

ACC AC/TN/37.C.E.

10000/148/1510

TERNI-1
MAR.-JUN

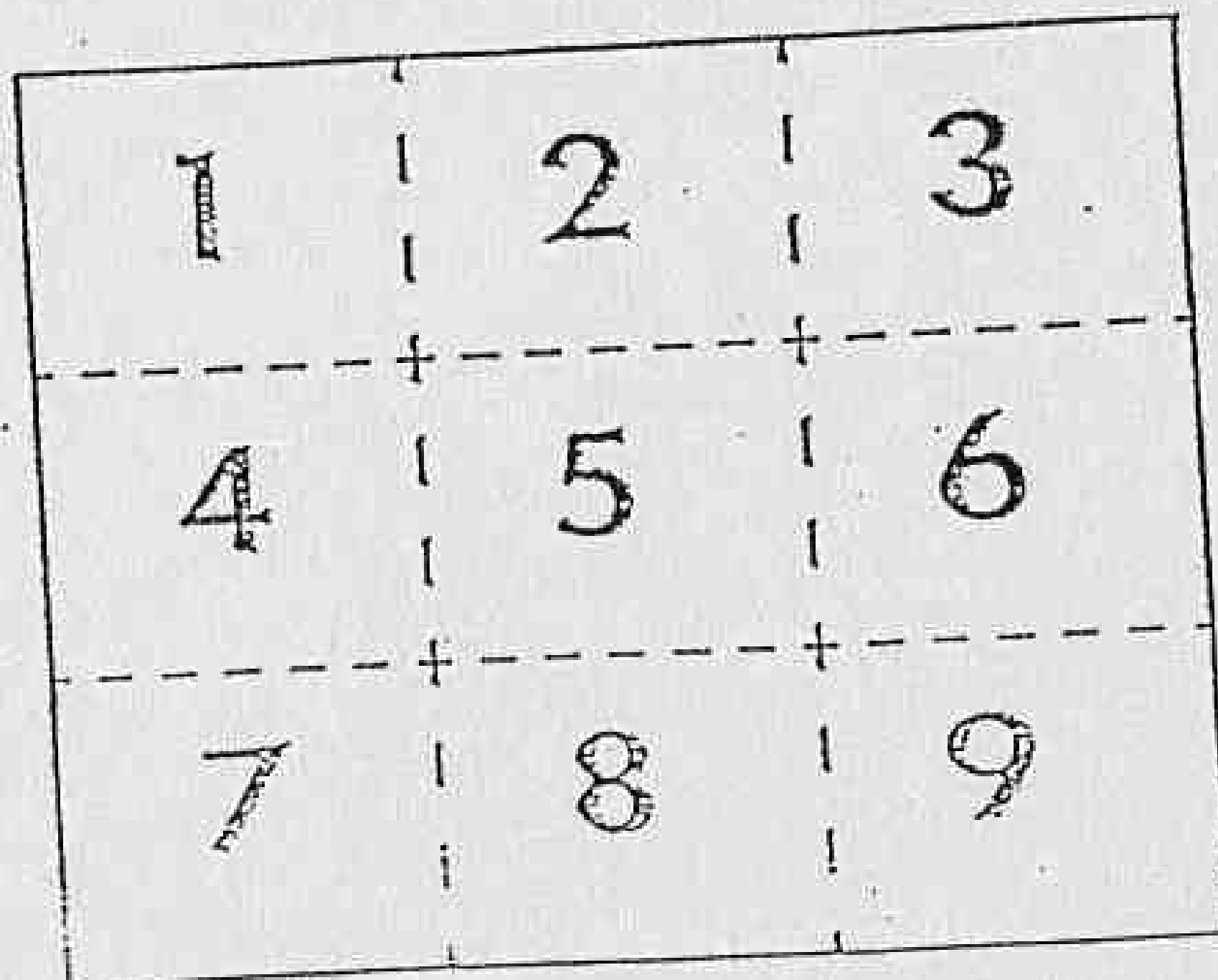
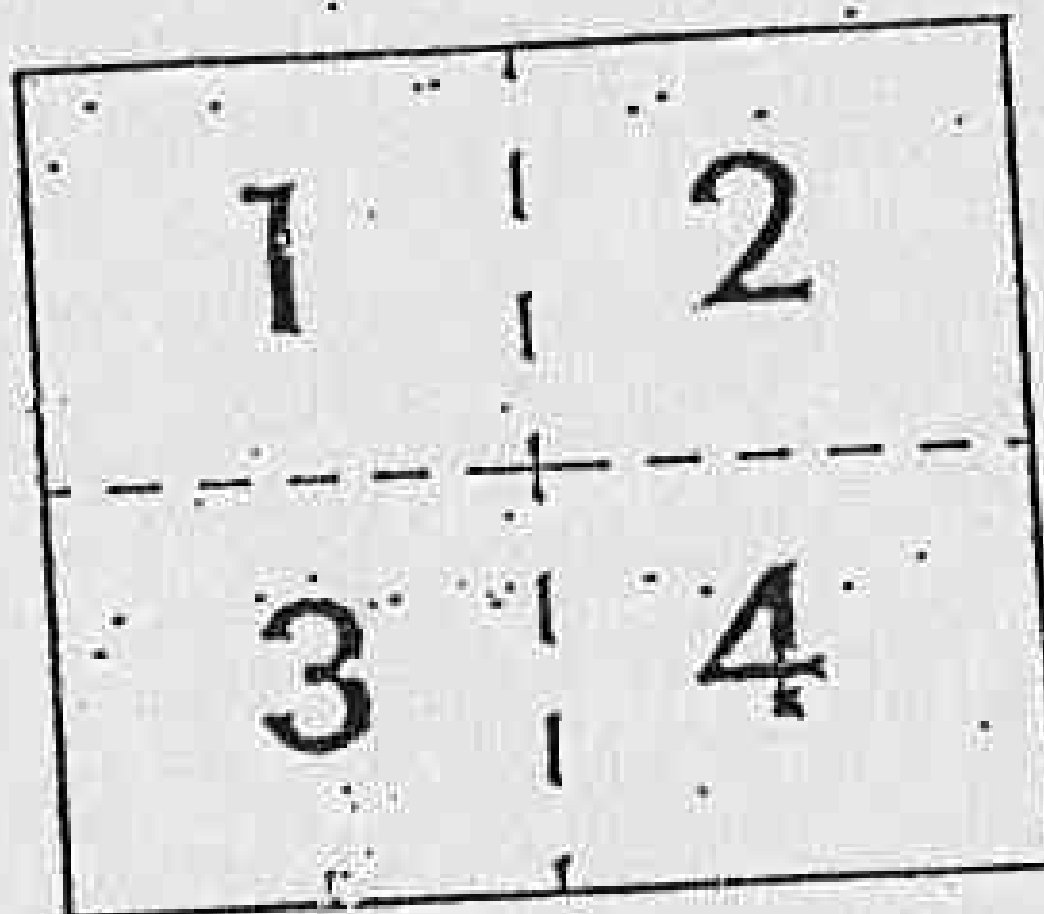
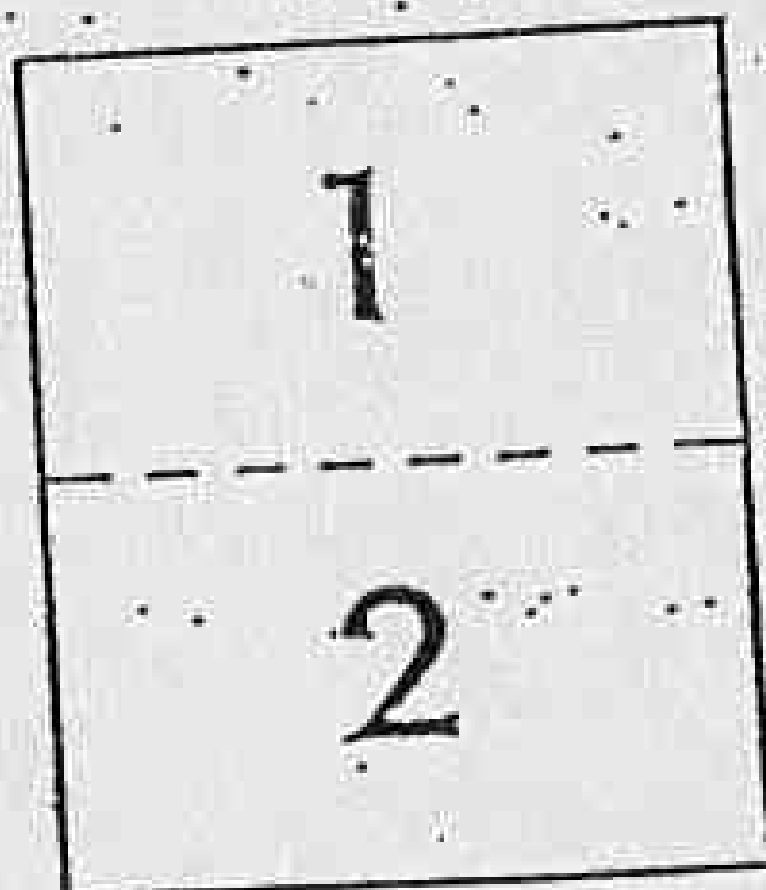
10000/148/1510

TERNI - TODI - PERUGIA UMBERTIDE
MAR. - JUN. 1945

BEST COPY POSSIBLE
FILMED AS FOUND
IN COLLECTION

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.



1423

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

8997

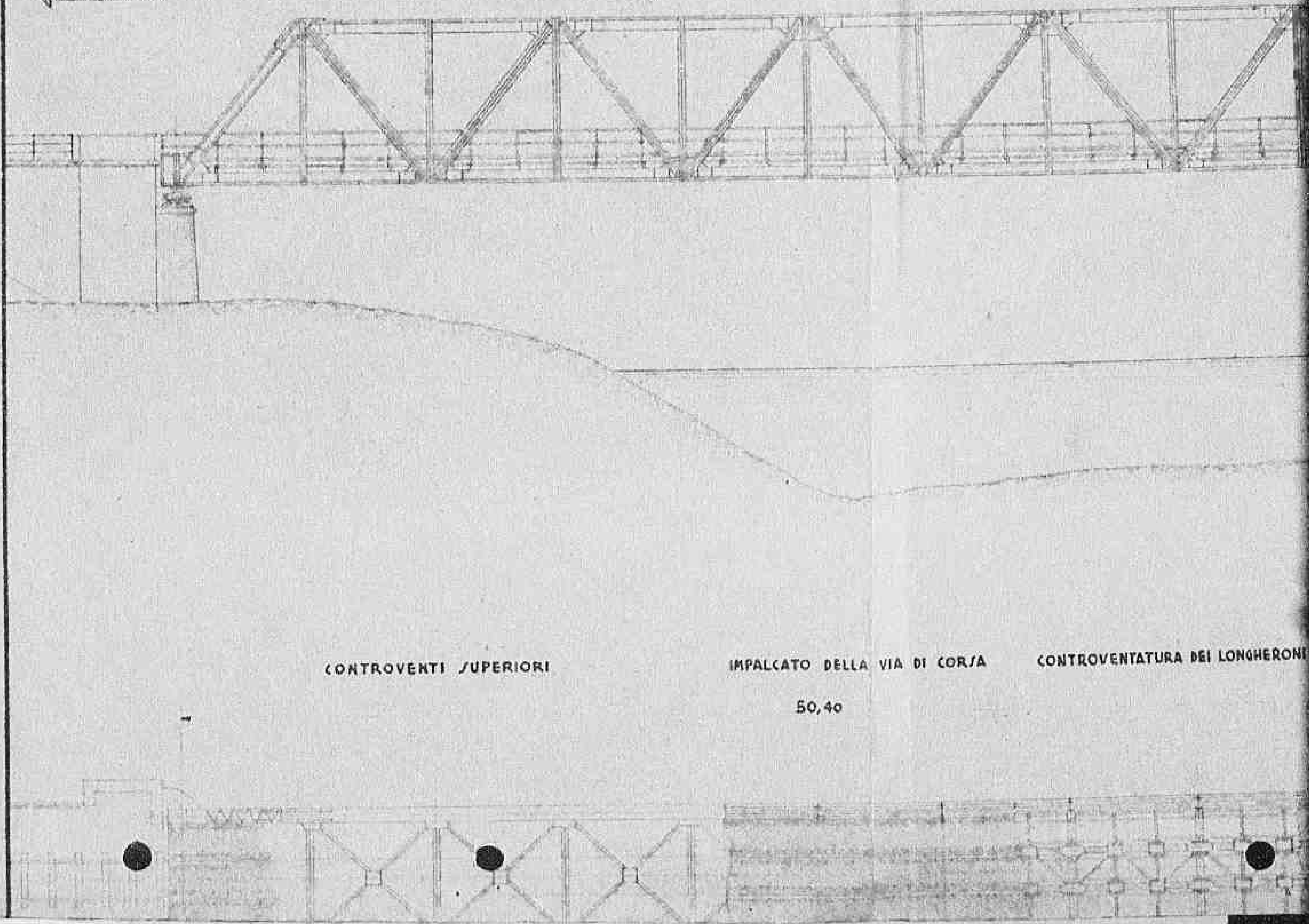
UMBERTIDE
←

CONTROVENTI SUPERIORI

IMPALCATO DELLA VIA DI CORSA

CONTROVENTATURA DEI LONGHERONI

50,40

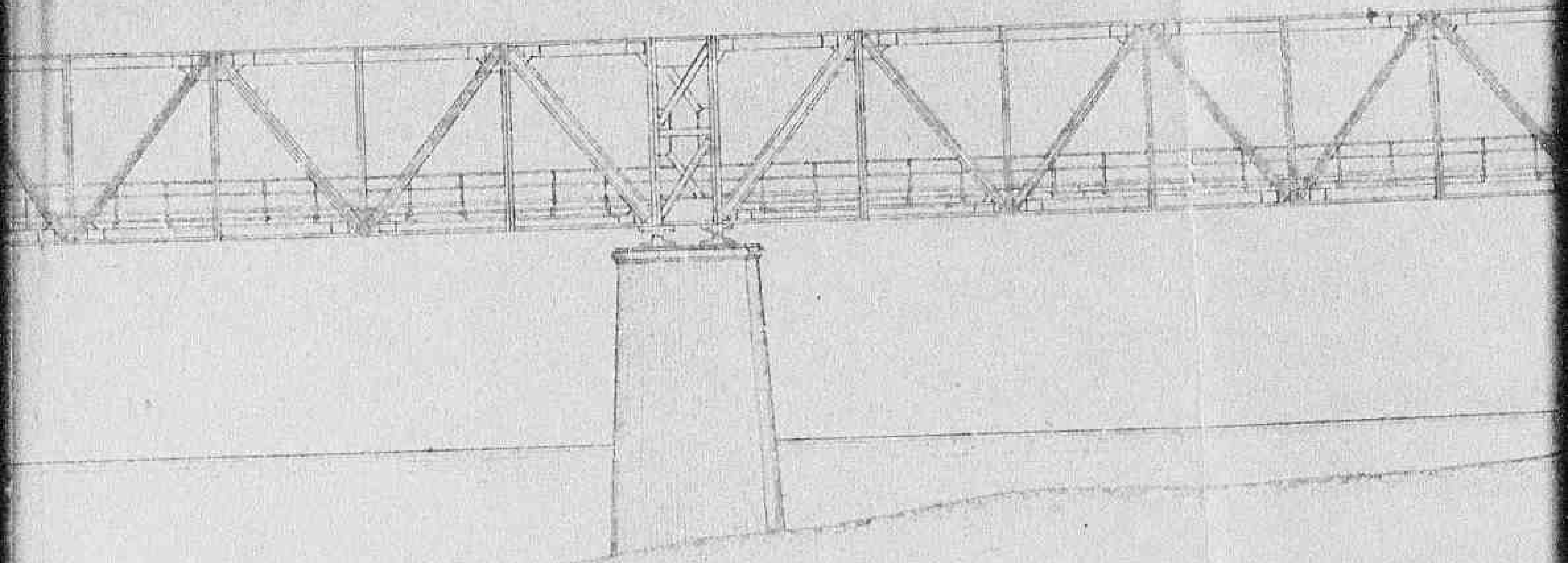


1424

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

8957

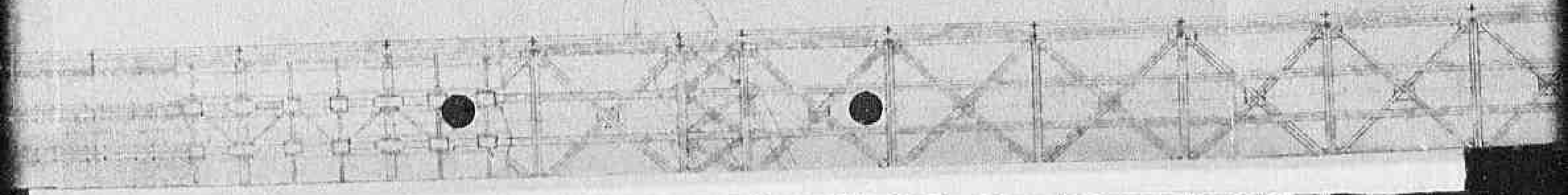
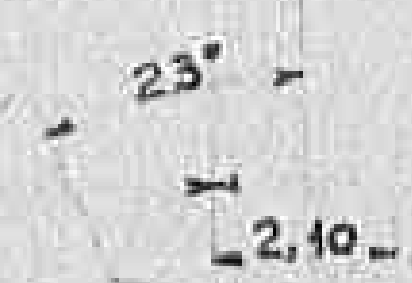
102,90



PIANTA

VIA DI CORSA CONTROVENTATURA DEI LONGHERONI

CONTROVENTI INFERIORI 52,50



1425

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

TERNI

CONTROVENTI INFERIORI

52,50

14261

Declassified E.O. 12356 Section 3.3/NND No. 735021

CONTROVENTI SUPERIORI

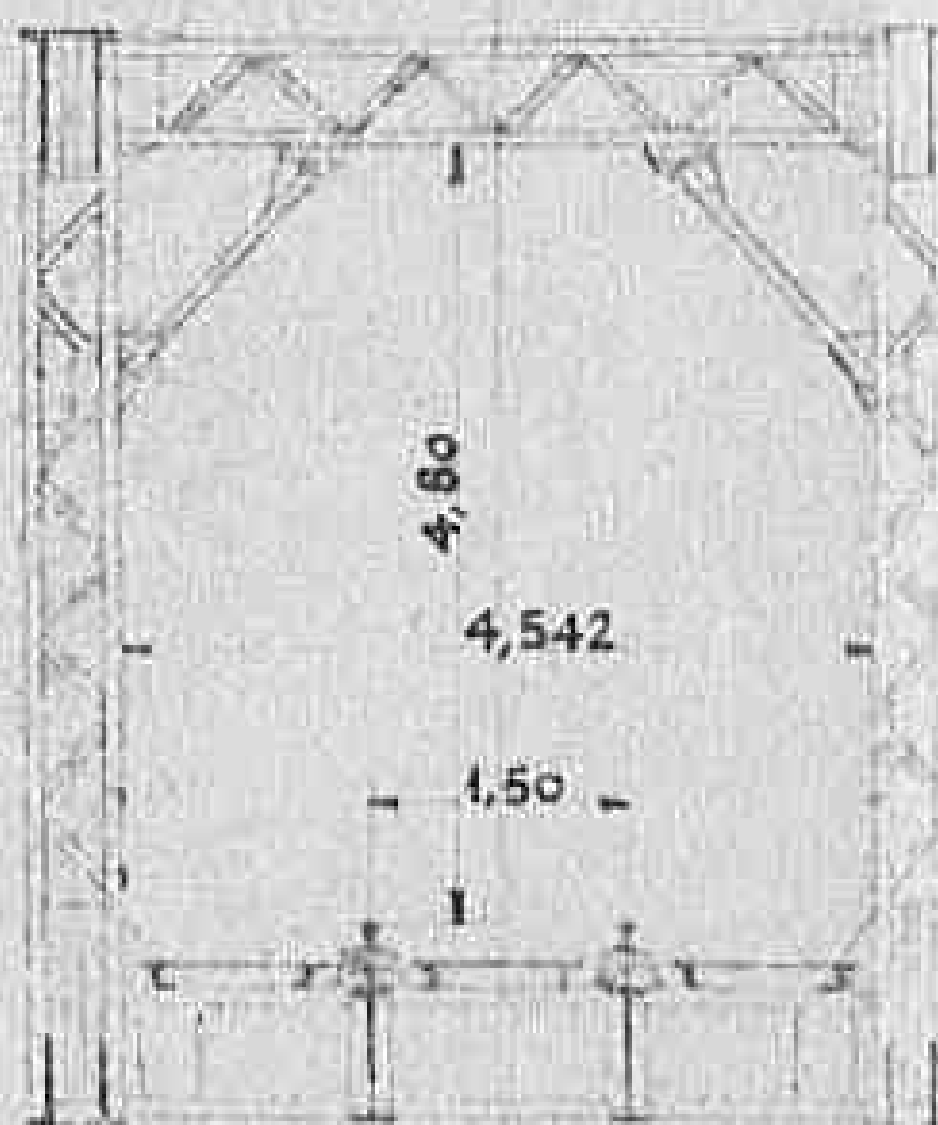
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CONTROVENTATURA DEI LONGHERONI

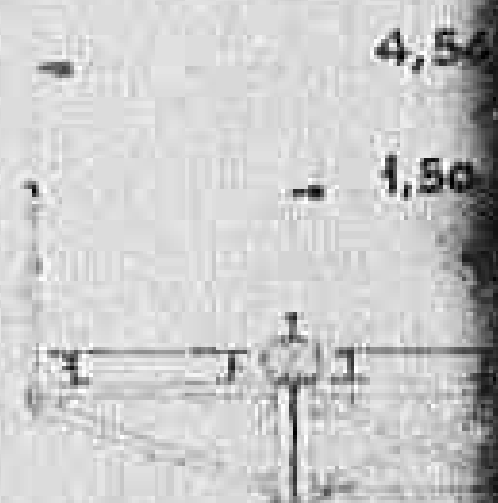
50,40

52,50

SEZIONE TRASVERSALE



SEZIONE TRASVERSALE
DEI



14271

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

PIANTA

ALCANTO DELLA VIA DI CORSA

CONTROVENTATURA DEI LONGHERONI

CONTROVENTI IN

50,40

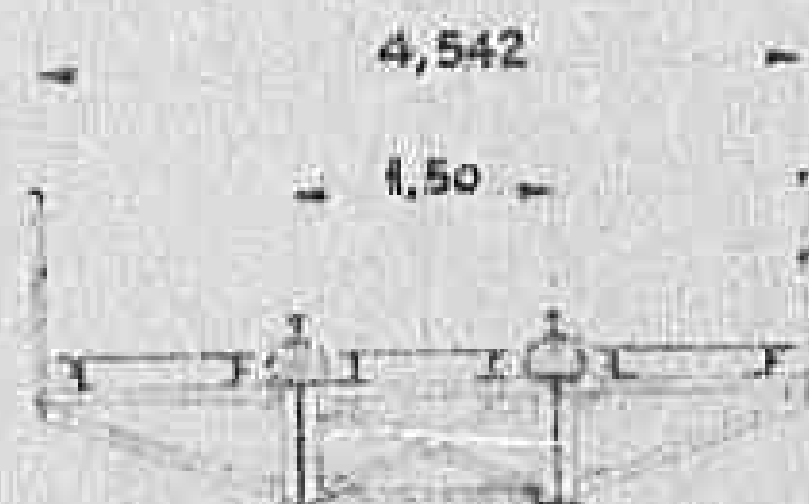
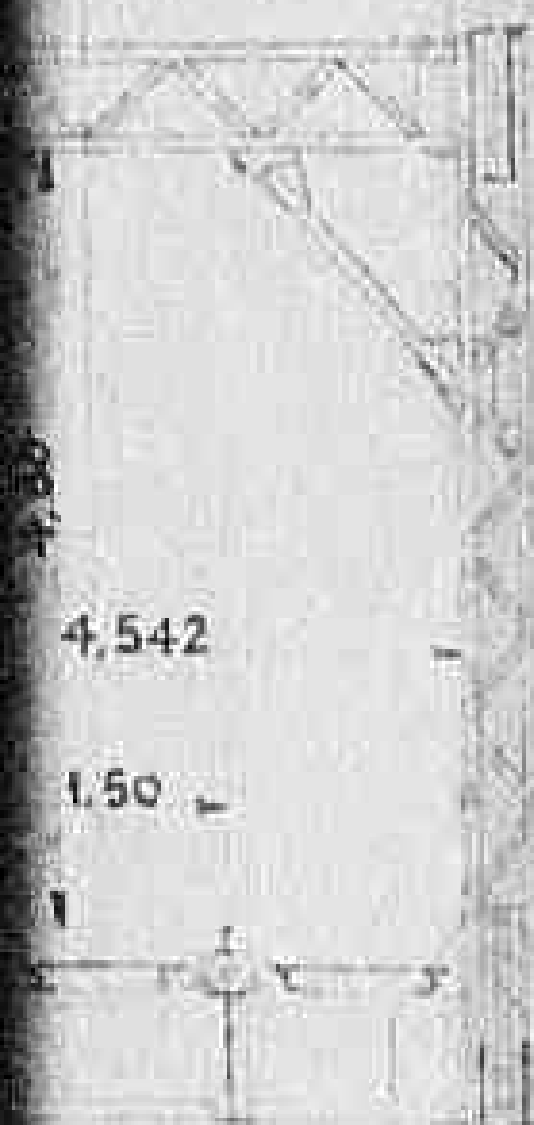
23°

2,40

52,50

TRASVERSALE

SEZIONE TRASVERSALE DEI LONGHERONI



Pezzi

SC
DC
A

Scala

1:2

Originale

A2

428

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

CONTROVENTI INFERIORI

52,50

50,40



Pezzi	Denominazione		Posiz.	Materiale	Peso unitario	Peso complessivo	Osservazioni
SOC. CENTRALE UMBRA - PONTE FERROVIARIO SUL TEVERE A FRATTA TODINA -					TERNI SOCIETÀ PER L'INDUSTRIA E L'ELETTRICITÀ STABILIMENTI SIDERURGICI UFFICIO TECNICO		
Scala:	Dis.	Data	Firma	Modifica	Data	Firma	50760
1:200 - 1:100	Dis.	29-12-44	[Firma]	A	15-2-45	[Firma]	
	Contr.			B			
	Visato			C			
Originale	Gruppo	Sezione	Categoria	Cartella	N° progressivo	Sostituito da:	
A 2						Sostituito dal:	

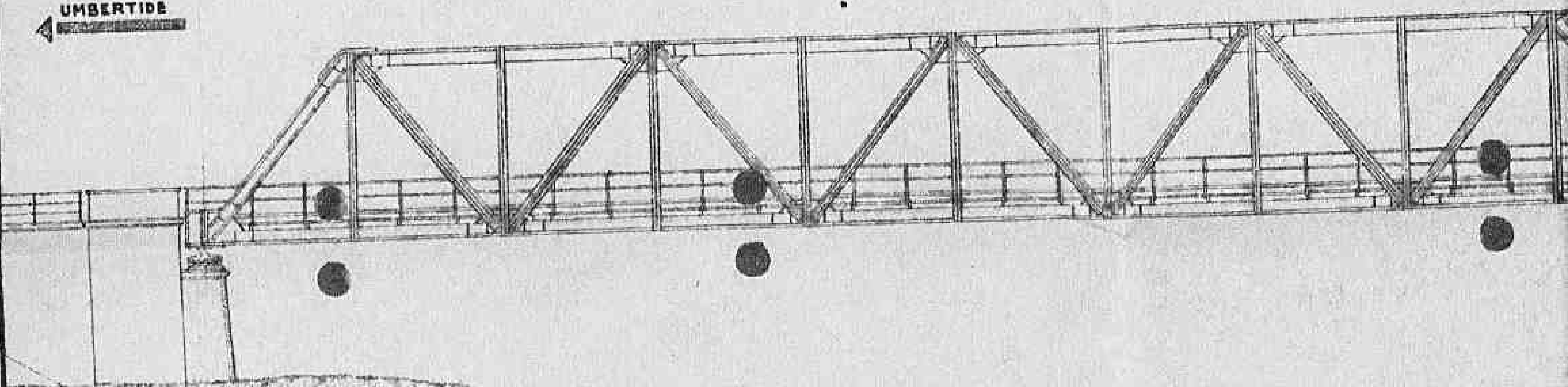
Il presente disegno è posto sotto la salvaguardia della legge

MAPS FILMED ON
35MM ROLL

1430

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

UMBERTIDE
←

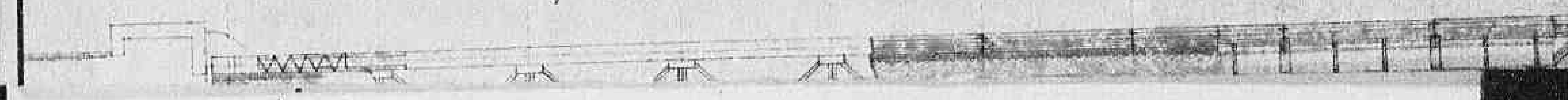


CONTROVENTI SUPERIORI

IMPALCATO DELLA VIA DI CORSA

CONTROVENTATURA DEI LONGHERONI

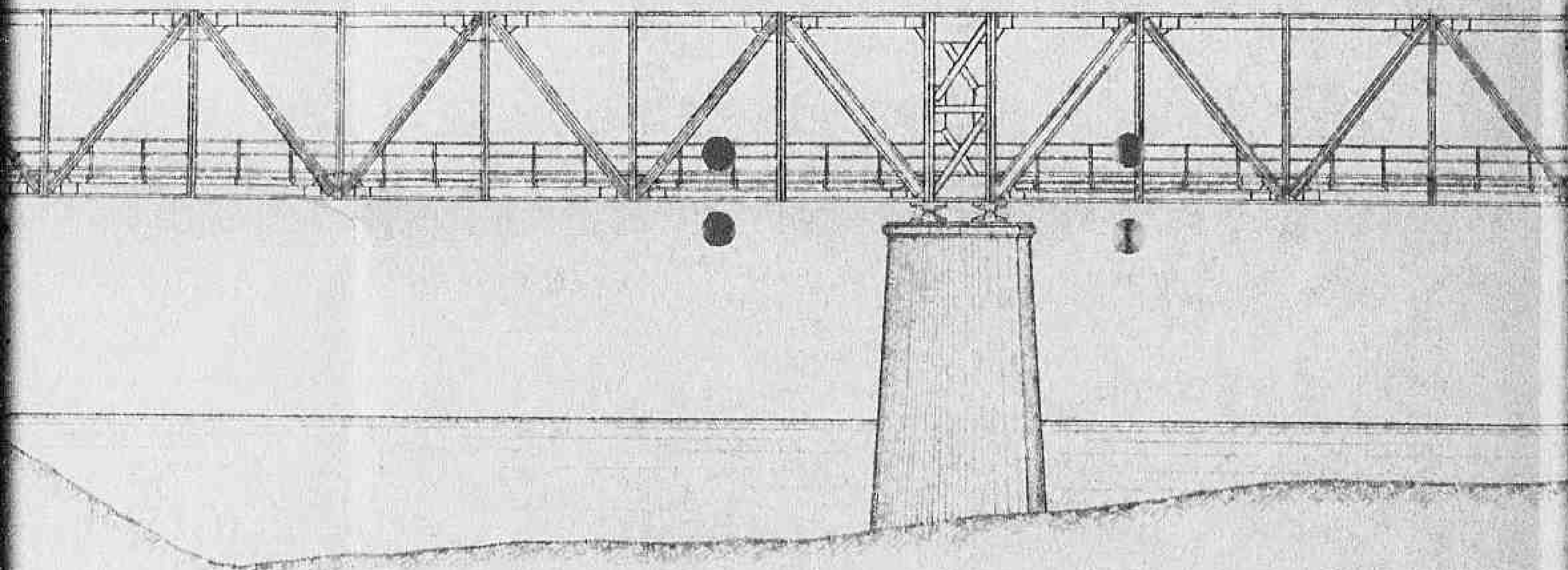
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1431

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

102,90



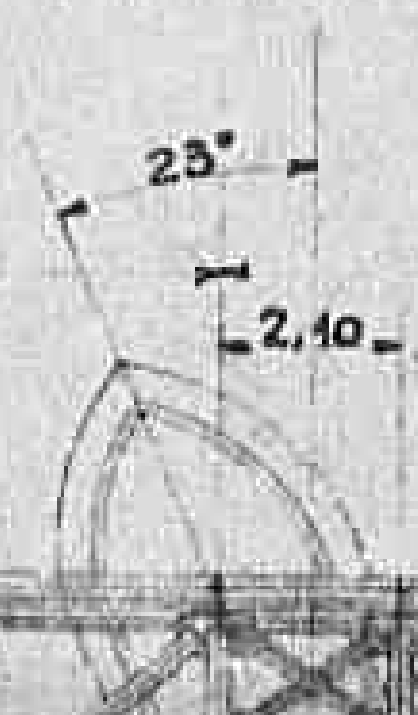
PIANTA

IMPALCATO DELLA VIA DI CORSA

CONTROVENTATURA DEI LONGHERONI

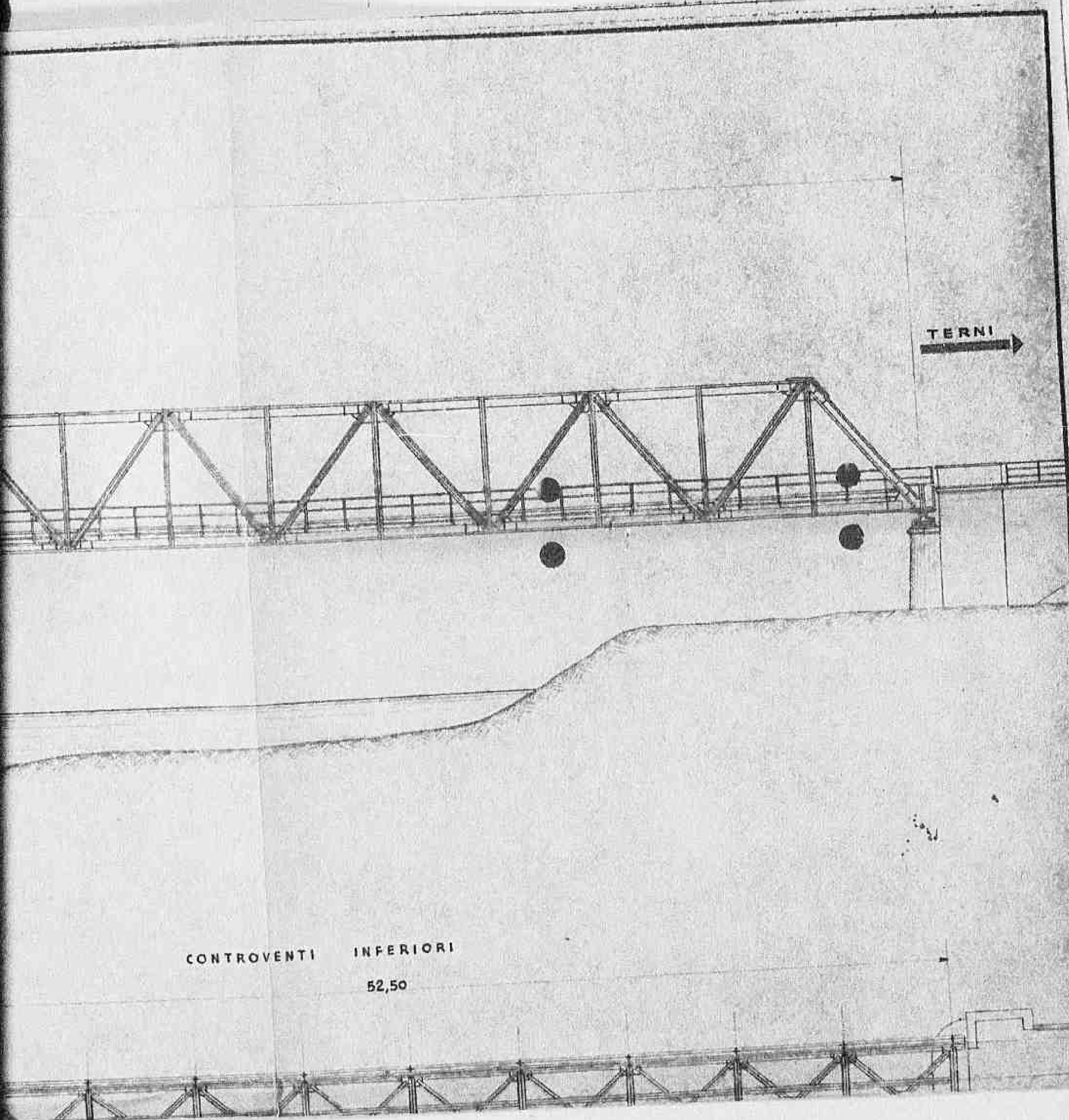
CONTROVEN

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1432

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

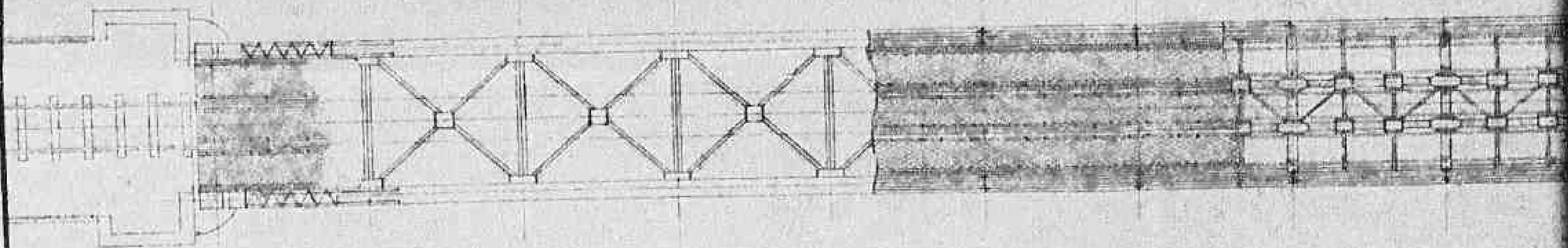


CONTROVENTI SUPERIORI

IMPALCATO DELLA VIA DI CORSA

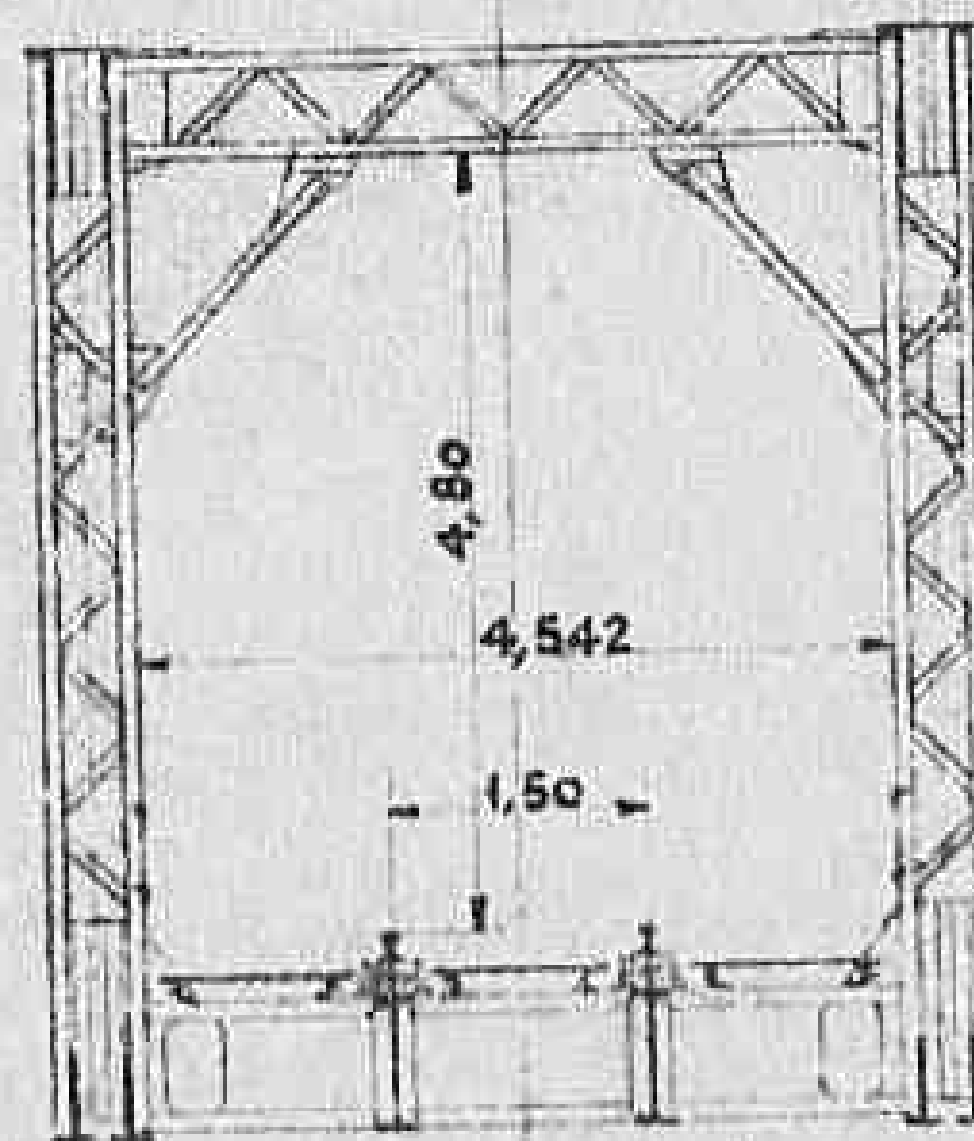
CONTROVENTATURA DEI LONGHERI

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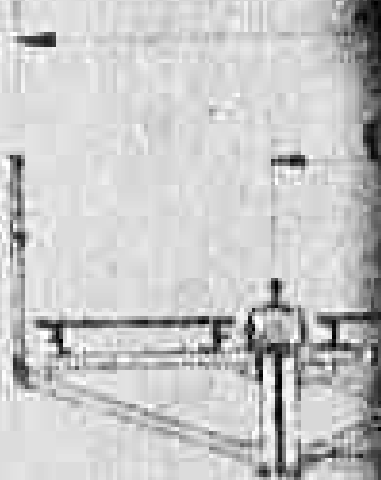


52,50

SEZIONE TRASVERSALE



SEZIONE TRASV
DE



PIANTA

IMPALCATO DELLA VIA DI CORSA

CONTROVENTATURA DEI LONGHERONI

CONTROVE

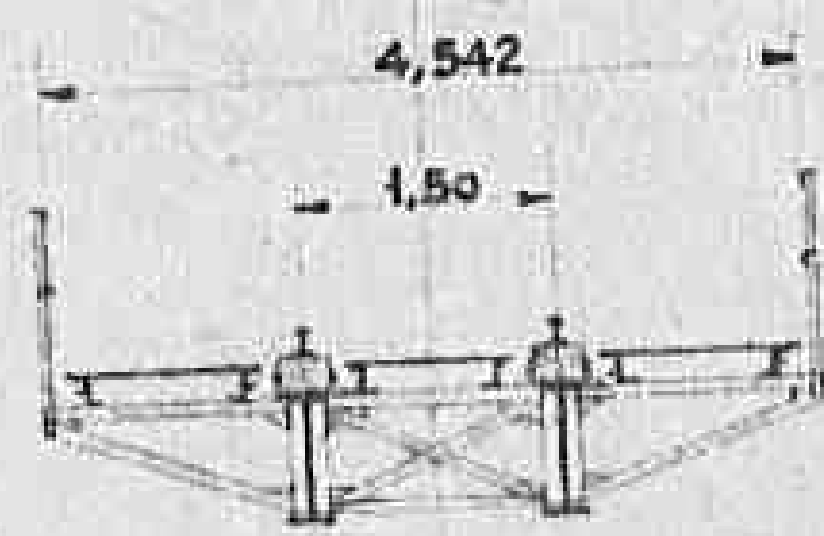
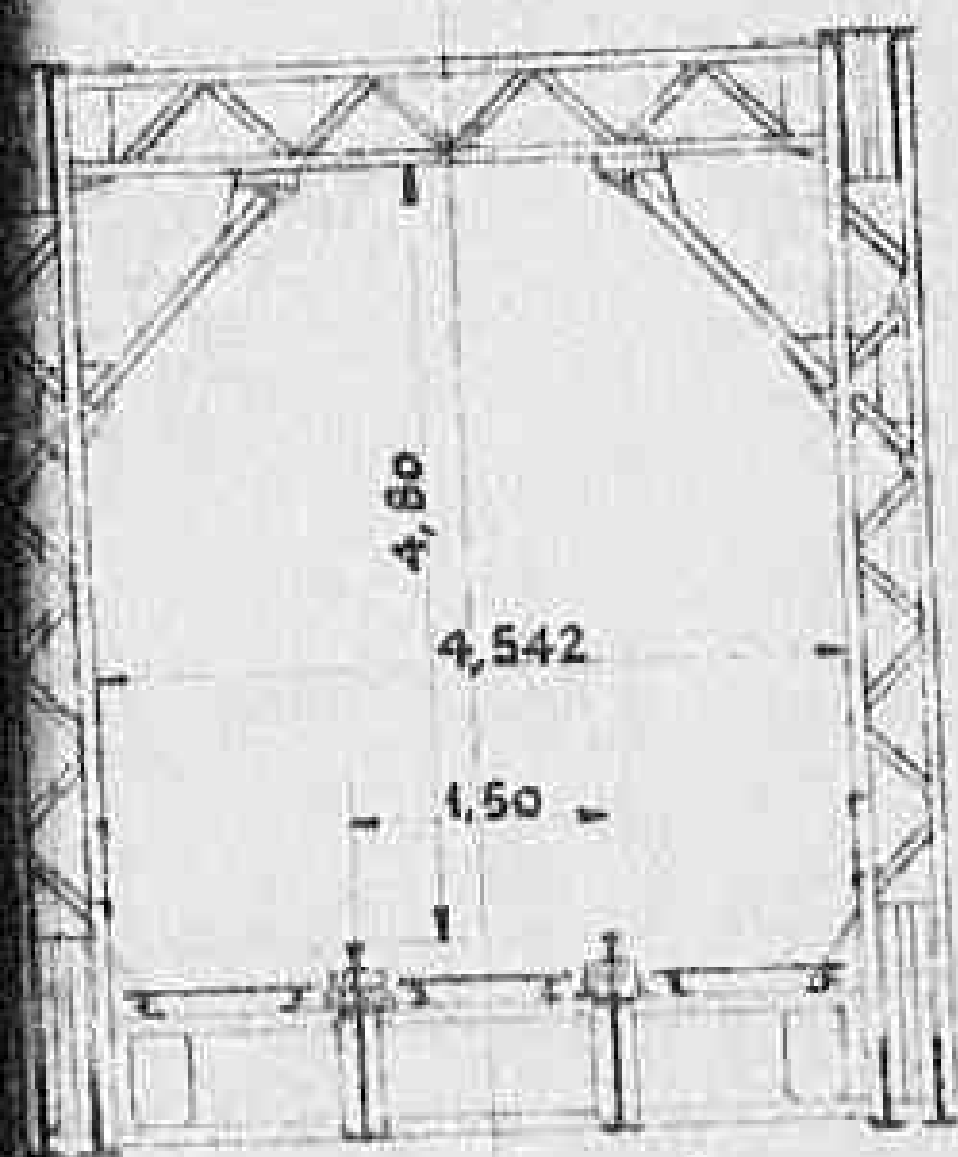
50,40

23°
2,10

52,50

SEZIONE TRASVERSALE

SEZIONE TRASVERSALE
DEI LONGHERONI



FERROVIA CENTRALE UMBRA

COMPUTO METRICO

P R E V E N T I V O

DEI MATERIALI OCCORRENTI PER LA RICOSTRUZIONE DEL PONTE IN FERRO

SUL FIUME TEVERE ALLA PROGRESSIVA KM. 60+567.-

COMPUTO METRICO

P R E V E N T I V O

DEI MATERIALI OCCORRENTI PER LA RICOSTRUZIONE DEL PONTE IN FERRO

SUL FIUME TEVERE ALLA PROGRESSIVA KM. 60+567.-

0357

N. d'ordine	INDICAZIONE DEI LAVORI	DIMENSIONI O FATTORI				PRODOTTI	
		Numero	Lunghezza	Altezza	Peso	PARZIALI	TOTALI
1	MURATURA DI PIETRE E MATTA DI Cemento.						
	Spalla lato Umberto	8+7	10x1.30+1.65x5.60			61.19	
	"	8 x	3 x 7.40			177.60	
	" muri andatori	2 10x1.25+1.15x 5				170.00	
	"	2 10x1+1.25x 2.40				54.00	
	Spalla lato Terzi	8+7	10x1.30+1.65x5.60			149.00	
	"	8 x	3 x 8.40			201.60	
	" andatori	2 10x1.15+1.15x 5				204.00	
	"	2 10x1+1.25x 2.40				54.00	
	Pila	5.45x2.50+3.68x11.70				197.02	
	"	2 1.68x1.12+2.50x2.44x 11.70				69.26	1289.67
	Ricostruzione dei muri di sboc						
	co dei fossi laterali	a corpo			mc.	60.00	
					Somma mc.		1389.67
2	Calcestruzzo di cemento a Kg. 450 per mc. 0.80 ghiaietto a m. 0.40 sabbia per copertine, cuscini e	2 30	0.45	0.25	=	5.25	

OSSERVAZIONI E SCHIZZI

6257

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
ANCONA

To : Director Transportation Sub-Commission
Railway Engineering Division
H.C. Allied Commission R O M E.

From : Transportation Sub-Commission Representative
c/o DD Tn (Railways) 61 Area C.M.F.

Subject : Central Umbria Railway

Ref. : A.C/Tn 3d/61 Anc.

April 24th 1945

Enclosed is a report from the Società Italiana per le Strade Ferrate del Mediterraneo, Esercizio Ferrovia Centrale Umbra, regarding their activities along the railway line from Terni to Perugia, including an application for assistance in the re-building of a new railway bridge over the Tiber between Todi and Fratta Todina.

The project was first mentioned verbally, when the Society were requested to put their application in writing and submit details with plans, quantities etc. etc.

This has now been done, and the report appears to need no further comment from me at this stage.

Enclosed are the plans together with estimate of materials required.

Will you please consider the merits of the request, and, although the actual work is outside my own sphere, as the place is located within this Compartimento and the application was made through this office, I shall be glad if you please will let me know what view is held and whether or not we shall be likely to provide the required materials.



Capt. R.E.
W. Stanley Smith

Via Calatafimi 1
1st Floor

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Via Calatafimi 1
11 Floor

WSS/CC


Capt. R.E.
W. Stanley Smith

15"8

BEST COPY POSSIBLE

Spazio Italiano per la Strada Nazionale No. 1000000000
Spazio della Strada Nazionale Italiana

ITALY - (PROMOTIONAL MATERIAL)

THE ITALIAN RAILWAY SYSTEM

ITALY - (PROMOTIONAL MATERIAL)

Regarding to the instructions given to me by the Allied
Command of North and South Italy Railway Company and the
railway in action again from 1944 till 1945 since the 1945
October 1944 (42 km. long.)

About the end of May the part of the Italian Railway System
to Palermo (40 km.) will be ready. So massive these works we rough
and the necessary material by the Allied Command, the material
destined to the rebuilding of damaged works. From the assigned
planning of the works carried by the Italian Command of North
and South Italy Railway System are anticipated between the stations
of 1944 (North Italy) and North Italy Railway System because of the demolition
of the bridge over the river at the programme 1944-1945.

SECRET

THE SOUTHERN RAILROAD OF THE UNITED STATES OF AMERICA

MEMORANDUM FOR THE DIRECTOR, FBI

DATE: 10/14/44

Regarding to the information given to me by the Allied Commission of Germany and regarding this railway company and the railway in action again from Told Hill, North since the 14th October 1944 (42 Km. long.)

About the end of May this part of the railway was destroyed to Berlin (40 Km.) will be ready. To ensure there were no more and the necessary material by the Allied Commission, this material destined to the rebuilding of damaged works. From the material plant of the work served by the German Central Railway one can see that the two parts are interrupted between the station of Told (Dense 150) and Told (Dense 150) because of the destruction of the bridge over the river at the distance 60-57 Km. The side, and will the part Told- 10th end of the river, as that Told (Dense 150) on the right bank (altogether 7 Km.) are already repaired and are ready for traffic.

12-7

Finally the continuation of the railway between Terni and Perugia for a length of 89 Kilometers is interrupted at the junction of the iron bridge over the Tiber, which has been damaged in the brickworks as well as in the metallic ones.--

Both the Allied and Civil Authorities bring great pressure on us to reconstruct the whole line as quickly as possible because it would furnish the zone of Perugia with food from the South and manufactures from Rome and the steel-works of Terni, to transform the old metals existing in the North of Todi.-- It would also be possible to furnish large quantities of firewood and coal from Monti Martani and Tuderti as well as lignite of the mines of Massa Martana - Rosceto - Vasciano (Todi Ponte Maia).--

Actually the transport of supplies and material comes by mototransport which could be used to greater advantage elsewhere.--

Considering the very important reasons which we have spoken of, it is projected for the rebuilding of the bridge over the Tiber at the progressive 60+567 Km.-- The metal part for this project has been studied by the "TERNI COMPANY" and a plan of which we enclose accompanied by a technical report.--

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156

The project of the metal part has been made according to last technical services especially as it is impossible to use the old quite damaged roof except as old material to be transferred for new works.

We address ourselves to the Allied Command to obtain the authorization for the reconstruction of the said bridge and we enclose the note of the required materials we need.

- Cement	Tons	1.500.-
- Bricks	Number	25.000.-
- Wood	Cubic Meter	150.-
- Stone	"	1.300.-

NEW IRON MATERIALS.

- Steel	Tons	22.-
- Smelted steel	"	9.-
- Various profiled (profilatx vari)	"	139.-
- Blades (Lamiere)	"	161.-

The steel part of the bridge will have to be made on new plans but we will give the same quantity of steel to the foundry steel that has no use as it is useless to us and will have to be reworked by the Terni Company.

With the hope that our request will be granted.

Yours faithfully.

We address ourselves to the Allied Command to obtain the authorization for the reconstruction of the said bridge and we enclose the note of the required materials we need.--

- Cement	Tons	1,500.--
- Bricks	Number	25,000.--
- Wood	Cubic Meter	100.--
- Stone	" "	1,300.--

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- Steel	Tons	22.--
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- Various profiled (profilati vari)	"	139.--
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With the hope that our request will be granted.--

Yours faithfully.--

Perugia 31 Marzo 1945.--

4555

TERNI - SOCIETÀ PER L'INDUSTRIA E L'ELETTRICITÀ

Stabilimenti Siderurgici

Soc. Ferroviaria Centrale Umbra

Perugia

RELAZIONE TECNICA DEL PONTE FERROVIARIO A DUE CAMPATE DI LUCE

TOTALE DI ₣ 102,90 A FRATTA TODINA

- 6 -

- b) le traverse sono state calcolate in base a un sovraccarico costituito da una locomotiva di tipo normale (5 assi di 15 t l'uno).
- c) i longheroni sono stati calcolati in base a un treno flettente di 12,95 t per metro di binario e a un treno tagliante di 15,12 per metro di binario.
- Inoltre le travi principali sono state calcolate in base alle condizioni più sfavorevoli di sovraccarico, sia continuo che discontinuo, relative a una trave continua di due campate di luce diversa sia per la determinazione dei momenti massimi e minimi sia per gli sforzi di taglio massimi e minimi e questo computo è stato condotto conforme le linee d'influenza dei momenti flettenti e degli sforzi di taglio.

Pressione del
vento.

La pressione del vento è stata computata in 125 Kg/mq per ponte carico a 250 Kg/mq per ponte scarico e le massime sollecitazioni risultanti sono state sommate con le sollecitazioni massime determinate nelle travi principali dal treno flettente.

Sollecitazioni
unitarie nel
ferro

Le sollecitazioni unitarie nelle varie membrature del ponte risultano sempre uguali o inferiori a quelle ammesse dalle Norme delle FF.SS. del 6 maggio 1916.

TERNI
Società per l'Industria e l'Elettricità

UFFICIO TECNICO

Ing. Luigi Pavan

costituito da una locomotiva di tipo normale (5 assi di 15 t l'uno).

c) i longheroni sono stati calcolati in base a un treno flettente di 12,96 t per metro di binario e a un treno tagliante di 15,12 per metro di binario.

Inoltre le travi principali sono state calcolate in base alle condizioni più sfavorevoli di sovraccarico, sia continuo che discontinuo, relative a una trave continua di due campate di luce diversa sia per la determinazione dei momenti massimi e minimi sia per gli sforzi di taglio massimi e minimi e questo computo è stato condotto conforme le linee d'influenza dei momenti flettenti e degli sforzi di taglio.

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× Sollecitazioni unitarie nel ferro

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TERAPI
Società per l'Industria e l'Elettricità

UFFICIO TECNICO

Ing. Luigi. Pavesi

8.57

Denominazione
R.S.T.

Indirizzo
Torino

627/1241

Allegato

Risposta al Fedel

Dom. Dom. 24/2

OCCORRENZA
OGGETTO: Ferrovia Centrale Umbra ripristino fino ad
UMBERTIDE - Materiali occorrenti.

1° - Riferendosi vostra lettera A.C./Tn/37/6/C.E.
del 16 giugno 1945

2° - Alla vostra lettera A.C./Tn/37/4/C.E. del 2 maggio
risposi con la lettera R.S.T. 568/1241 del 29 maggio, comuni-
candovi le liste del materiale metallico occorrente per la ri-
costruzione del ponte di Fratta Todina sulla ferrovia Centrale
Umbra.

Tale era la comunicazione che dovevo farvi allora, perché,
con la citata vostra 2 maggio, con cui chiedevate le liste di
materiali, rispondevate alla mia precedente del 28 aprile, con cui
io Vi interessavo appunto per il detto ponte.

3° - Ora, in relazione alla Vostra del 16 giugno corrente,
ho interessato la Ferrovia Centrale Umbra ad inviarmi le liste
di materiali occorrenti per il ripristino della linea fino ad
Umbertide. Non appena tali liste saranno completate ed esamina-
te le trasmetterò a codesta Commissione.

IL DIRETTORE GENERALE

Umberto

1577

Rome, 18 June 1945

MINISTRY OF TRANSPORTS
ISPETTORATO GENERALE DELLA MOTORIZZ. CIVILE
E DEI TRASPORTI IN CONNESSIONE.

Ref.: R.S.T. 627/1241

TO: Tn. Sub-Commission A.C.,
(Rail Division)
Bldg

SUBJECT : Centrale Umbra Railway -
Restoration till Umbertide.-
Needed Materials.-

1. Ref. your letter AC/Tn/37/6/C.E. of June 16, 1945
2. I answered your letter AC/Tn/37/4/C.E. of May 2nd, with my R.S.T. 568/1241 of May 29th giving you metallic material lists needed for reconstruction of Pratta Todina bridge on the Centrale Umbra Railway. That was the information I was supposed to give you, because, with a/m yours dated May 2nd and with which you asked lists of materials, you were also answering to my precedent letter of April 26th with which I called your attention on said bridge.
3. Now, referring to yours of June 16th inst, I have requested Central Umbra Railway to send lists of materials needed for restoration of line till Umbertide. As soon as such lists will be completed and examined, I will send them to your Commission.

The General Director.

4546

Roma, 28 April 1945

MINISTRY OF TRANSPORTS
GEN. INSPECTORATE MCTC
R.S.T. N°470/1241

TO: AC/Tn. Sub-Commission
Rail Division

SUBJECT: Central Umbrian Rly.
Reconstruction of Tevere bridge.

1. Our letter N° 359/1241 dated 10 April 1945 refers.
2. That Tn.S/Commission is kindly requested to let this General Inspectorate know whether to obtain the allocation of the materials required to reconstruct the Tevere bridge on the Terni-Fratte Todina section of above Rly. The ordinary procedure must be followed (that is through the Ministry of Industry, Commerce and Labour) or the application already submitted to that S/Commission with our a/m letter is sufficient.
3. As for the ordinary procedure for obtaining controlled materials through the Ministry of Industry, Commerce and Labour, we want to point out that we have already written two letters to that S/Commission N°415/016 of 16 April, and N°441/016 of 26 April ult.

The Director General
DE CUPIS

4543

Roma, 28 April 1945

MINISTRY OF TRANSPORTS
GEN. INSPECTORATE MCTC
R.S.T. N°470/1241

TO: AC/Tn. Sub-Commission
Rail Division

SUBJECT: Central Umbrian Rly.
Reconstruction of Tevere bridge.

1. Our letter N° 359/1241 dated 10 April 1945 refers.
2. That Tn.S/Commission is kindly requested to let this General Inspectorate know whether to obtain the allocation of the material; required to reconstruct the Tevere bridge on the Terni-Ftatta Todina section of above Rly. The ordinary procedure must be followed (that is through the Ministry of Industry, Commerce and Labour) or the application already submitted to that S/Commission with our a/m letter is sufficient.
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The Director General
DE CUPIS



28 APR 1945

16.4739

Roma

19/1 A

Ministero delle Comunicazioni

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

*Transportation Sub-
Commission AC-Rail Divi-
sion*

S E D E

*Divisione R.S.T. Doc.
Prot. N. 470/1241 Allegati*

*Risposta al f. N.
del*

OGGETTO Ferrovia Centrale-Umbra = Ricostruzione
di ponte sul Tevere.

1° - Riferimento alla nostra lettera n.359/1241
in data 10 aprile c.a.

2° - Prego codesta Sottocommissione AC-Rail
Division- di far conoscere se per ottenere l'as-
segnazione dei materiali necessari per la ricostru-
zione del ponte sul Tevere, nel tratto Todi-Frat-
ta Todina della Ferrovia Centrale Umbra, sia ne-
cessario osservare la procedura normale, secondo
cui, per singoli materiali bloccati, deve farsi
capo al Ministero dell'Industria, Commercio e La-
voro, oppure sia da ritenere sufficiente la richie-
sta.

4542

sta già rivolta a codesta Sotto-Commissione con la lettera sopra richiamata.

3° - Circa la procedura normale per ottenere singoli materiali bloccati, a mezzo del Ministero dell'Industria, Commercio e Lavoro, ricordo che recentemente abbiamo fatto a codesta Sotto-Commissione due comunicazioni, e cioè: quella col n. 415-016 del 16 aprile 1945; e quella col n. 441-016 del 26 aprile 1945.

Il DIRETTORE GENERALE

A handwritten signature in dark ink, appearing to be "F. Livi", written below the typed name of the Director General.

ENGINEERING DIVISION
HEADQUARTERS
AMG/AC
ABRUZZI MARCHE REGION
C.M.F.

TO : Transportation Sub-Commission (Rail. Section.) *ac*
FROM : Umbria-Marche Region (Regional Eng'r)
SUBJECT: Reconstruction of Ry Bridge.
REF : 516/20
DATE : 27 March 1945.

Enclosed herewith for your attention and any action that you may deem desirable is a letter from Provincial Comm'r. of Terni with enclosures referring to bridge reconstruction on the Central Umbria Railway over the Tiber River near Pratto.

For the Regional Commissioner:

C.A. Latimer
C.A. LATIMER *ac*
Lt. Col. C.E.
Regional Engineer

28 MAR 1945
c.c.: P.C., Terni Province AMG.

4540

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TERNI PROVINCE
C.M. F.
ABRUZZI MARCHE REGION

516
26 MAR 1945

Lr/Tr/

TO : H.Q. REGION 5
Copy to:- P.W.O.

SUBJECT: Railway Bridge on River Tiber.

I enclose a translation of a letter and a plan from the Central Umbria Railway Company. This railway is operating between Terni and Todi, but to continue to Perugia the bridge over the Tiber near FRATTA (6872) must be repaired.

May authority, please, be sought for the Company to repair this bridge, and for the frozen materials enumerated in the enclosed letter to be released.

E. G. Fricker

E.G. Fricker Lt. Colonel
Provincial Commissioner
Terni Province.

1539

From: Società Italiana Or le strade ferrate del Mediterraneo.
Ferrovia Centrale Umbra.

Terni: 21/3/45.
File No 032/JH/8

To the Allied Command Terni.

SUBJECT: Authorization for the construction of a railbridge on the Tevere river.

With the purpose to join the Town and the Province of Terni with Perugia and Perugia Province, The Ferrovia Centrale Umbra asks your authorization in order to re-establish the iron bridge on Tevere river between Todi and Marsciano.
(TIBER)

The following material is needed:
290 Tons of iron Material.
10000 Bricks
1500 Quintals of Cement.

The Management.

