bricks	Number	225.000	3	675.000 -
Cement	q.li	920	500	460.000 -
Petrol	l.	8.000	13	104.000 -
Oil.	l.	400	20	8.000 -
			Amount	1.247.000 -
		Unforseen (about 10%)		153.000
			Amount	1.400.000
III) Tunnel (km 85+475)				
Bricks	Numbers	560.000	3	1.680.000
Cement	q.li	1.800	500	900.000
Petrol	l.	20.000	13	260.000
Oil				

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Petrol	l.	5.000	13	65.000-
Oil-	l.	250	20	~~6 5.882~~
			Amount	659.000-
		Unforseen (about 10%)		66.000-
			Amount	725.000-

VI) Tunnel (Km 65+931)

Bricks	Number	225.000	3	675.000-
Cement	q.li	920	500	460.000-
Petrol	l.	8.000	13	104.000-
Oil-	l.	400	20	8.000-
			Amount	1.247.000-
		Unforseen (about 10%)		153.000
			Amount	1.400.000

VII) Tunnel (Km 85+475)

Bricks	Numbers	560.000	3	1.680.000
Cement	q.li	1.800	500	900.000
Petrol	l.	20.000	13	260.000
Oil-	l.	1.000	20	1218 20.000
			Amount	2.860.000
		Unforseen (about 10%)		314.000
			Amount	3174.000 -

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Amount N°I	4 25. 000	
" N°II	1.400. 000	
" N° III	3. 175. 000	+
	10 . 300. 000	
To make grand round figure	400. 000	
Grand amount	16.000.000	

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

Translation

Ministry of Communications

Compartiment of Rome

Work Section
of
Rome

Rome - Avezzano section masonry works reconstruction

(Viaducts and small bridges)

Expense appraisement

Works in account 37 " Expenses for the war damages caused by war operations " ledger 622 -

INDICATIONS	MEASURE-UNITY	QUANTITY	PRICE	AMOUNT
~~It~~ 10 arches viaduct (span 10 mts) placed at Km 37 + 120				
1 - Ruins removal and ~~useful~~ materials ~~recovery~~	mc.	60	150	9.000
2 - Masonry demolition and recovery as above N. 1	"	210	200	42.000
3 - ~~Demolition~~ and recovery as above N.1	"	4	500	2.000

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Rome - Avezzano section masonry works reconstruction

(Viaducts and small bridges)

Expense appraisement

Works in account 57 " Expenses for the war damages caused by war operations " ledger 622-

INDICATIONS	MEASURE-UNITY	QUANTITY	PRICE	AMOUNT
~~D/St~~ 10 arch viaduct (span 10 mts) placed at Km 37 + 120				
1- Ruins removal and ~~useful~~ materials recovery	mc.	60	150	9.000
2- Masonry demolition and recovery as above N. 1-	"	210	200	42.000
3- Demolition and recovery as above N.1	"	4	500	2.000
4- Broken stone masonry with cement paste (400)	"	274	1217 2.400	657.600
5 Brick masonry with paste as above N.4		16	2.400	38.400
6 Arches ~~brick~~ masonry with paste as above N.4		140	3.400	450.000
			riporto	1199.000

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Riporto 1.199.000

		M.U.	Quantity	Price	Amount
7.	Arches centering	mq.	150	800	120.000
8.	Coring with cement paste (thickness cm 2)	"	250	100	25.000
9.	Broken stone filling	Mc.	100	1200	120.000
10.	~~Coring~~ rechilization of freestone coring		15	400	10.500
11	Freestone masonry		4	7.500	30.000
				Amount	1.504.000

II 3 arches viaduct (span 9 mts) placed at Km 64+477

12	Demolition as above N.2	Mc.	280	200	56.000
13.	Broken stone masonry as abo. N.4	"	300	2400	720.000
14.	Brick masonry as ab. N.5	"	60	2400	144.000
15.	Brick " " " N.6		220	3.000	660.000
16.	Centering as above N 7	mq.	260	800	208.000
17.	Coring as above N.8	"	180	100	18.000
18.	Filling as above N.9	Mc.	180	1200	216.000
19.	Coring as above N10	"	10	400	4.000
				Amount	2.029.000

III 2 Arches viaduct (span 9 mts) placed at Km 66+298.

20.	Removal as above N.1	Mc.	180	150	27.000

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10 -	Removal of ~~Coring~~ ~~Rechtziehen of~~ free stone coring		15	4.00	10.500
11	Freestone masonry		4	7.500	30.000
				Amount	1.504.000

II 3 arches viaduct (span 9 mtrs) placed at Km 64+478

12	Demolition as above N.2	Me.	280	200	56.000
13.	Rock stone masonry as abo. N.4	"	300	2400	720.000
14.	Brick masonry as ab. N.5	"	60	2400	144.000
15.	Brick " " " N.6		220	3.000	660.000
16.	Centering as above N 7	Mq.	260	800	208.000
17.	Coring as above N.8	"	180	100	18.000
18.	Filling as above N.9	Me.	180	1200	216.000
19.	Coring as above N10	"	10	4.00	4.000
				Amount	2.029.000

III 2 Arches viaduct (span 9 mtrs) placed at Km 66+298

20.	Removal as above N.1	Me.	180	150	27.000
21.	Demolition as abo N2	"	690	200	138.000
22.	Rock stone masonry as. Ab. N4	"	900	2.400	2.160.000
23.	Brick masonry as. ab. N5	"	70	2.400	168.000
24	" " " " N.6	"	150	3.000	450.000
25	Centering as. Above N. 7	Mq.	170	800	136.000
26	Coring as above N. 8	"	120	100	12.000
27	Filling as above N. 9	Me.	140	1200	168.000
28	Coring as above N. 10	"	10	4.00	4.000
					3.266.000

Amount 3.266.000

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IV) 3 Arches w'abutt (shown Mk. 10) placed at Km 4+2+861 - 3

INDICATION	M.U.	QUANTITY	PRICE	AMOUNT
29 Removal as ab. N. 1	Me.	200	150	30.000
30 Demolition as ab N. 2	"	260	200	52.000
31. Broken stone masonry as ab. N. 4	"	340	2.400	816.000
32 Brick masonry as ab. N. 5	"	70	2.400	168.000
33 " " " " N. 6	"	180	3.000	540.000
34 Centering as ab. N. 7	mq.	210	800	168.000
35 Coring as " " 8	"	155	100	15.500
36 Filling " " " 9	mc	120	1.200	144.000
37 Coring " " " 10	mc.	10	700	7.000
			Amount	1.940.500

V 6 Arches w'abutment (shown Mk 8) placed at Km 75+465

38 Removal as above N. 1	mc.	130	150	22.500
39 Demolition " " " 2	"	170	200	34.000
40 Broken stone masonry as ab. N. 4	"	150	2.400	300.000
41 Brick masonry " " " 6	"	45	3.000	135.000
42 Centering " " N. 7	mq	50	1800	40.000
43 Coring " " 8	"	50	100	5.000
44 Filling " " 9	mc.	35	1200	42.000
45 Coring " " 10	"	3	700	2.100
			Amount	620.000

46 Removal as above N 1	mc.	600	150	90.000
47 Demolition " " N 2	"	340	200	68.000
48 Broken stone masonry " " N 4	"	880	2.400	1.632.000
49 Brick masonry " " " 5	"	300	2.400	720.000
" " " " 6	"	320	3.000	960.000

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32	Brick masonry as ab.			2.200	168.000
33	" " " " N.6	"	180	3.000	540.000
34	Centering as ab. N. 7	mq.	210	800	168.000
35	Coring as " " 8	"	155	100	15.500
36	Filling " " " 9	mc	120	1.200	144.000
37	Coring " " " 10	mc.	10	700	7.000
				Amount	1.940.500

V 6 Arch Washout (span m 28) placed at Km 75+465

38	Removal as above N. 1	mc.	130	150	22.500
39	Demolition " " " 2	"	170	200	34.000
40	Broken stone masonry as ab. N. 4	"	150	2.400	360.000
41	Brick masonry " " " 6	"	45	3.000	135.000
42	Centering " " N. 7	mq	50	800	40.000
43	Coring " " " 8	"	50	100	5.000
44	Filling " " " 9	mc.	35	1200	42.000
45	Coring " " " 10	"	3	700	2.100
				Amount	640.000
46	Removal as above N. 1	mc.	600	150	90.000
47	Demolition " " " 2	"	340	200	68.000
48	Broken stone masonry " " N. 4	"	880	2.400	1.632.000
49	Brick masonry " " " 5	"	300	2.400	720.000
50	" " " " " 6	"	320	3.000	960.000
51	Centering " " " 7	mq.	360	800	288.000
52	Coring " " " 8	"	360	100	12.000
53	Filling " " " 9	mc.	180	1200	216.000
54	Coring " " " 10	"	12	700	8.400
				Amount	4.018.400

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INDICATION	U.M.	QUANTITY	PRICE	AMOUNT
VII 55- Highly damaged viaducts				
			resumption whole amount	500.000
VIII 56. Iron subway (span m.15,50) placed at Km 15+012			" " "	300.000
IX 57. Iron bridge (span m.10) placed at Km 99+658			" " "	300.000
X 58 " " " " 4 " " at " 100+793			" " "	300.000
XI 59 N°20 small bridges			" " "	800.000
Amount				2.200.000
~~Amount N I~~				~~1.504.500~~
Amount N I				1.504.500
" N II				2.029.300
" N III				3.266.000
" N IV				1.940.500
" N V				640.600
" N VI				4.018.400
				15.599.000
Unforseen (about 10%)				1.401.000
				17.000.000

Materials-

60 Viaduct I)

Bricks	N.	70.000-	3-	210.000-
Cement	qli	600-	500-	300.000-
Petrol	l.	2.880-	13-	37.440-
Oil-	l.	144-	20-	2.880

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X 58 " " " 4 " " N° 1.100.793 " " " 300.000

XI 59 N°20 small bridges " " " 800.000

Amount 2.200.000

~~Amount N I~~ ~~1.504.500~~

Amount N I 1.504.500

" N II 2.029.000

" N III 3.266.000

" N IV 1.940.500

" N V 640.600

" N VI 4.018.400

15.599.000

Unforseen (about 10%) 1.401.000

17.000.000

Materials -

60 Hardnet I)

Bricks	N.	70.000 -	3 -	210.000 -
Cement	qli	600 -	500 -	300.000 -
Petrol	l.	2.880 -	13 -	37.440 -
Oil -	l.	144 -	20 -	2.880

Amount 550.320

Unforseen (about 10%) 55.680

Amount I) 606.000

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	INDICATIONS	U.M	QUANTITY	PRICE	AMOUNT
61	Viaduct II				
	Bricks	N.	117.000	3	351.000
	Cement	q.li	700	500	350.000
	Petrol	l.	4.400	13	57.200
	~~Benzine~~				
	Olio	l.	220	20	4.400
				Amount	762.600
				Unforseen (about 10%)	77.400
				Amount II)	840.000
62	Viaduct III)				
	Bricks	N.	87.000	3	261.000
	Cement	q.li	1.200	500	600.000 -
	Petrol	l.	4.400	13	57.200
	Oil-	l.	220	20	4.400
				Amount	1.022.600
				Unforseen (about 10%)	102.400
				Amount VIII	1.125.000
63	Viaduct IV)				
	Bricks	N	105.000	3	315.000 -
	Cement	q.li	750	500	375.000 -
	Petrol	l.	4.200	13	54.600 -
	Oil.	l.	210	20	4.200 -
				Amount	748.800

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~~Benzine~~		l.	4.400	13	57.200
Olie		l.	220	20	4.400
				Amount	768.600
				Unforseen (about 10%)	77.400
				Amount II)	840.000

62 Viaduct III)

Bricks	N.	87.000	3	261.000
Cement	qli	1.200	500	600.000 -
Petrol	l.	4.400	13	57.200
Dil.	l.	220	20	4.400
			Amount	1.022.600
			Unforseen (about 10%)	102.400
			Amount VIII	1.125.000

63 Viaduct IV)

Bricks	N	105.000	3	315.000 -
Cement	qli	750	500	375.000 -
Petrol	l	4.200	13	54.600 -
Dil.	l.	210	20	4.200 -
			Amount	748.800
			Unforseen (about 10%)	75.200
			Amount IV	824.000

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INDICATIONS	M-B	QUANTITY	PRICE	AMOUNT
64 Viaduct V)				6
Brick	N.	19.000	3	57.000
Cement	qli	250	500	125.000
Petrol	l.	925	13	12.025
Oil	l.	46	20	920
		Amount		194.945
		Unforseen (about 10%)		20.055
		Amount V		215.000
65 Viaduct VI				
Bricks	N.	260.000	3	780.000 -
Cement	qli	1.600	500	800.000 -
Petrol	l.	9.880	13	128.440 -
Oil	l.	494	20	9.880
		Amount		1.718.320
		Unforseen (about 10%)		171.680
		Amount VI		1.890.000
66. Viaduct VII)				
Bricks	N.	50.000	3	150.000 -
Cement	qli.	130	500	65.000 -
Petrol	l.	1700	13	22.100 -
Oil.	l.	85	20	1.700 -
		Amount		238.800
		Unforseen (about 10%)		24.200

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		Amount		194.945
		Unforseen (about 10%)		20.055
		Amount V		215.000

65 Viaduct VI

Bricks	N.	260.000	3	780.000 -
Cement	Qtl	1.600	500	800.000 -
Petrol	l.	9.880	13	128.440 -
Oil	l.	494	20	9.880
		Amount		1.718.320
		Unforseen (about 10%)		171.680
		Amount VI		1.890.000

66. Viaduct VII)

Bricks	N.	50.000	3	150.000 -
Cement	Qtl.	130	500	65.000 -
Petrol	l.	1700	13	22.100 -
Oil.	l.	85	20	1.700 -
		Amount		238.800
		Unforseen (about 10%)		24.200
		Amount VII		263.000

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INDICATIONS	M-U.	QUANTITY	PRICE	AMOUNT
67 Subway VIII)				
Bricks	N.	30.000	3.	90.000
Cement	qli	80	500.	40.000
Petrol	l.	1.000	13.	13.000
Oil.	l.	50	20	1.000
			Amount	144.000
			Imprevues (about 10%)	14.000
			Amount VIII	158.000
68 Bridge IX				
As above N. 67				
			Amount IX	158.000
69 Bridge X				
As above N. 67				
			Amount X	158.000
70 Small Bridges XI				
Bricks	N.	80.000	3	240.000
Cement	qli	~~80~~ 210	500	105.000
Petrol	l.	270	13	135.100
Oil	l.	135	20	2.700
			Amount	382.800
			Imprevues about (10%)	38200
			Amount XI	421.000

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Oil.	l.	1.000	13.	13.000
	l.	50	20	1.000
			Amount	144.000
			Imprevues (about 10%)	14.000
			Amount VIII	158.000

68 Bridge IX

As above N. 67

			Amount IX	158.000

69 Bridge X

As above N. 67

			Amount X	158.000

70 Small Bridges XI

Bricks	N.	80.000	3	240.000
Cement	qli	~~8~~ 210	500	105.000
Petrol	l.	2700	~~4~~ 13	135.100
Oil	l.	135	20	2.700
			Amount	382.800
			Imprevues (about 10%)	38.200
			Amount XI	421.000

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171.

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Amount	I	606.000
"	II	840.000
"	III	1.125.000
"	IV	824.000
"	V	215.000
"	VI	1.890.000
"	VII	263.000
"	VIII	458.000
"	IX	158.000
"	X	158.000
"	XI	421.000
Amount		$3.658.000
To make grand sum round figure		342.000
Grand Amount		$4.000.000

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