

ACC

AG T_N 100/257

10000/148/1638

RAIL LINES
SEPT. 1944 -

10000/148/1638 RAIL LINES-ROME-VITERBO-NO 257
SEPT. 1944-MAY 1945

Subject :- Civil Passenger Train Services.

Movements Sub Area,
Naples.

To :- Allied Commission,
Transportation Sub-Commission,
A.P.O. 394.

Q(M)R/66.
19 May 45.

1. Reference your AC/100/257/Tn 4 of 14 May.
2. Please note that effective from 1 May 45 all Movements commitments in South Italy have been assumed by HQ Movements South Italy. It is therefore requested in future that all communications regarding Train schedules be addressed to that HQ with a copy to this office, only in respect of those matters affecting the Naples Compartimento.

GEJ/MM

G.E. Jones

(G.E. Jones) Lieut.
for Lt Col.
A.Q.M.G.(M).

3171

WIRE

15 May 1945

FROM: DMRSI

TO : Joint Railway Control, Rome

Effective Thursday 17 May 1945, train No. 2523 and 2524 will operate daily except Sunday leaving Viterbo 0605 hours, arriving Rome Terminal 0815 hours, leaving Rome Terminal 1730 hours, arriving Viterbo 2035 hours. Train will consist of one box car for general goods, four box cars for pay passengers, and one small luggage van. CS-549. Signed London.

cc - DAD Tn 3 (O), Bldg.
Movements Rome
Director General, ISR, Rome
Ing. Marin, ISR, Rome
British RTO, Rome Terminal
American RTO, Rome Terminal
Capt. Gray, L.O., Bldg.
Major Matson, AG, Bldg.

M. H. HEADLEE
Captain, T.O.
774 RGD
1600

Reference AG 100/257/S/Tn **3170**

Ministry of Transports
General Direction IS
Movements Dept.

Roma, 11 May 1945
N.210/2699/236

To: Tn. S/Commission AC
Rail Division

Subject: Train service: Viterbo P.R.-Roma.

1. Reference is made to your letter AC/100/257/5/Tn 4 dated 10 inst.
2. The new daily service Viterbo P.R.-Roma can be put into operation beginning Monday 14 May next, according to ~~attached~~ schedule
3. On and from the same day existing tri-weekly trains 2524/2523 Roma-Viterbo P.R. could be cancelled.
4. Please grant approval.

The Chief of the Dept.

Biondi

210/2699/236
14 May 1945
14 May 1945
14 May 1945
14 May 1945

3169

Ministry of Transports
General Direction ISP
Movements Dept.

Roma, 11 May 1945
C.210/2699/236

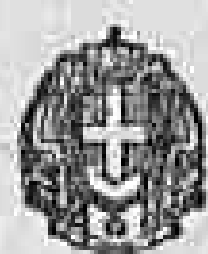
To: Tn. S/Commission AC
Rail Division

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4. Please grant approval.

The Chief of the Dept.

Blondi



MINISTERO DEI TRASPORTI
MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO - DIREZIONE GENERALE
SERVIZIO MOVIMENTO

Roma.

11 MAR 1945
M.210/2699/236

al n°A.C.100/257/5 Tn.4 del 10 corr.

OGGETTO: Treno Viterbo P.R. - Roma

Alleg.n.1

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

S E D E

Il nuovo servizio giornaliero Viterbo P.R. - Roma di cui al-
l'unito orario può essere attivato da lunedì 14 corrente.

Dalla stessa data saranno soppressi gli attuali treni triset-
timanali 2524 e 2523 fra Roma e Viterbo P.R.

Pregasi nulla osta.

IL CAPO DEL SERVIZIO MOVIMENTO

3168

11 MAG 1945

M.210/2699/236

al n°A.C.100/257/5 Tn.4 del 10 cor

Treno Viterbo P.R. - Roma

Alleg.n.1

Sottocommissione Trasporti dell'A.C.
Divisione Ferroviaria

S E D E

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Dalla stessa data saranno soppressi gli attuali treni trisettimanali 2524 e 2523 fra Roma e Viterbo P.R.

Pregasi nulla osta.

IL CAPO DEL SERVIZIO MOVIMENTO

F.to Biondi

3167

TV 2526

TV 2525

VITERBO P.R.			
Viterbo P.R.	a.	20.55	20.55
S. Martino	"	20.49	p. 20.50
Tre Croci	"	20.39	" 20.40
Vetralla	"	20.33	" 20.34
Vico Matrino	"	20.25	" 20.26
CAPRANICA S.	"	20.11	" 20.13
Bassano	"	20.02	" 20.03
Oriolo	"	19.53	" 19.54
Manziana	"	19.39	" 19.40
Bracciano	"	19.18	" 19.23
Vigna di V.	"	—	" 19.08
Crocicchie	"	19.02	" 19.03
Anguillara	"	18.48	" 18.49
Cesano	"	18.42	" 18.43
La Storta	"	18.30	" 18.31
Ottavia	"	—	" 18.21
Roma Monte Mario	"	18.15	" 18.16
Roma S. Pietro	"	17.59	" 18.01
ROMA TRASTEVERE	"	17.48	" 17.50
Roma Ostiense	"	17.44	" 17.45
ROMA TUSCOLANA	"	17.37	" 17.38
ROMA TERNINI	"	—	" 17.30

(*) Trains run-by without stopping. 3166

07801

a. 5.15	p. 5.05	Viterbo P.R.	a. 20.55	2053
" 5.25	" 5.16	S. Martino	" 20.49	p. 20.50
" 5.32	" 5.26	Tre Croci	" 20.39	" 20.40
" 5.45	" 5.33	Vetralla	" 20.33	" 20.34
" 5.54	" 5.46	Vico Matrino	" 20.25	" 20.26
" 6.04	" 5.57	CAPRANICA S.	" 20.11	" 20.13
" 6.14	" 6.05	Bassano	" 20.02	" 20.03
" 6.22	" 6.15	Oriolo	" 19.53	" 19.54
" 6.32	" 6.23	Manziana	" 19.39	" 19.40
" 6.45*	" 6.37	Bracciano	" 19.18	" 19.23
" 6.50	" 6.45*	Vigna di V.	" —	" 19.08
" 6.59	" 6.51	Crociocchie	" 19.02	" 19.03
" 7.05	" 7.00	Anguillara	" 18.48	" 18.49
" 7.18	" 7.06	Cesano	" 18.42	" 18.43
" 7.30	" 7.19	La Storta	" 18.30	" 18.31
" 7.39	" 7.26*	Ottavia	" —	" 18.21
" 7.48	" 7.31	Roma Monte Mario	" 18.15	" 18.16
" 7.53	" 7.41	Roma S. Pietro	" 17.59	" 18.01
" 8.02	" 7.50	ROMA TRASTEVERE	" 17.48	" 17.50
" 8.15	" 7.54	Roma Ostiense	" 17.44	" 17.45
	" 8.03	ROMA TUSCOLANA	" 17.37	" 17.38
	815	ROMA TERNINI	" 17.30	" 17.30

(*) *Trains run-by without stopping.* 3166

(X)

File No. 100/257
rws/af

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

Tel.: 843238

14 May 1945

Ref.: 25/100/257/S/Tn.4

SUBJECT: Rome-Viterbo

TO: D.B.P.B.L. Bldg.

1. Reference your 531.7 P of 7 May
2. It is intended that the Daily except Sunday train Rome-Viterbo commence operating Thursday 17 May.
3. Train will leave Viterbo 0505 arrive Rome 0615. Leave Rome 1730 arrive Viterbo 2055. Full schedule will be published in regular circular.
4. Composition will be:
1 box car for general goods
4 " " " passengers
1 luggage Van.

For the Chief Commissioner

P. S. Watson
P. S. WATSON,
Major T.O.

Copy to:- Rome-Rail Br. SubComm.
Rome M. Officer Capt. Dean.

3165

0782

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

WIRE

11 May 1945

FROM: DMRI

TO : Joint Railway Control, Rome

Present tri-weekly service Rome - Capranica will be extended to include Viterbo (line 257) Monday 7 May 1945. Train will consist of one (1) baggage van and four (4) box cars. One (1) box car will be reserved to protect less-than-car load lots for stations between Rome and Viterbo. Train No. 2524 depart Rome Terminal 0640 hours, arrive Viterbo 1010 hours, train No. 2523 depart Viterbo 1615 hours, arrive Rome Terminal 1930 hours. CS 97
Signed London

cc - DAD Tn 3 (O) Bldg.
Maj. Hones, LO, Bldg.
Maj. Matson, AC, Bldg.
British RTO, Rome Terminal
American RTO, Rome Terminal

H. H. HEADLEE
Captain, TC
774 RGD
1515

3164

PGW/lc

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

Tel. 843238
Ref. AC/100/237/5/Tn 4

10 May 1945

SUBJECT : Rome-Viterbo Service.

TO : ISR - Bldg.

1. Reference M.211/2699/236 of 24 April 45.
2. Daily service Rome-Viterbo will be approved.
3. For the present Box cars can be used and later replaced by coaches as soon as they become available.
4. Submit schedule and date that new daily service can be made effective.

Planned May 11
Director

Copy to: Movement's Rail Tn S/C
" " Rome Tn Officer Capt. Dean

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

A.P.O. 512
7 May 1945

531.7 T

SUBJECT: Rail Line 257, Rome-Viterbo.

TO: A.C. Tn. Sub-Commission,
Rail Division,
Building.
ATTENTION: Major Ping

1. Reference your letter AC/100/257/S/Tn 4 of 2 May,
above subject.

2. Approval is given to the establishment of daily
service on Line 257 between Viterbo and Rome. At the moment,
there are no coaches available for use on the train, hence,
it will be necessary to utilize box cars for the time being.
Later it is possible suitable coaches can be found. Please
submit train schedule and advise the date it is desired to
make the new service effective.

FOR THE DIRECTOR:

S. E. London
S. E. LONDON
Major, T.C.
Supt. Transportation

3162

- 2 MAG. 1945

100/257 S

TV. 2523

~~a. 16.20~~ " 16.15
~~" 16.32~~ " 16.22
~~" 16.42~~ " 16.33
~~" 16.49~~ " 16.43
~~" 17.03~~ " 16.50
~~" 17.12~~ " 17.04
~~" 17.21~~ " 17.14
~~" 17.30~~ " 17.21
~~" 17.39~~ " 17.31
~~" 17.48~~ " 17.40
~~" 18.06~~ " 17.53
~~" 18.14~~ " 18.01
~~" 18.20~~ " 18.06
~~" 18.33~~ " 18.15
~~" 18.45~~ " 18.21
~~" 18.54~~ " 18.34
~~" 19.03~~ " 18.41
~~" 19.08~~ " 18.46
~~" 19.17~~ " 18.56
~~" 19.30~~ " 19.05
~~" 19.45~~ " 19.09
~~" 19.54~~ " 19.13
~~" 20.03~~ " 19.30

VITERBO P.F.
 Viterbo P.R.
 S. Martino
 Tre Croci
 Vetralla
 Vico Matrino
 CAPRANICA
 Bassano
 Oriolo
 Manziana
 Bracciano
 Vigna di V.
 Croicchie
 Anguillara
 Cesano
 La Storta
 Ottavia
 Roma M. Mario
 Roma S. Pietro
 ROMA TRASTEVERE
 Roma Ostiense
 ROMA TUSCOLANA
 ROMA TERMINI

TV. 2524

~~a. 10.10~~ " 10.06
~~" 10.04~~ " 9.59
~~" 9.53~~ " 9.49
~~" 9.48~~ " 9.42
~~" 9.41~~ " 9.34
~~" 9.33~~ " 9.21
~~" 9.19~~ " 9.11
~~" 9.11~~ " 9.03
~~" 9.02~~ " 8.48
~~" 8.47~~ " 8.32
~~" 8.27~~ " 8.18
~~" 8.12~~ " 8.12
~~" 7.58~~ " 7.59
~~" 7.52~~ " 7.53
~~" 7.40~~ " 7.41
~~" 7.31~~ " 7.31
~~" 7.25~~ " 7.26
~~" 7.09~~ " 7.11
~~" 6.53~~ " 7.00
~~" 6.54~~ " 6.55
~~" 6.47~~ " 6.48
~~" 6.40~~ " 6.40

3161

" 16.42	Tre Croci	" 9.48	" 9.49
" 16.43	Vetralla	" 9.41	" 9.42
" 16.49	Vico Matrino	" 9.33	" 9.34
" 17.03	CAPPANICA	" 9.19	" 9.21
" 17.12	Bassano	" 9.11*	" 9.11
" 17.21*	Oriolo	" 9.02	" 9.03
" 17.30	Manziana	" 8.47	" 8.48
" 17.39	Bracciano	" 8.27	" 8.32
" 17.48	Vigna di V.	" --	" 8.18
" --	Crocicchie	" 8.12*	" 8.12
" 18.06*	Anguillara	" 7.58	" 7.59
" 18.14	Cesano	" 7.52	" 7.53
" 18.20	La Storta	" 7.40	" 7.41
" 18.33	Ottavia	" --	" 7.31
" --	Roma M. Mario	" 7.25	" 7.26
" 18.45	Roma S. Pietro	" 7.09	" 7.11
" 18.54	ROMA TRASTEVERE	" 6.58	" 7.00
" 19.03	Roma Ostiense	" 6.54	" 6.55
" 19.08	ROMA TUSCOLANA	" 6.47	" 6.48
" 19.17	ROMA TERNINI	" --	" 6.40
" 19.30			

3161

XX

PGM/lc

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

Tel. 843238
Ref. AG/100/257/S/Tn 4

5 May 1945

SUBJECT : Rome-Viterbo.

TO : I.S.R. - Bldg.

1. Reference M.211/2599/236 of 24 April 45.
2. The present service Rome-Capranica may be extended to Viterbo commencing 7 May.
3. The consist of train may be increased to four box cars and one luggage van.
4. We are endeavouring to obtain permission from the Military Railway Service to operate a schedule as suggested in your letter of 24 April.

Hamilton Major
For Director

Copy to: Tn Officer Rome - Capt. Dean
" " Movements Tn Sub-Comm. Rail.

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

SEL/cd

531.7 T

A.P.O. 512
28 April 1945

SUBJECT: Extension of Service, Capranica - Viterbo.

TO: AC Tn Sub-Commission, Rail Division, Building
ATTENTION: Major P. G. Matson

1. Extension of present train service from Capranica to Viterbo, as mentioned in your letter AC/100/257/S of 27 April, is approved.

2. There is no passenger stock available for use at this time, but there is no objection to increasing the box car consist from two to four cars.

3. Please advise date the additional service will be effective.

FOR THE DIRECTOR:



S. E. LONDON
Major, T.C.
Supt. Transportation

ACP/1c

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

Tel. 843238

Ref. AC/100/257/S/Tn 4

2 May 1945

SUBJECT : Rail Lines - Rome-Viterbo No.257TO : M.R.S. - Building.

1. Reference is to our letter of 27 April 45 on this matter.
2. The purpose of reconstruction of the line was in the main to assist movement from Viterbo into the Rome direction, so that the arrangements for the existing service, at present starting from Rome should be reversed.
3. Facilities exist at Viterbo for service to locomotives and accommodation for crew is available.
4. As you know, Viterbo suffered very severely, and only by the operation of a rail service can educational facilities for the children commence on a satisfactory footing. AC is very anxious to sponsor the development of the area, and the citizens of the town have been waiting for a long time for some means of transport which would combat the black market road services.

5. It is known that the Rome Nord service offers a means of communication between Viterbo and Rome, but the hinterland between the two points is left without means of communication with either end, so that any facilities which can be introduced would be helpful.

6. If the service can operate daily (Sundays excepted) it would be very satisfactory. Two axle coaches if available would be preferable to box cars, not only from the comfort angle, but in order to release box cars for service elsewhere. Should this not be possible, then in the Viterbo area some box cars have long been fitted with seats, and could be utilised in the service.

For the Chief Commissioner:

SUBJECT : Rail Lines - Rome-Viterbo No.257

TO : M.R.S. - Building.

1. Reference is to our letter of 27 April 45 on this matter.
2. The purpose of reconstruction of the line was in the main to assist movement from Viterbo into the Rome direction, so that the arrangements for the existing service, at present starting from Rome should be reversed.
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For the Chief Commissioner :

3158

A.C.PING, Major

POW/av

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

27 April 1945

Tel. 843238
Ref: AC/100/257/S

SUBJECT : Extension of Service Capranica - Viterbo.

TO : D.M.R.S.I. (Major London - Bldg)

1. The repairs to the bridge at Capranica will be completed on 30 April 45.
2. Permission is requested to extend the present tri-weekly service now operating only to Capranica, thru to Viterbo.
3. The present consist of the train is two box cars for passengers and one box car for general goods.
4. We want to increase the consist to 4 box cars and one luggage van, three box cars to be replaced by two axle coaches as soon as they become available.
5. Additional coal consumption will be twenty tons per month.

For the Chief Commissioner:

P.G. MATSON, Major T.G.

Copy to: Movement Rail Tn. S/C HQ.AC.
Transp. Officer Rome - Capt. Dean

3157

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION
MOVEMENTS DEPT.

Roma, 24 April 1945
M.211/2699/236

TO: Tn S/Commission, A.C.,
Rail Division.

SUBJECT: Roma-Viterbo train
service.

1. In view of the completion of the Capranica viaduct expected to be ready by the end of this month, we suggest that present service, Roma-Capranica be extended as far as Viterbo with one round trip daily (excluding on Sundays) according to attached schedule.
2. The train should be made up with 6 cars and one mixed mail and luggage van, thus totalling abt. 120 tons weight.
3. Coal consumption 1,5 tons per day, including the amount presently required for the Roma-Capranica service, which should be cancelled.
4. Please let us know when the service will start operating.

The Chief of the Dept.
BIONDI

3156


MINISTERO DEI TRASPORTI
DELEGAZIONE COMUNICAZIONI
FERROVIE DELLO STATO
DIREZIONE GENERALE
SERVIZIO MOVIMENTO

Roma, 24 Aprile 1945 - Anno

N. M.211/2699/236

MEMORIA PER IL MAGG. PING

OGGETTO

Alleg.n.1

I) - Prevedendosi ultimata per la fine del corrente mese la riparazione del viadotto di "Cacchiano", in prossimità di Capranica, si propone di estendere il servizio viaggiatori all'intera linea Viterbo-Roma istituendo una coppia di treni giornalieri (esclusa la domenica), come da orario allegato.

II) - La composizione dovrebbe essere di sei carri ed un bagagliaio posta; peso complessivo tonn.120 circa.

III) - Il consumo del carbone verrebbe ad essere di circa tonn.1,500 al giorno, compreso l'attuale consumo per il servizio fra Roma e Capranica, che verrebbe assorbito dai nuovi treni.

IV) - Si prega far conoscere da quando potrà attuarsi il provvedimento proposto.

Il Capo del Servizio Movimento
Manzoni

1007 Tipografia L. S. - Roma, 5/10/45

TV. 2523

a.	5.05	p.	5.00
"	5.17	"	5.07
"	5.27	"	5.18
"	5.34	"	5.28
"	5.48	"	5.35
"	5.57	"	5.49
"	6.06*	"	5.59
"	6.15	"	6.06
"	6.24	"	6.16
"	6.33	"	6.25
"	--	"	6.38
"	6.51*	"	6.46
"	6.59	"	6.51
"	7.05	"	7.00
"	7.18	"	7.06
"	--	"	7.19
"	7.30	"	7.26
"	7.39	"	7.31
"	7.48	"	7.41
"	7.53	"	7.50
"	8.02	"	7.54
"	8.15	"	8.03

VITERBO P.F.
 Viterbo P.R.
 S. Martino
 Tre Croci
 Vetralla
 Vico Matrino
CAPRANICA S.
 Bassano
 Oriolo
 Manziana
 Bracciano
 (Vigna di V.)
 Croicicchie
 Anguillara
 Cesano
 La Storta
 (Ottavia)
 Roma Monte Mario
 Roma S. Pietro
ROMA TRASTEVERE
 Roma Ostiense
ROMA TUSCOLANA
ROMA TERMINI

TV. 2524

a.	21.00
"	20.54 p. 20.56
"	20.48 " 20.49
"	20.38 " 20.39
"	20.31 " 20.32
"	20.23 " 20.24
"	20.09 " 20.11
"	20.01* " 20.01
"	19.52 " 19.53
"	19.37 " 19.38
"	19.17 " 19.22
"	-- " 19.08
"	19.02* " 19.02
"	18.48 " 18.49
"	18.42 " 18.43
"	18.30 " 18.31
"	-- " 18.21
"	18.15 " 18.16
"	17.59 " 18.01
"	17.48 " 17.50
"	17.44 " 17.45
"	17.37 " 17.38
"	" 17.30

3154

Trains marked with asterisk stop for operational reasons only and
 do not make passenger service
 Trains do not stop at Vigna di Valle and Ottavia; Transit times are
 given.

PGM/10

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

Tel. 843191-11
Ref. AC/100/257/Tn 4

28 March 1945

TO : Minister of Communications
Building.

SUBJECT : Rome-Viterbo Train Service.

1. Reference your letter of 19 March file M.211/2594/236.
2. The application for new service will not be considered until the Cacchiano viaduct is completed.
3. Suggestion is made that schedule be submitted for approval and to be effective when repairs to the line are completed.

P.G.M. *flm* Major, T.C.

3153

Ministry of Transports
ISI General Direction

Rome, 19 March 1945

Our Ref.: AC/100/257/Tn.4

M.211/2594/236

TO: Transportation Sub-Commission AC
Rail Division.

Subject: Rail communications btw;
Viterbo and Rome.

1. The local Authorities at Viterbo have again stressed the necessity that, pending the reconstruction of the Cacciano viaduct, a rail communication btw. Viterbo and Rome be established, with transshipment at Km.69, near Capranica. Present trains should be cancelled and the new ones would run in the direction Viterbo-Roma-Viterbo.

2. Latter request is fully justified as the majority of the passengers must come to Rome early in the morning in order to may return to their provincial residences in the same night.

3. For the through service, which we suggest should be a daily one excluding on Sundays, we submit following schedule:

dep. 0550	Viterbo P.R.	arr. 1955
arr. 0640	Vico Matrino (Km.69)	dep. 1915
dep. 0700	Capranica	arr. 1855
arr. 0925	Roma Termini	dep. 1600

As the stock cannot be kept waiting at Vico Matrino (Km.69); following shuttle service would be established:

arr. 0640	Vico Matrino (Km.69)	dep. 1915
dep. 0710		arr. 1840
arr. 0750	Viterbo P.R.	dep. 1750

4. To operate the new service btw. Viterbo and Vico Matrino (Km.69) it has been anticipated to use fire-wood instead of coal, and the necessary fuel is already available at Viterbo.

5. We await that S/Commission's decision.

Sgt. DI RAFFAELLO
Director General

Servizio Movimento

Alla Sottocommissione Trasporti

dell'A.C. Divisione Ferroviaria

Comunicazioni fra
Viterbo e Roma

ROMA

I) Le Autorità della Provincia di Viterbo hanno avanzato premure perché, in attesa che venga ultimata la ricostruzione del viadotto di "Cacchiano", siano egualmente riallacciate le comunicazioni tra Viterbo e Roma, mediante il trasbordo al Km. 69, in prossimità di Capranica, impostando i treni in senso opposto agli attuali che verrebbero di conseguenza soppressi.

II) In effetti tale richiesta è giustificata essendo maggiormente sentita la necessità di venire al mattino alla Capitale dalla provincia, per poi rientrare in giornata in residenza.

III) Il nuovo orario per l'intero servizio, che si propone giornalmente (esclusa la domenica), potrebbe essere il seguente:

Viterbo P.R.	P.	5.50	-	Vico Matrino (Km. 69)	a.	6.40
Capranica	P.	7.00	-	Roma Termini	a.	9.25
Vico Matrino	P.	7.10	-	Viterbo P.R.	a.	7.50 (ri-
				torno materiale utilizzato)		

Roma Termini	P.	16.00	-	Capranica	a.	18.55
Viterbo P.R.	P.	17.50	-	Vico Matrino	a.	18.40 (in-
Vico Matrino	P.	19.15	-	vio materiale utilizzato)		
				Viterbo P.R.	a.	19.55

IV) Per il nuovo servizio tra Viterbo P.R. e Vico Matrino verrebbe utilizzato, in luogo del carbone, la legna, e il materiale necessario trovasi già disponibile a Viterbo.

V) Si resta in attesa di conoscere quali decisioni saranno prese al riguardo.

IL DIRETTORE GENERALE

F.to DI DOMENICO

3151

Ministry of Transports
ISR General Direction

Roma, 19 March 1945

M.211/2594/236

Our Ref.: AC/100/257/En.4

TO: Transportation Sub-Commission AC
Rail Division.

Subject: Rail communications btw;
Viterbo and Roma.

1. The local Authorities at Viterbo have again stressed the necessity that, pending the reconstruction of the Caciariano viaduct, a rail communication btw. Viterbo and Roma be established, with train shipment at Km.69, near Capranica. Present train should be cancelled and the new ones would run in the direction Viterbo-Roma-Viterbo.

2. Latter request is fully justified as the majority of the passengers must come to Roma early in the morning in order to get return to their provincial residences in the same night.

3. For the through service, which we suggest should be a daily one excluding on Sundays, we submit following schedule:

dep. 0550	Viterbo P.R.	arr. 1955
arr. 0640	Vico Matrino (Km.69)	dep. 1915
dep. 0700	Capranica	arr. 1855
arr. 0925	Roma Termini	dep. 1600

As the stock cannot be kept waiting at Vico Matrino (Km.69); following shuttle service would be established:

arr. 0640	Vico Matrino (Km.69)	dep. 1915
dep. 0710		arr. 1840
arr. 0750	Viterbo P.R.	dep. 1750

4. To operate the new service btw. Viterbo and Vico Matrino (Km.69) it has been anticipated to use fire-wood instead of coal, and the necessary fuel is already available at Viterbo.

5. We await that S/Commission's decision.

Sgt. DI RAIMONDO
Director General.



IL MINISTRO DEI TRASPORTI

Rome,

Dear Mr. Taylor,

On the 5th of this month, there will be instituted, on the Roma-Viterbo line, and precisely on the distance Roma-Capranica, a three-weekly passenger train.

The limitation of the railway distance is due to the interruption of the CACCHIANO bridge, (in between the stations of Capranica and Vico Matrino) which need be reconstructed. In this case some populous centers and the same city of Viterbo, will not benefit of the new line.

It is to suggest to institute a service of transfer to effect in corrispondence where the line Capranica-Orte overpasses the line Capranica-Viterbo, and where, with the short pass that will be easily run over, the passengers will be able to transfer from one train to the other.

In regard to the train that should operate in corrispondence of the train coming from Rome, (on the Capranica-Viterbo) I call your attention that one of the two efficient steam locomotives in Viterbo, could be utilized and if there is defeciency of coal it can be fired with wood, as the run is not difficult and the tonnage is small.

Sure of your understanding, I ask for your intervention on obtaining the authorization, so as to be able to institute the service of transfer as soon as possible.

Very grateful and awaiting your kind reply in the matter.

Yours sincerely

21'9



IL MINISTRO DEI TRASPORTI

Roma, 8 MAR 1948

Caro Taylor,

Com'è noto dal giorno 5 corrente sulla linea Roma - Viterbo e precisamente sul tratto Roma-Capranica, verrà istituito un servizio viaggiatori trisettimanale.

La limitazione del percorso per detto servizio è dovuta alla interruzione del ponte di Cacchiano, fra le stazioni di Capranica e Vico Matrino, per cui del provvedimento non potranno beneficiare taluni popolosi centri, compresa la stessa città di Viterbo che è capoluogo di Provincia, tutti bisognosi di un collegamento con la Capitale.

Alla interruzione del ponte predetto si potrebbe però sopperire con la istituzione di un servizio di trasbordo da effettuare in corrispondenza del punto in cui la linea Capranica-Orte sovrappassa la linea Capranica-Viterbo, e dove, con breve tragitto facilmente percorribile, i viaggiatori possono trasbordare dall'uno all'altro treno.

Per quanto riguarda il treno che dovrebbe essere effettuato, in corrispondenza con quello proveniente da Roma, sul tratto Capranica-Viterbo, faccio presente che all'uopo potrebbe essere utilizzata una delle due locomotive a vapore efficienti, che si trovano a Viterbo e che, qualora non riuscisse possibile rifornirle di carbone, potrebbero essere alimentate a legna, in considerazione che la tratta è poco acclive e molto ridotto il ton-

Merrit H. TAYLOR
Director Transportation Sub-Commission
Commissione Alleata

R O M A

Via Veneto

31'8
./.

nellaggio da trainare.

Facendo sicuro affidamento sulla Sua comprensione chiedo il Suo autorevole intervento per poter ottenere la relativa autorizzazione, ed istituire così al più presto tale servizio di trasbordo.

Grato per quanto farà e per le notizie che in merito vorrà cortesemente favorirmi, Le invio i miei più cordiali saluti

Ceraboun

Ministry of Transports
I S R. Office of Director General

Re C 19 MAR 1943

M. 211-2524-236/1004/333/28

Subject: Communications between
Viterbo and Rome

Transports Sub Commission A.C.
(Rail Division)

1) The Authorities of the Province of Viterbo are urging for they wish that, pending the reconstruction of Cacchiano overhead bridge, communications between Viterbo and Rome might be connected through a transshipment at Km. 69 near Capranica despatching the trains in the direction opposite to the present one, so that the trains that are now operated might be suppressed.

2) Actually such a request is justified as it is more generally necessary to come in the morning to Rome from the province and to go back during the day to the residence.

3) The new schedule for the whole daily operation that we propose to be daily (Sunday excepted) could be the following:

Viterbo P.R.	d. 0550.	- Vico Matrino (Km. 69)	a. 0640.
Capranica	"0700.	- Rome Termini	a. 0925.
Vico Matrino	"0710	- Viterbo P.R.	a. 0750 ✓
		(return of the utilized rolling stock)	
Rome Termini	"1600	- Capranica	a. 1855.
Viterbo P.R.	"1730	- Vico Matrino	a. 1840.
		(despatching of the utilized rolling stock).	
Vico Matrino	"1915	- Viterbo P.R.	a. 1955.

4) For this new service between Viterbo P.V. and Vico Matrino firewood instead of coal would be used and the necessary rolling stock is already available at Viterbo.

5) We are awaiting to know your opinion about this matter.

The General Director

sgd Di Raimondo

Go 17/3 ne

217

1) The Authorities of the Province of Viterbo are urging for they wish that, pending the reconstruction of Cacciano overhead bridge, communications between Viterbo and Rome might be connected through a transshipment at Km. 69 near Capranica despatching the trains in the direction opposite to the present one, so that the trains that are now operated might be suppressed.

2) Actually such a request is justified as it is more generally necessary to come in the morning to Rome from the province and to go back during the day to the residence.

3) The new schedule for the whole daily operation that we propose to be daily (Sunday excepted) could be the following:

Viterbo P.R.	d. 0550.	-	Vico Matrino (Km. 69)	a. 0840.
Capranica	"0700	-	Rome Termini	a. 0925.
Vico Matrino	"0710	-	Viterbo P.R.	a. 0750 ✓
			(return of the utilized rolling stock)	
Rome Termini	"1600	-	Capranica	a. 1855.
Viterbo P.R.	"1750	-	Vico Matrino	a. 1840 ✓
			(despatching of the utilized rolling stock).	
Vico Matrino	"1915	-	Viterbo P.R.	a. 1955.

4) For this new service between Viterbo P.V. and Vico Matrino firewood instead of coal would be used and the necessary rolling stock is already available at Viterbo.

5) We are awaiting to know your opinion about this matter.

The General Director

sgd Di Raimondo

Go 17/3 ng

21.7



Roma, 1945

M.211-2594-236/ICCA/3331/28

Al N. del

Servizio Movimento

Alla Sottocommissione Trasporti
dell'A.C. Divisione Ferroviaria

OGGETTO

Comunicazioni fra
Viterbo e Roma

R O M A

ALLEGATI N.

- I) Le Autorità della Provincia di Viterbo hanno avanzato premure perché, in attesa che venga ultimata la ricostruzione del viadotto di "Cacchiano", siano egualmente riallacciate le comunicazioni tra Viterbo e Roma, mediante il trasbordo al Km.69, in prossimità di Capranica, impostando i treni in senso opposto agli attuali che verrebbero di conseguenza soppressi.
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Vico Matrino	p. 7.10	-	Viterbo P.R.	a. 7.50 (ri-
			torno materiale utilizzato)	
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Viterbo P.R.	p. 17.50	-	Vico Matrino	a. 18.40 (in-
			vio materiale utilizzato)	
Vico Matrino	p. 19.15	-	Viterbo P.R.	a. 19.55

- IV) Per il nuovo servizio tra Viterbo P.R. e Vico Matrino verrebbe utilizzato, in luogo del carbone, la legna, e il materiale necessario trovasi già disponibile a Viterbo.
- V) Si resta in attesa di conoscere quali decisioni saranno prese al riguardo.

3146

IL DIRETTORE GENERALE

Indirizzo

COPY

/nf

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY SUB-COMMISSION
STEEL WORKS DIVISION
APO 394

TGB/gc

~~SECRET~~

27 October 1944

Ref. ACC/5615/IND

SUBJECT: Requisition of factories

TO : Allied Force Local Resource Section
RAAC., CMF.

1. Representation have been received from the Breda Co. requesting derequisition of two of their factories, one in the Rome area and the other in Naples.

2. These factories are:-

(a) Breda Ostia Factory laid out for the production of agricultural machinery. This plant is not badly damaged and could re-start production fairly quickly. The plant is under requisition but is not occupied by any Allied Troops or units.

(b) Vasto Vactory Naples laid out for the production of Railway cars, coaches and associated materials. This plant has been heavily damaged by aerial bombardment and could not be put to work immediately, but it is considered that a useful purpose would be served if the management were allowed access to the plant and permission granted to employ workmen for clearing up purposes. It is pointed out that the plant is specialised in the construction of rolling stock and is important to the rehabilitation of the railway system.

It is at present occupied by III S.A.C.A. 38th AGA and understood to be partly used for storage purposes.

2145

3. Could action be taken to have the above two plants derequisitioned especially in view of their importance to the transportation and agricultural industries of Italy.

For the acting Chief Commissioner:

SUBJECT: Requisition of factories

TO : Allied Force Local Resource Section
RAAC., CEF.

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It is at present occupied by III S.A.C.A. 38th AGC and understood to be partly used for storage purposes.

21:45
23

3. Could action be taken to have the above two plants derequisitioned especially in view of their importance to the transportation and agricultural industries of Italy.

For the acting Chief Commissioner:

(signed) W.S. VAUGHAN

W.S. VAUGHAN
Director,
Industry Sub-Commission

Copy to:-
Economic Section
Transportation S/C
Agriculture S/C

INTER OFFICE MEMORANDUM

CRW/efh

HEADQUARTERS ALLIED COMMISSION
APC 394
Transportation Sub-Commission
(Movements Division - Rail)

Tele : 476704

2 March 1945

356/12/Tn 3

SUBJECT : Railway Service, Rome-Viterbo.

TO : Transportation Sub-Commission,
Rail Division.

1. Further to my letter 355/11/Tn 3 dated 1 March '45.
2. Attached is translated copy of the minutes of the meeting held at Viterbo on 29 Feb '45 as issued by the Italian Authorities.

CH Woolington
H. TAYLOR, *may*
Director,
Transportation Sub-Commission

3144

TRANSLATION

Conclusion of the meeting held at the Palazzo della Prefettura of Viterbo at 1100 hours of the 25th of February 1945.

1. Thanks are tendered for the authorisation already granted at the beginning, for the triweekly Rail Service to start the first of March between Rome and Capranica on every Tuesday - Thursday - Saturday.
2. Note has been taken that as soon as the bridge of Capranica will be repaired, the service will be extended to Viterbo.
3. It is hoped that on the traffic's base resulted from the triweekly service, the possibility should be considered to transform the service from weekly to daily.
4. The J.S.R. sponsored by the local Authorities, will equally start from the 5th of March a corresponding service between Viterbo and Capranica, and possibly between Sipicciiano and Capranica.
from what concern the service between Sipicciiano and Viterbo attention is called that this stretch should prove indispensable for transport of students of secondary schools from Sipicciiano and the intermediated stations to Viterbo.
5. It is understood, that, as soon as the direct train from Rome to Viterbo shall be re-established, all other road traffic, not only, Rome to Viterbo but also north of this town, and those south and east from Rome must be abolished, remaining, both for passengers and freight, only one service by rail. Transports from north of Viterbo and south and east of Rome, should be transferred at Viterbo and Rome on the railway line or tramway line "Rome - Nord" purporting to perform and coordinate this plan between railway and tramway, the following has been established :-
a) - Viterbo Authorities will take care that all road traffic proceeding from Viterbo, or places north of Viterbo, should be stopped at Viterbo and conveyed either on the tramway line or on the railway line.
b) - The station Master of Viterbo - Porta Romana should be authorised to direct this operation and to distribute traffic between Rail and Tramways.
c) - The Tramways should do its utmost at least for what concern the traffic transferred to Viterbo to carry the tariff nearer to that of the Railway as possible.
6. It is requested that the timing for the triweekly service, in order to get from the same the most profitable use, and to give the possibility to transport to Viterbo the secondary students, and to Rome, the university's ones, should be as follows :-

Starting from Sipicciiano	5.30 a.m.
Arrive at Viterbo	7.00 "
Starting from Viterbo	7.10 "
Arrive at Capranica	8.00 "
Starting from Capranica	8.30 "
Arrive in Rome	10.30 "

2143

4. The I.S.R. sponsored by the local Authorities, will equally start from the 5th of March a corresponding service between Viterbo and Capranica, and possibly between Sipicciolo and Capranica. From what concern the service between Sipicciolo and Viterbo attention is called that this stretch should prove indispensable for transport of students of secondary schools from Sipicciolo and the intermediated stations to Viterbo.
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Starting from Capranica	8,30 "
Arrive in Rome	10,30 "
Starting from Rome	13,30 p.m.
Arrive at Capranica	17,30 "
Starting from Capranica	17,45 "
Arrive at Viterbo	19,45 "
Arrive at Sipicciolo	20,15 "

- 2 -

Attention is called that only with such a line table it is possible to allow the university's students of Viterbo and other places on the line, to follow the lessons in Rome, and to the secondary students, to go to school to Viterbo.

Moreover, attention is called both to the numbers of these students, and to the absolute impossibility that all these students at present conditions of traffic can follow the schools.

7. It is requested that, if possible, one or two carriages for passengers should be attached to the trains Rome - Capranica.

3. As seen at para 4. while the I.S.R. and the local authorities, will do their utmost to assure the services Viterbo - Capranica and eventually Sipicciano - Capranica and vice-versa with impending means of fuel (wood - charcoal etc.) it would be of great help, for the purpose of curtailing the cost, permit a greater speed, and avoid damages to the engines, if for this short preliminary period, and at least till the rebuilding of the bridge of Capranica, it would be possible to grant a certain amount of coal also for these lines.
Five daily tons would be necessary.

This coal, sent to Capranica, could be transferred here by the railmen themselves.

c 1 12

Train Service Roma-Capranica

This service is intended for the same purposes as those, already in operation, between Roma and Frascati and btw? Roma and Mandela.

To meet the requirements of all people (students, professional men, merchants, etc.) wanting to come to Roma in the morning, a full passenger train operating daily would be hardly sufficient, while the new train will accommodate only 60 passengers in two boxcars. If the service was operated as suggested by Movements, it would certainly prove more troublesome than useful, on account of its utter inadequateness to meet the requirements.

But the main reason for which a/m service must operate according to the schedule suggested by ISR (that is departure from Roma in the morning and return from Capranica in the evening) is that for the time being Capranica cannot accommodate for the night the train crew, nor are the local resources in a position to secure the servicing of the stock.

As soon as circumstances will permit, ISR will investigate the possibility to alter the timings according to Movements' suggestions.

3/3/45

100/257 5

3141

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

SEL/cwd

A.F.O. 512
23 February 1945

531.7 T

SUBJECT: Train Service, Line 257

TO : AC Tn Sub/Comm, Rail Divn, Building
Director General, ISR, Rome
CO, 715 Railway Operating Battalion, APO 512

1. Tri-weekly train service is authorized on Line 257, Rome Termini to Capranica, effective 5 March, on following schedule:

TRAIN N.2520
Mon Thurs Sat

0640 depart
1000 arrive

Rome Termini
Capranica

TRAIN N.2521
Mon Thurs Sat

arrive 1845
depart 1540

2. Train will handle two box cars for passengers, plus approved freight traffic, and will stop at all intermediate stations. Suitable ISR coal-burner locomotive will be used on the run. Owing to the lack of telephone and telegraph communications, other trains will not be operated on Line 257 on days above mentioned schedules are effective.

For the Director:

RPMoss

R. F. MOSS
Lt.Col. T.C.
Deputy Director-Operations

cc:-DMRI
DDMRI
ADDMRI
ADD-Equipment
ADD-Engineering
Movements Rome
G-4 (Mov & Tn) AFHQ
CO, 719 ROE
Chief Disp., 719 ROE, Rome
Hqs., Ry. Military Police
American RTO, Rome Terminal
British RTO, Rome Terminal
Capo Compartimento, ISR, Rome

3140

100/257

ORARIO TRENI FRA ROMA E CAPRANICA

=====

	Roma Termini	a. 18.45	
p. 6.40	Roma Tuscolana	" 18.35	p. 18.36
a. 6.47	Roma Ostiense	" 18.26	" 18.27
" 6.54	Roma Trastevere	" 18.21	" 18.22
" 6.58	Roma S. Pietro	" 18.12	" 18.13
" 7.12	Roma Monte Mario	" 17.58	" 17.59
" 7.30	Ottavia	" 17.49	" 17.50
" 7.39	La Storta F.	" 17.36	" 17.37
" 7.53	Cesano di Roma	" 17.18	" 17.19
" 8.07	Anguillara	" 17.09	" 17.10
" 8.16	Crocicchie	" 16.57	" 16.58
" 8.33	Vigna di Valle	" 16.47	" 16.48
" 8.43	Bracciano	" 16.31	" 16.36
" 8.57	Manziana	" 16.17	" 16.18
" 9.19	Oriolo	" 16.04	" 16.05
" 9.37	Bassano Sutri	" 15.51	" 15.52
" 9.48	Capranica	"	" 15.40
" 10.00			

ACP/10

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

Tel. 843238
Ref. AC/100/257/Tn 4

16 February 45

TO : MRS
Building

SUBJECT : Train Service Rome-Viterbo

1. Attached hereto is a suggested time-table for trains on Rome-Viterbo (Line 257) section between Rome and Capranica.
2. Justification is the existence of a re-inforcement camp of the Gruppi Combattimento located at Cesano. There is approximately 1000 tons of stores per month, and regular movement of troops.
3. There are numerous students on the line anxious to reach Rome, from a district particularly difficult of access.
4. There would be considerable release of road transport and a subsequent reduction of black market traffic, which is fairly considerable in the area.
5. The line is similar in character to that of the Tivoli Line, and considerable support for the Service is given by civic authorities.
6. It is suggested traffic should not exceed 2 Box cars for passengers, plus approved freight traffic.

at King May
O.H. LINDBERG
Lt. Col. R.E.,
Chief, Rail Division.

3128

Ministry of Transports
ISR General Direction

M.200/2467/236

AC 100/257 Tn 4

Roma, 15 February 1945

To: Tn. S/Commission AC

Memorandum for Major Pina

1. With reference to the verbal request we beg to submit the approximate schedule for the new tri-weekly passenger service btw. Roma and Capranica:

train 2520

0640 dep Roma Termini

1000 arr Capranica

train 2521

arr. 1845

dep 1540

to be operated on Mondays, Thursdays and Saturdays in each direction; stops for passenger service to be established at all intermediate stations.

2. It will be necessary that no other trains be operated on above line in a/m days untill present non-efficient telegraph and telephone communications will be fully re-established.

sgd. G. di Raimondo
Director General

3137



Roma, li 13 Febbraio 1945

N°M. 200/2467/236

Promemoria per il Magg. PING

- 1) - In relazione alla richiesta verbale trasmetto il progetto di orari per il servizio trisettimanale viaggiatori fra Roma e Capranica.

<u>treno 2520</u>		<u>treno 2521</u>
↓ 6,40 p. Roma Termini	a. 18,45	↑
↓ 10,00 a. Capranica	p. 15,40	↑

da effettuarsi entrambi nei giorni di lunedì, giovedì e sabato con fermata per servizio viaggiatori in tutte le stazioni intermedie.

- 2) - Fino a quando non saranno ristabilite le comunicazioni telegrafiche; attualmente inefficienti, sarà necessario evitare su detta linea l'effettuazione di altri treni nei giorni in cui hanno luogo quelli di cui sopra.

Il Direttore Generale

Udì Carmone

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division - Rail)

Tel: 478704.

Inter Office Memorandum

Ref. 356/8/Tn.3.

7th February, 1945.

SUBJECT: Line 257 - Rome to Viterbo.

TO : Rail Division.

1. Reference attached copy report prepared by Major Worthington, of reconnaissance of line 257 carried out on 30th January, 1945.
2. Land Forces Sub-Commission (LMFA) have advised that they have a reinforcement camp for the Gruppi di Combattimento located at Cesano. There is a regular movement of some 10,000 troops to and from Cesano monthly, in each direction, and approximately 1000 tons of stores north bound from Rome each month.
3. It is considered that the Italian army movement, together with that discussed in the attached report, more than justifies a service on line 257 at an early date.
4. Until the rail bridge at Capranica is completed it is recommended that stores movement be restricted to south of the break, but you may be able to arrange a passenger service to cater for the University students for Rome and the local school children to Viterbo.
5. Please consider this matter and let us have your recommendations as early as possible.

M. J. SIEFF
M. J. SIEFF,
Lt. Col.,

Chief Movements Division.

3135

Encl.

100/257

TRANSLATION

Municipality of Viterbo
our ref.: Segr. 13062

Viterbo, Dec. 26th 1944

TO
Tn. S/Commission AC
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 as 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 ISR line Roma-Viterbo be authorized by that S/Commission. Railmen of Roma and Viterbo as well as private contractors working on ISR's behalf 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, Oriolo, 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.

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

That above service is quite insufficient as 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.

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

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)

100/257/19

ACF/10

TRANSPORTATION AND COMMISSION (AC)
(Rail Section)
C/o Transportation Increment,
C. M. F.

Tel: 943307

Our Reference: AC/100/257/19

14 December 44.

TO: Minister of Transport
Attn. I&R General Direction.

SUBJECT: Cooperation of Rome-Viterbo-Attagliano line.

1. Reference is to your letter 1004/1353/9 of und Dec. 44.

2. It would be undesirable at the present time to press for a service to operate between Rome and Viterbo on the State Railway, with the existing interruptions on the track, but you will be aware that the track is being repaired, and when a through line is available, possibly consideration could be given to a service. In the meantime, the private railway is operating throughout between Rome and Viterbo at night, so that residents of those points are not isolated.

3. So far as the possibility of a local service in the Viterbo area to meet the needs of the Mayor of Viterbo, if you can suggest suitable local services, with particulars of the coal consumption, and the availability of stock, the matter will be placed before the Director, Railway Services.

4. In the meantime, it is suggested the railway employees at Viterbo be instructed to set about clearing up the railway yards and removing debris so that all facilities are available for any through service which it may be possible to connect at a later date.

2123

AL

C. M. LINDBERG
Lt. Col. R. E.
Chief, Rail Section.

C copy to:

MS
Capt. Dean

Tel: 840307

Our Reference: AC/200/257/Tu

14 December 44.

TO : Minister of Transport
attn. ISA General Direction.

SUBJECT : Cooperation of Rome-Viterbo-Atigliano line.

1. Reference is to your letter 1004/1552/S of 2nd Dec. 44.

2. It would be undesirable at the present time to press for a service to operate between Rome and Viterbo on the State Railway, with the existing interruptions on the track, but you will be aware that the track is being repaired, and when a through line is available, possibly consideration could be given to a service. In the meantime, the private railway is operating throughout between Rome and Viterbo at night, so that residents of those points are not isolated.

3. So far as the possibility of a local service in the Viterbo area to meet the needs of the Mayor of Viterbo, if you can suggest suitable local services, with particulars of the coal consumption, and the availability of stock, the matter will be placed before the Director, Military Railway Services.

4. In the meantime, it is suggested the railway employees at Viterbo be instructed to set about clearing up the railway yards and removing debris so that all facilities are available for any through service which it may be possible to concede at a later date.

2123

COPY to
MRS
Capt. Dean

AL

C. H. LINDBERG
Lt. Col. R. M.
Chief, Mail Section.

100/25-7/16

Rome - 2 Dec 1944
100A/1553/9

Translation
Ministry of Communications
IS R Direction General

Subject: Reoperation of
Rome-Viterbo-Attigliano line

To A.C. Transportation
Sub Commission
Att.Col. DS ADAMS
R o m e

- 1) Reference is made to your letter ACC/Th/100/257 dated 23 Oct. 1944 by which you sent us an application of the Viterbo Mayor, aiming to the resumption of some railway facilities, to meet the exigencies of students and displaced people residing in that area.
By the same letter, you asked us to determine a program of operation and the relative requirements of rolling stock and fuel.
- 2) At this regard we point out firstly that the Rome-Viterbo line is interrupted between Capranica and Vico Matrino, due to the destruction of the Cacchiano viaduct; besides, the traffic is interrupted between Bracciano and Croicchie due to some derailed cars; and therefore many days will be necessary to recover these cars.
The line Viterbo-Attigliano is interrupted between Sipiceciano and Attigliano, due to the destruction of the bridge on Tevere River. Consequently it should be possible to operate some trains on the Sipiceciano-Viterbo Section, as requested; on the contrary, it is impossible, for the moment, to ride from Viterbo to Capranica station, therefore, the service should be limited up to Vico Matrino.
- 3) Considering the above referred conditions (para.2) it would be possible to operate a train program, as per attached graphic (enclosure 1) and to meet the immediate exigencies of Viterbo Town and of those students and displaced people, bound either to Rome or Viterbo. A sufficient stoppage between the arrivals at Vico Matrino and Capranica, and the departures respectively from Capranica and Vico Matrino has been foreseen, to allow the passengers an eventual change of trains. This change could be possible by hauling the trains to each side of the bridge on Cacchiano torrent; and by constructing an emergency passage on said torrent.
- 4) For each train is foreseen a consist of 2 coaches and 1 luggage-van, consequently 4 coaches and 2 luggage-vans would be required in the whole, by operating the shuttle turn marked with red pencil - between the trains (2 coaches and 1 luggage van) from Rome Ostiense to Capranica, and the shuttle turn marked with blue pencil - between the trains (2 coaches and 1 luggage van) from Sipiceciano to Vico Ma-

3432

- 1) Reference is made to your letter AOC/Th/100/257 dated 23 Oct. 1944 by which you sent us an application of the Viterbo Mayor, aiming to the resumption of some railway facilities, to meet the exigencies of students and displaced people residing in that area.
By the same letter, you asked us to determine a program of operation and the relative requirements of rolling stock and fuel.
- 2) At this regard we point out firstly that the Rome-Viterbo line is interrupted between Capranica and Vico Matrino, due to the destruction of the Caciariano viaduct; besides, the traffic is interrupted between Bracciano and Crociocchie due to some derailed cars; and therefore many days will be necessary to recover these cars.
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5) The proposed service would be rather important for military and civilian purposes.

First of all, through the reopening of said lines, it would be possible to recover at once 47 cars, in good conditions, located at the intermediate stations between Rome S. Pietro and Capranica, namely: 25 box cars, 16 high gond. cars, and 6 flat cars.

At the same time the rehabilitation works for Cecchiano torrent bridge, already allotted, could be speeded up, because through the proposed trains the transport of materials and workmen to the spot would be easier. Besides, by resuming the connection between Viterbo and Rome it could be possible to recover other 26 cars in good conditions, located at the intermediate stations between Viterbo and Sipiicciano.

Finally it would be possible to recover other materials more or less damaged, located on the spot, which could be moved to repair shops.

It is known that the Allied Military Command is urging to get new rolling stock for the operation, to face military exigencies.

The Viterbo area has always supplied a great quantity of goods for Rome population and its activities; therefore, by speeding up the reopening of said lines, the supply of Rome would be greatly improved.

The General Director
signed Di Raimondo

Cu Ng 1



MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma - 2 DIC 1944 - 194 - A.

N. ICCA/1553/3

Al N. _____ del _____

OGGETTO

Apertura all'esercizio
della linea Roma-Viterbo-Attigliano.

— ALLA COMMISSIONE ALLEATA

Sotto Commissione Trasporti - ROMA

Alla particolare attenzione del
Sig. Colonnello ADAMS

ALLEGATI N. 1 grafico 1) - Si fa riferimento alla lettera A CC/Tn/100/257

del 28 ottobre c.a. con la quale codesta Commissione nel trasmettere a questa Sede una istanza del Comune di Viterbo intesa ad ottenere il ripristino di alcuni servizi ferroviari che interessano quella città per venire incontro alle esigenze degli studenti e degli sfollati chiedeva che la pratica venisse perfezionata per precisare il programma di servizio da adottare ed i relativi fabbisogni di materiale rotabile e carbone.

2) - E' da notare anzitutto che la linea Roma Viterbo è interrotta fra Capranica e Vico Matrino per la distruzione del viadotto Cacchiano e che fra Bracciano e Crocicchie non è sul momento consentito il transito per alcuni carri sviati; le operazioni di recupero richiedono però molti giorni. La linea Viterbo-Attigliano è interrotta fra Sipicciano ed Attigliano per la distruzione del ponte sul Tevere. Di conseguenza sarebbe possibile l'effettuazione di qualche treno sul tratto Viterbo-Sipicciano come richiesto; non è invece per ora possibile da Viterbo raggiungere la stazione di Capranica ma occorrerebbe limitare il servizio a Vico Matrino.

3) - Nelle condizioni di cui è detto al precedente punto 2) sarebbe perciò possibile attuare un programma di treni conforme a quello riportato sul grafico allegato 1 col quale si soddisferebbero le esigenze immediate del Comune di Viterbo e si

verrebbe incontro alle necessità degli sfollati e degli studenti sia se diretti a Roma, sia se a Viterbo. E' stato previsto un sufficiente margine di tempo fra gli arrivi a Vico Matrino e Capranica e le partenze rispettivamente da Capranica e Vico Matrino per consentire un eventuale trasbordo di viaggiatori che si potrebbe effettuare spingendo i treni da un lato e dall'altro del ponte sul torrente Cacchiano e sistemando un passaggio di fortuna sul letto del torrente.

4) - Per ogni treno sarebbe prevista una composizione di due carrozze ed un bagagliaio sicchè in definitiva resterebbero impiegate 4 carrozze e due bagagliai attuando il turno a spola indicato in matita rossa fra i treni da Roma Ostiense a Capranica (2 carrozze ed 1 bagagliaio) ed il turno pure a spola contrassegnato con matita azzurra fra Sipicciano e Vico Matrino (2 carrozze ed un bagagliaio). Due locomotive giornaliere basterebbero allo scopo, delle quali una sola andrebbe prelevata dalle disponibilità esistenti perchè a Viterbo si trovano giacenti ed inutilizzate due locomotive in buono stato, una gruppo 740 altra gruppo 685. Sarebbero percorsi circa 440 Km. e con un consumo medio di 5 Kg. di carbone per ettotonnellate chilometro si consumerebbero in totale per giorno 44 quintali di carbone, considerato che il peso medio di ciascun treno non supererebbe le 200 tonn. ivi compreso il peso della locomotiva.

5) - Il servizio che si va a proporre avrebbe una importanza non lieve ai fini militari e civili.

Innanzitutto riaprendo all'esercizio le linee in parola sarebbe possibile recuperare subito 47 carri in buono stato giacenti nelle stazioni intermedie fra Roma S. Pietro e Capranica così suddivisi: 25 chiusi, 16 aperti alte sponde e 6 pianali. Nel contempo verrebbero affrettati i lavori di ripristino del ponte sul torrente Cacchiano già appaltati perchè con i treni proposti sarebbe facilitato l'afflusso dei materiali e delle maestranze sul posto. Ristabilito il colle-

MINISTERO
DELLE COMUNICAZIONIFERROVIE DELLO STATO
DIREZIONE GENERALE

194 - A.

N.

Al N.

del

OGGETTO *g*amento fra Viterbo e Roma sarebbe poi possibile ricuperare altri 26 carri in buono stato giacenti nelle stazioni intermedie fra Viterbo e Sipicciano.

ALLEGATI N.

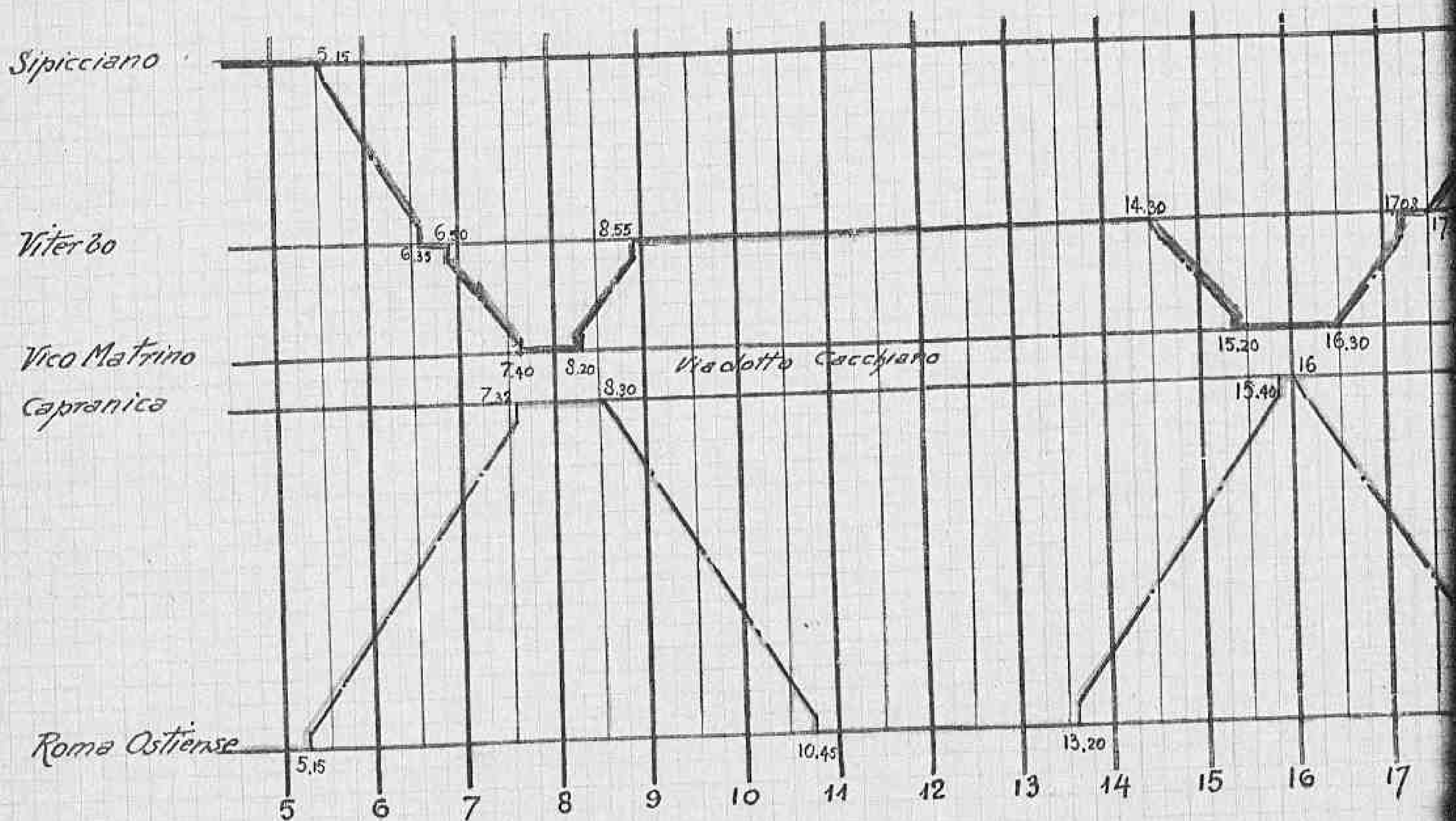
Ciò a prescindere da quell'altro materiale più o meno danneggiato che trovasi pure sul posto e che in parte potrebbe essere avviato alle officine di riparazione.

E' noto che il Comando Militare Alleato fa vive pressioni per ottenere nuovo materiale da immettere nella circolazione per soddisfare pressanti necessità militari.

La zona da Viterbo si è sempre prestata a sensibili rifornimenti per la popolazione e le attività di Roma; affrettandone l'apertura e l'esercizio si migliorerebbe non poco l'approvvigionamento di questa città.

IL DIRETTORE GENERALE

Indi Raimondo

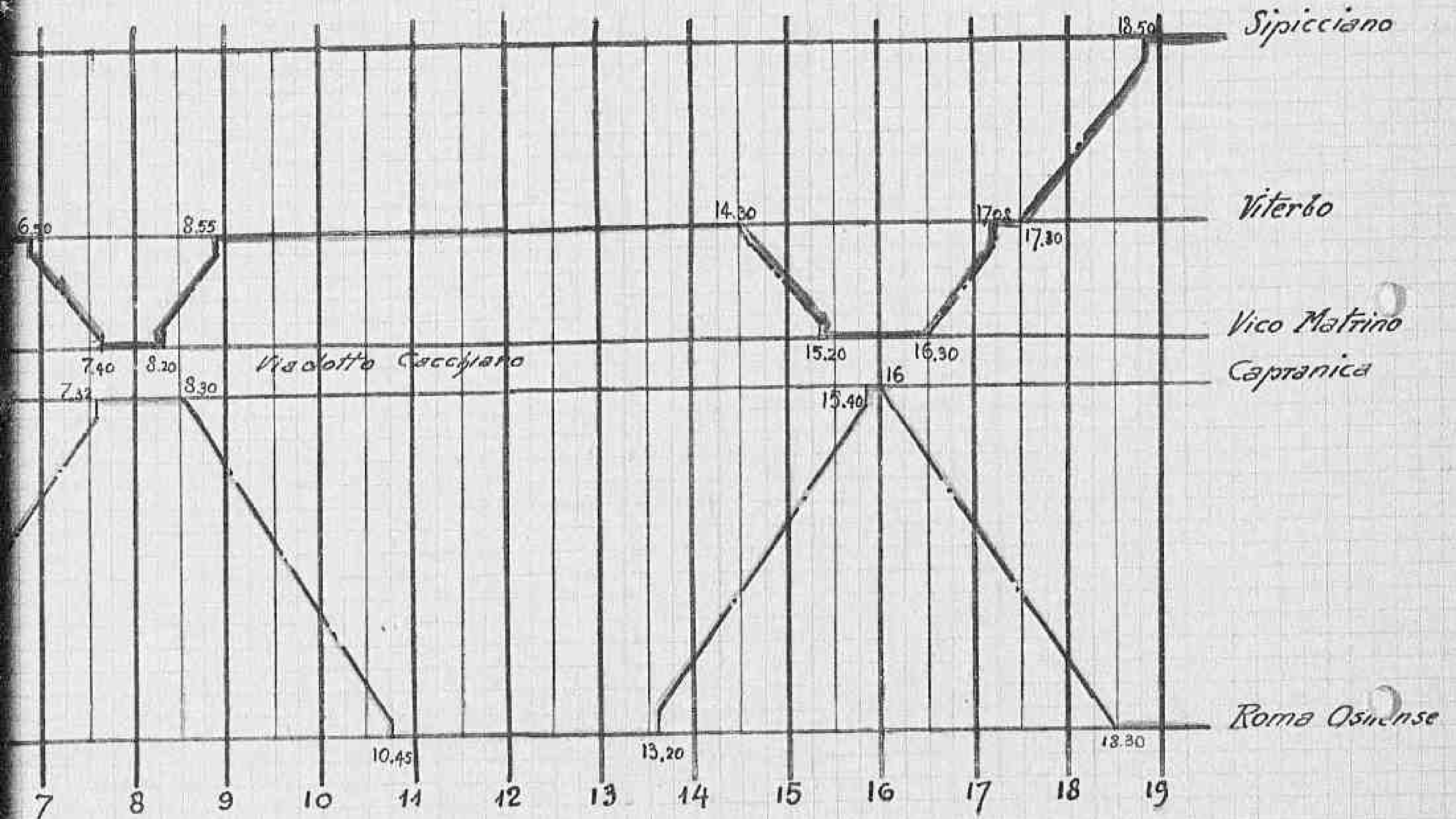


1166

Allegato alla lettera ICCA

0829

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



6010

la lettera ICCA

Translation

Ministry of Communications
L.S.M. Direction General

Rome - 2 DEC 1944

ICMA/1553/0

Subject: Cooperation of
Rome-Viterbo-Attigliano line

To A.C. Transportation
Sub Commission
At. Col. DS ADALS

R o m e

1) Reference is made to your letter ICC/Ta/100/257 dated 28 Oct. 1944 by which you sent us an application of the Viterbo Mayor, aiming to the resumption of some railway facilities, to meet the exigencies of students and displaced people residing in that area.

By the same letter, you asked us to determine a program of operation and the relative requirements of rolling stock and fuel.

2) At this regard we point out firstly that the Rome-Viterbo line is interrupted between Capranica and Vico Matino, due to the destruction of the Cacciano viaduct; besides, the traffic is interrupted between Bracciano and Crucicchio due to some derailed cars; and therefore many days will be necessary to recover these cars.

The line Viterbo-Attigliano is interrupted between Sipicciolo and Attigliano, due to the destruction of the bridge on Tevere River. Consequently it should be possible to operate some trains on the Sipicciolo-Viterbo Section, as requested; on the contrary, it is impossible, for the moment, to ride from Viterbo to Capranica station, therefore, the service should be limited up to Vico Matino.

3) Considering the above referred conditions (para. 2) it would be possible to operate a train program, as per attached graphic (enclosure 1) and to meet the immediate exigencies of Viterbo Town and of those students and displaced people, bound either to Rome or Viterbo. A sufficient stoppage between the arrivals at Vico Matino and Capranica, and the departures respectively from Capranica and Vico Matino has been foreseen, to allow the passengers an eventual change of trains. This change could be possible by hauling the trains to each side of the bridge on Cacciano torrent; and by constructing an emergency passage on said torrent.

3128

4) For each train is foreseen a consist of 2 coaches and 1 luggage-van, consequently 4 coaches and 2 luggage-vans would be required in the whole, by operating the shuttle turn marked with red pencil - between the trains (2 coaches and 1 luggage van) from Rome, Ostiense to Capranica, and the shuttle turn marked with blue pencil - between the trains (2 coaches and 1 luggage van) from Sipicciolo to Vico Matino. Two daily locomotives would be sufficient for the purpose, whereof only one should be withdrawn from the available stock, be-

Sub Commission
Att. Col. DS ADAMS

Rome

- 1) Reference is made to your letter APC/Tn/100/257 dated 28 Oct. 1944 by which you sent us an application of the Viterbo Mayor, aiming to the resumption of some railway facilities, to meet the exigencies of students and displaced people residing in that area.
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2128

5) The proposed service would be rather important for military and civilian purposes.

First of all, through the reoperation of said lines, it would be possible to recover at once 47 cars, in good conditions, located at the intermediate stations between Rome S. Pietro and Capranica, namely: 25 box cars, 16 high gond. cars, and 6 flat cars.

At the same time the rehabilitation works for Cassiano torrent bridge, already allotted, could be speeded up, because through the proposed trains the transport of materials and workmen to the spot would be easier. Besides, by renewing the connection between Viterbo and Rome it could be possible to recover other 26 cars in good conditions, located at the intermediate stations between Viterbo and Sipiccano.

Finally it would be possible to recover other materials more or less damaged, located on the spot, which could be moved to repair shops.

It is known that the Allied Military Command is urging to get new rolling stock for the operation, to face military exigencies.

The Viterbo area has always supplied a great quantity of goods for Rome population and its activities; therefore, by speeding up the reopening of said lines, the supply of Rome would be greatly improved.

The General Director
signed Di Raimondo

Cu Ng 1

2815

ACP/elc

100/257/10

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel : 478701

28 October 1944

Our Ref : ACC/TH/100/257

TO : Ministry of Communications
I.S.R.

SUBJECT: Services in Viterbo.

1. Attached communication should have been addressed to your department for consideration and recommendation.
2. In submitting any recommendation to this Sub-Commission, information as to rolling stock and coal consumption should be included.

L. A. B. Adams
D.S. ADAMS
Colonel C.E.
Director Tn. Sub-Comm

ENCLOSURE 1 :
Communication.

3127

ACP/elo

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel : 478701

28 Ottobre 1944

Rif. AOC/TN/100/257

AL : MINISTERO DELLE COMUNICAZIONI
Direzione Generale F.S. - Segreteria

OGGETTO : Servizi ferroviari per Viterbo.

1. La richiesta acclusa alla presente avrebbe dovuto essere stata indirizzata a codesta Direzione Generale F.S. per essere presa in considerazione e essere eventualmente trasmessa a questa Sottocommissione col vs. parere.

2. Se si ritiene di appoggiare la richiesta in oggetto, si prega di voler dare esaurienti informazioni circa il materiale mobile occorrente e il consumo di carbone.

D.S. ADAMS
Colonnello C.E.
Direttore Tn.S/Comm.

ALLEGATO 1 :
Richiesta.

TRANSLATION

~~53/69~~
100/257/9

COMMUNE OF VITERBO

Viterbo, 11 October '44

Ref:9391

TO : Col.D.S. Adams
Director, Transportation Sub-Commission
Allied Control Commission, Rome

SUBJECT: Re-operation of Railway Services.

In order to settle the question of refugees of this zone and to allow all the pupils, who are dwelling near Viterbo, to go to school, this Communal Administration is compelled to request the operation of a reduced railway service from the station of Sipicciano to Viterbo and from Viterbo to Capranica.

Owing to assumed informations, this Administration knows that the railway line is in good condition in these sections and that there is sufficient rolling stock and traction material.

I hope therefore that the request I am submitting for the population's interest, will be accepted.

Yours faithfully,

The Mayor
(signature illegible)

TRANSLATION

The suggested time-tables for what concerns the arrivals
at Viterbo is the following:

From Capranica	at 7 a.m.
From Sipicciano	at 9 a.m.
From Capranica	at 17 p.m.
From Sipicciano	at 19 p.m.

ACP/er

157/5

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

5 October 1944

ACC. Tn/100/252-257

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 Sippicciano, perhaps you will submit them in due course.

ACP

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

3125

257/4

Allied Force
MILITARY RAILWAY SERVICE
Office of Director - Italy

A. P. O. 400
30 September 1944

Subject: Restoration of Railway Service

To : General Di Salomondo, 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

3123

0839

Translation

Comune di Viterbo

Viterbo 21 Sept. 44

Ref. Segr./3631

Subject:

Railway service re-operation

To: General Director

M R S

Rome

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 Sipioccia no station to Viterbo and from Viterbo to Capranica.

Upon information received, this Administration feels that the railway line, along the above sections, is in conditions to be operated and 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/ng/28

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

From Capranica	about	0700 hrs.
" Sipiocciano	"	0900 "
" Caprainica	"	1700 "
" Sipiocciano	"	1900 "

2403

0840