

ACC

AC/TN/100/256

10000/148/1637

RAIL LIA
SEPT. - DEC

56 10000/148/1637 RAIL LINES VITERBO ATTIGLIANO
SEPT. - DEC. 1944

TRANSLATION

Commune of Viterbo
our ref.: Segr. 13062

Viterbo, Dec. 26th 1944

TO
Tn. S/Commission AG
Rail Section

R O M A

Viterbo is to be considered among the towns which have been more heavily damaged by the war; 75% of its churches, buildings, monuments have been destroyed.

Till short time ago Viterbo was almost completely isolated on account of the total lack of connections. A night service, very expensive and quite insufficient, is being operated presently btw. Roma and Viterbo by the Roma Nord Railway.

That above service is quite insufficient is proved by the fact that most of the transports of both passengers and freight are still operated by motorvehicles, thus causing a strong consumption of tires, fuel, spare parts.

The commune of Viterbo requests that the reoperation of the service on the Roma-Viterbo line be authorized by the S/Commission. Railmen of Roma and Viterbo as well as private contractors working on the line for the benefit of the commune have fully repaired and rehabilitated the line, the stations, some locomotives and some cars. Even a small amount of coal is available.

By re-opening above line the populations of both Viterbo and Roma areas as well as those of the localities served by said line (which runs through a quite different area than that served by the Roma Nord Rly), among which there are some important centres like Capranica, Orfoglio, Manziana, Bracciano, would be linked up again with both provincial capitals Roma and Viterbo. The agricultural products of Viterbo, which always played an important role in the food supply of Roma, could be conveyed to Roma through regular channels and at reasonable prices, while presently they are contracted for and sold at black market prices.

It would be more easy to convey to Roma food supplies from the area north of Viterbo, especially from the localities near the lake of Bolsena, as well as from the other localities directly served by the railway.

Viterbo would be in a position to purchase essential commodities, like wood and coal, from the localities served by the line. 3121

It would be more easy to purchase from Roma products and machinery required to carry out the agricultural activity of the area.

Other essential commodities could be purchased from Roma at reasonable prices.

Some essential building materials, presently unobtainable except at impossible prices, could be purchased from Roma, at least to carry out temporary repairs of the damaged buildings.

It would be possible to maintain a better connection btw. the central

57/3/100/256

That above service is quite insufficient is proved by the fact that most of the transports or both passengers and freight are still operated by motor vehicles, thus causing a strong consumption of tires, fuel, spare parts.

The commune of Viterbo requests that the reoperation of the service on ISR line Roma-Viterbo be authorized by that S/Commission. Railmen of Rome and Viterbo as well as private contractors working on ISR's behalf have fully repaired and rehabilitated the line, the stations, some locos and some cars. Even a small amount of coal is available.

By re-opening above line the populations of both Viterbo and Rome areas as well as those of the localities served by said line (which runs through a quite different area than that served by the Roma Nord line), among which there are some important centres like Capranica, Orfido, Manziana, Bracciano, would be linked up again with both provincial capitals Rome and Viterbo. The agricultural products of Viterbo, which always played an important role in the food supply of Rome, could be conveyed to Rome through regular channels and at reasonable prices, while presently they are contracted for and sold at black market prices.

It would be more easy to convey to Rome food supplies from the area north of Viterbo, especially from the localities near the lake of Bolsena, as well as from the other localities directly served by the railway.

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Other essential commodities could be purchased from Rome at reasonable prices.

Some essential building materials, presently unobtainable except at impossible prices, could be purchased from Rome, at least to carry out temporary repairs of the damaged buildings.

It would be possible to maintain a better connection btw. the central offices of Rome and the provincial ones of Viterbo.

The university students who cannot afford to live in Rome, would be enabled to go to school.

And at least; tires, fuel and spare parts would be saved.

This Commune, which already found so much comprehension and cooperation in all Allied Authorities, submits present request to that S/Commission, trusting that authority be granted to re-operate above line, as everything is ready to start operating, and that a small amount of coal be regularly allocated.

The Mayor
(illegible)



COMUNE DI VITERBO

26 DIC. 1944

VITERBO.

DIRECTOR OF TRANSPORTATION
ALLIED COMMISSION TRANSPORTATION
SUB COMMISSION RAILWAYS
SECTION ROME
VILLA PATRIZI

UFFICIO Segr. N. DI PROT. 18052

RISPOSTA ALLA NOTA

OGGETTO:

ALLEGATI

La città di Viterbo è fra quelle che hanno avuto dalla guerra le maggiori distruzioni: per 3/4 case, chiese, monumenti sono in rovina. Fino a poco tempo fa, essa è stata quasi completamente isolata per la mancanza assoluta di trasporti. Un servizio solo notturno assai costoso e ad ogni modo insufficiente viene adesso compiuto fra Viterbo e Roma dalla ferrovia Nord.

Talmente tale servizio è però insufficiente che la maggior parte dei trasporti, tanto di persone che di merci, viene compiuto da automobili e camions, che importano perciò un consumo notevole di vetture, di gomme, di benzina, di parti di ricambio.

Il Comune chiede perciò che venga autorizzata da codesto Ufficio la ripresa del servizio sulla ferrovia Roma Viterbo. Ferrovieri di Viterbo e di Roma e imprese che hanno lavorato in base a contratti conclusi con la Direzione Generale delle Ferrovie, hanno rimesso pienamente in ordine la linea, le stazioni, alcune locomotive e alcuni vagoni. Si dispone di un primo limitato quantitativo di carbone.

Con la riapertura di questa linea le popolazioni del Viterbese e di Roma, nonché i molti paesi toccati dalla linea, la quale segue un percorso del tutto diverso da quello della Roma-Nord, ed adesso completamente isolati, fra i quali centri importanti, come Capranica, ³¹²⁰ Manziana, Bracciano, verrebbero di nuovo collegati ai due capoluoghi di provincia terminali: Roma e Viterbo. I prodotti agricoli viterbesi che hanno sempre rappresentato un elemento importante nel consumo di Roma, potrebbero arrivare in quest'ultima città per vie regolari ed a prezzi giustificati invece di quello che avviene adesso, e ciò che in gran parte vengono acquistati a Viterbo e venduti a Roma in regime di mercato nero.

Si faciliterebbe il rifornimento a Roma dai paesi a Nord della provincia di Viterbo e in particolare modo della zona del lago di Bolsena, come anche dai molti paesi e dalle zone che la linea attraversa e che sono di alta produzione agricola.

Alla sua volta Viterbo potrebbe rifornirsi di alcuni prodotti essenziali, come legna e carbone dai paesi che la linea ferroviaria

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attraversa.

Sarebbero da Roma facilitate dei rifornimenti interessanti l'agricoltura, che costituisce l'attività quasi esclusiva del Viterbese.

La popolazione di Viterbo potrebbe ottenere da Roma, a prezzi possibili, qualche prodotto essenziale.

Viterbo, sia pure solo per ora per le abitazioni provvisorie e per il riattamento delle case danneggiate, potrebbe rifornirsi da Roma di qualche materiale essenziale, introvabile a Viterbo dopo le distruzioni avvenute o trovabile solo a prezzi altissimi.

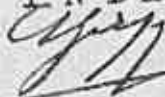
Sarebbe possibile mantenere fra gli uffici centrali di Roma e quelli provinciali di Viterbo un maggiore contatto.

Gli studenti universitari, che non possono risiedere a Roma, potrebbero riprendere i loro corsi.

Infine, e soprattutto, si risparmierebbero autoveicoli, gomme, benzina, parti di ricambio.

Questo Comune, che ha già ricevuto dalle organizzazioni alleate tanta comprensione e cooperazione, si rivolge perciò a cotesto ufficio, perché voglia approvare la ripresa del traffico sulla linea, per la quale tutto è pronto e perché in seguito voglia assegnare alla linea un limitato quantitativo di carbone.

IL SINDACO



ACP/er

100/256/2

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
AFC 334

5 October 1944

ACC. Tn/100/256-257

SUBJECT : Request from Mayor of Viterbo for train services.

TO : Minister of Communications
ROME

1. The attached is a copy of a document addressed to M.R.S. from the Mayor of Viterbo in respect of certain services.

2. You will know that our Engineer has examined the line Rome-Viterbo, and a recommendation for re-building is being submitted, but if you have any further recommendations in respect of the line Viterbo Sipicciano, perhaps you will submit them in due course.

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

3119

ACC Tm/100/256/1

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

A. P. O. 400
30 September 1944

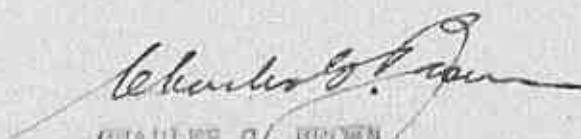
Subject: Restoration of Railway Service

To : General-Di Raimondo, Director General, I.S.R., Building
Colonel D. S. Adams, Director, Transportation Sub-Commission, A.C.C.
APO 394

1. Attached are copies of letter addressed to M.R.S. by Mayor of
Comune di Viterbo, under date of 21 September 1944, and our reply thereto.

2. Railway line in question is not of interest to military effort at this
time; it is accordingly suggested that matter be handled in accordance with
procedure heretofore adopted for similar lines.

For the Director:


CHARLES G. BROWN
Lt. Col., T.C.
Superintendent Transportation
Transportation Department

Incls - Per Paragraph 1

3118

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Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

A. F. O. 400
30 September 1944

Subject: Restoration of Railway Service

To : The Mayor, Comune di Viterbo - Viterbo, Italy

1. Your letter of 31 September 1944, is acknowledged.
2. The matter you refer to is one which should proper be presented to General Di Raimondo, Director General of Italian Railways, and to Colonel P. S. Adams, Director, Transportation Sub-Commission, Allied Control Commission, both of whom have offices in Rome.

For the Director:

CHARLES G. BROWN
Lt. Col., T.E.
Superintendent Transportation
Transportation Department

3117

Translation

Comune di Viterbo

Viterbo 21 Sept. 1944

Ref. 300-8631

Subject:

Railway service reoperation

To General Director

M R S

R o m e

The return home of refugees and the attending the schools of the pupils residing at localities near Viterbo, induce this Municipal Board to beg you for the operation of a railway service from Sipicciano station to Viterbo and from Viterbo to Capranica. Upon informations received, this Administration feels that the railway line, along the above sections, is in conditions to be operated and that there are enough rolling stock and machines available. I hope that you will comply with the request submitted by the undersigned on population's behalf.

I remain respectfully

the Mayor
signed

Cu/ng28

3116

The proposed time table that we suggest for the arrival at Viterbo should be the following:

From Capranica	about 0700	hrs.
" Sipicciano	" 0900	"
" Capranica	" 1700	"
" Sipicciano	" 1900	"

0770