

ACC

AC 100/267

10000/148/1645

20M  
DEC. 1



10000/148/1645

ROME - FRASCATI  
DEC. 1944 - SEPT. 1945



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

REFERENCES:  
Riferimento:

I.S.R.  
FT.SS Direz.Gen.Serv.Mov.

A.C.  
C.A. Sottocommissione Trasporti  
Divisione Ferroviaria SEDE

APPLICATION:  
Richiesta n°: M.211/3726/210

Date: \_\_\_\_\_  
Data: 19/9/1945

APPLICATION FOR ADDITIONAL CIVILIAN PASSENGER TRAIN BY ISR

Richiesta effettuazione treni viaggiatori da parte delle FT.SS.

Attivazione una coppia di treni giornalieri (meno la domenica) tra  
Colleferro e Velletri per esigenze scolastiche.

COMPARTIMENTO: Roma

FROM: TO: LINE NUMBER:  
Da: Colleferro a: Velletri Numero della linea: 267

PRIORITY NUMBER:  
Numero di precedenza:

FREQUENCY COAL CONSUMPTION (WEEKLY)  
Frequenza giornaliera Consumo carbone (Settimanale) 5 tonn.

EQUIPMENT NEEDED: 3322  
Materiale occorrente:

LOCO, COAL, OR ELECTRIC vapore

COACHING STOCK  
Materiali viaggiatori 5 carrozze 1 bagagliaio

LITTERLINE

WHO WILL PROVIDE COACHING STOCK?  
Chi fornirà il materiale viaggiatori? le F.S.



A.C.

C.A. Sottocommissione Trasporti  
Divisione Ferroviaria SEDE

Date: \_\_\_\_\_

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LITTORINE  
WHO WILL PROVIDE COACHING STOCK?  
Chi fornirà il materiale viaggiatori? le F.S.

FROM WHERE?  
Da dove? stesso materiale del treno 6681

TIMINGS - KILOMETRAGE AND TRAIN NUMBERS  
Orari - Kilometraggio e numeri dei treni.

(To be inserted over leaf)  
(Da essere inserito nella pratica)



TRAIN No

6680

TIMINGS:

7.45

6.42

Km.24

TRAIN No

6685

TIMINGS:

8.00

8.55

VELINTRI

COLLI FERNO



100/267

PGM/af

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

Tel.: 843238

20 April 1945

Ref.: 10/121/Tn.4

SUBJECT: 3 axle coach to replace  
Box Wagen Rome-Frascati

TO: D.M.E.I. (Major London Bldg)

1. Three axle coach german 56696 now at Raso Termini not being used.
2. May we use this Coach on the Rome-Frascati run in place of Box Wagen.

For the Chief Commissioner:

PGMATSON,  
Major T.C.

Copy to: Capt. Dean Transp. Officer Rome

5221



PGM/1c

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

Tel. 843191-11  
Ref. AC/100/267/Tn 4

2 April 1945

TO : A.F. D.M.R.S. ITALY HQ 774 Ry.  
Grand Division APO 512  
(Attention Maj. London)

SUBJECT : Train service Rome-Frascati.

1. The service on above line now one bound trip daily is inadequate and it is requested that two round trips be established as follows :

|      |      |          |      |      |
|------|------|----------|------|------|
| 1630 | 0620 | Rome     | 0855 | 1915 |
| 1745 | 0735 | Frascati | 0750 | 1800 |

2. No additional cars or locos will be required and the coal consumption will be 1 1/4 tons per day in addition to what is already used.

3. The present service one round trip daily is not sufficient in that the train capacity is only 100 tons.

  
P.G. MATSON, Major T.C.

Copy to: Movements, Tn Sub-Comm. AC.

3320



Ministry of Transports  
TSR General Direction

16 March 1945

M.211/2568/198

Subject: Communications btw. Roma and Frascati.

1) The necessity is felt that the communications from Frascati to Roma be improved and this Ministry has been receiving repeated applications on this subject; having considered that the loco must be stationed at Roma, we suggested the operation of another couple of trains with following schedule:

|    |          |           |      |          |      |      |      |
|----|----------|-----------|------|----------|------|------|------|
| 2) | Roma     | dep. 0620 | 1630 | Frascati | Dep. | 0750 | 1800 |
|    | Frascati | arr. 0735 | 1745 | Roma     | arr. | 0855 | 1915 |

3) Being a shuttle-service, no more stock is required, while also the freight service would draw sensible advantages from the second couple of trains.

4) To make it more easy for the passengers to board above trains operating exclusively btw. Roma and Frascati, we suggest that when booking the tickets at both terminals, no special permit be required; the ticket-windows will be opened one hour ahead of the departure of the train and the tickets will be sold in rotation order till completion of the seating capacity.

Sgt. DI RAICONDO  
Director General.

3319





MINISTERO DEI TRASPORTI  
MINISTERO  
DELLE COMUNICAZIONI

FERROVIE DELLO STATO  
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

Roma, 16 MAR 1945 194 - A.

N. M.211/2568/198

Al N. \_\_\_\_\_ del \_\_\_\_\_

Alla Sottocommissione Trasporti dell'A.C.  
Divisione Ferroviaria

R O M A

OGGETTO

Comunicazioni fra Roma  
e Frascati.

ALLEGATO N. I) Nelle relazioni fra Roma e Frascati è maggiormente sentita la necessità di favorire le comunicazioni da Frascati verso Roma, come da premure pervenute al riguardo a questo Ministero e all'uopo, tenuto presente che la locomotiva è di deposito a Roma, si propone l'istituzione di una seconda coppia di treni.

II)-Il nuovo orario dei treni potrebbe essere il seguente:

|           |         |          |         |
|-----------|---------|----------|---------|
| {Roma     | p. 6.20 | Frascati | a. 7.35 |
| {Frascati | p. 7.50 | Roma     | a. 8.55 |
| {Roma     | p.16.30 | Frascati | a.17.45 |
| {Frascati | p.18.00 | Roma     | a.19.15 |

III)+ Trattandosi di servizio a navetta non occorre maggiore impegno di materiale e di mezzi di trazione, mentre con la seconda coppia ne risulterebbe notevolmente avvantaggiato anche il traffico merci.

IV)-Per facilitare i viaggiatori che usufruiscono di questi treni che fanno servizio esclusivamente a Roma e Frascati si disporrà in via di esperimento che le stazioni di Roma e Frascati rilascino biglietti senza bisogno di alcuna autorizzazione, secondo l'ordine di presentazione allo sportello della biglietteria, che si aprirà un'ora prima della partenza del treno, e fino alla concorrenza dei posti messi a disposizione.

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

IL DIRETTORE GENERALE

*Indi Raimondi*



198/267

1014

Allied Force  
MILITARY RAILWAY SERVICE  
Office of Director - Italy

A.P.C. 512  
12 February 1945

531.7 T

SUBJECT: Civilian Passenger Service

TO : CC, 701 Railway Grand Division, APO 512  
CC, 715 Railway Operating Battalion, APO 512

1. Below is consolidated time table of passenger train schedules in effect for accommodation of civilian passengers:

| Day       | Depart   | Time | Arrive   | Time | Day       | Train            |
|-----------|----------|------|----------|------|-----------|------------------|
| Monday    | Rome     | 0830 | Naples   | 1830 | Monday    | Stella di Roma   |
| Monday    | Rome     | 0735 | Mandela  | 1031 | Monday    | TV 1850          |
| Monday    | Rome     | 0755 | Frascati | 0910 | Monday    | 6863             |
| Monday    | Mandela  | 1600 | Rome     | 1820 | Monday    | TV 1851          |
| Monday    | Frascati | 1643 | Rome     | 1750 | Monday    | 6864             |
| Tuesday   | Naples   | 0830 | Rome     | 1830 | Tuesday   | Stella di Napoli |
| Tuesday   | Rome     | 0755 | Frascati | 0910 | Tuesday   | 6863             |
| Tuesday   | Frascati | 1643 | Rome     | 1750 | Tuesday   | 6864             |
| Wednesday | Rome     | 0830 | Naples   | 1830 | Wednesday | Stella di Roma   |
| Wednesday | Rome     | 0755 | Frascati | 0910 | Wednesday | 6863             |
| Wednesday | Frascati | 1643 | Rome     | 1750 | Wednesday | 6864             |
| Thursday  | Naples   | 0830 | Rome     | 1830 | Thursday  | Stella di Napoli |
| Thursday  | Rome     | 0735 | Mandela  | 1031 | Thursday  | TV 1850          |
| Thursday  | Rome     | 0755 | Frascati | 0910 | Thursday  | 6863             |
| Thursday  | Mandela  | 1600 | Rome     | 1820 | Thursday  | TV 1851          |
| Thursday  | Frascati | 1643 | Rome     | 1750 | Thursday  | 6864             |
| Friday    | Rome     | 0830 | Naples   | 1830 | Friday    | Stella di Roma   |
| Friday    | Rome     | 0755 | Frascati | 0910 | Friday    | 6863             |
| Friday    | Frascati | 1643 | Rome     | 1750 | Friday    | 6864             |
| Saturday  | Naples   | 0830 | Rome     | 1830 | Saturday  | Stella di Napoli |
| Saturday  | Rome     | 0735 | Mandela  | 1031 | Saturday  | TV 1850          |
| Saturday  | Rome     | 0755 | Frascati | 0910 | Saturday  | 6863             |
| Saturday  | Mandela  | 1600 | Rome     | 1820 | Saturday  | TV 1851          |
| Saturday  | Frascati | 1643 | Rome     | 1750 | Saturday  | 6864             |
| Sunday    | (none)   |      |          |      |           |                  |

For the Director:

2317

cc:-DMRI  
DDMRI  
DD - Operations  
CO, 719 ROB  
AD Tn 3 (M)  
DAD Tn 3 (O)  
Asst. to DDMRI  
Equipment Section, 774 RGD

*J. E. LONDON*  
S. E. LONDON  
Captain, TC  
Superintendent Transportation



| Day       | Depart   | Time Arrive   | Time Day       | Train            |
|-----------|----------|---------------|----------------|------------------|
| Monday    | Rome     | 0830 Naples   | 1830 Monday    | Stella di Roma   |
| Monday    | Rome     | 0735 Mandela  | 1031 Monday    | TV 1850          |
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| Saturday  | Frascati | 1643 Rome     | 1750 Saturday  | 6864             |
| Sunday    | (none)   |               |                |                  |

For the Director:

9317

cc: -DMRI

DDMRI

DD - Operations

CO, 719 ROB

AD Tn 3 (M)

DAD Tn 3 (O)

Asst. to DDMRI

Equipment Section, 774 RGD

Hq. Movements 15 Army Group

G 4 (Mov &amp; Tn) AFHQ

Movements Rome

Rail Divn, AC Tn Sub/Comm

Hq. Ry. Military Police

American RTO, Rome Terminal

British RTO, Rome Terminal

Director General, ISR

Capo Compartimento, ISR, Rome

Capo Compartimento, ISR, Naples

Superintendent Transportation

Captain, TC

S. E. LONDON



RE

From: Movement Section.

To : Cap. LONDON  
Superintendent T/C  
Rome

100/067  
23.I+I.2312 .In connection with former letters will you please authorize to add a box car for the transport of mixed goods on Monday, Thursday and Saturday to the trains 1851 and 1850 between Rome and Mandela and on Tuesday, Thursday and Saturday to the trains 6863 and 686 between Rome and Frascati.

signed :Moscatello

3316



AC 100/267 'tn 4  
S

Sergeant Ricci;

RTO has made no objections to the use of  
box cars on Mandela and Frascati lines for  
general goods.

Movements Rome say he is on very good terms  
with station personnel, and they work well  
together.

In any case, it is confirmed that the general  
car is permitted on the trains mentioned.

ISR (Eng. Sottile)  
informed 9/2

*[Signature]*

*[Handwritten signature]*  
*[Handwritten initials]*  
*[Handwritten initials]*  
2314



CRW/elc

100/767

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

Tel : 478704

7 February 1945

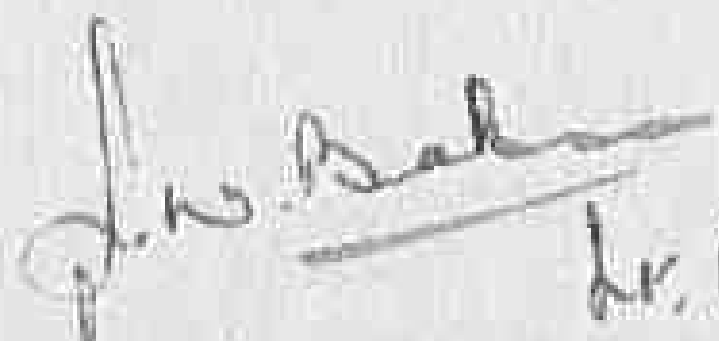
272/212/Tn 3

SUBJECT : Grain for Frascati

TO : Regional Commissioner (attn Regional Tptn Officer)  
Lazio Umbria Region

1. Reference your TSG/RD/5 dated 6 Feb '45.
2. The question of additional services between Rome and Frascati over and above the two services weekly already scheduled has been recommended to Transportation Sub-Commission (Rail Division) in order to provide for the additional grain movement from Assisi and Chiusi.
3. Arrangements are being made for a daily service (exclusive Sundays) to operate from Rome to Frascati w.e.f. Monday 12 Feb '45.

By Command of Rear Admiral STONE

  
Lt. Col.  
MERRITT H. TAYLOR  
Director, Transportation Sub-Commission

Copies to : Transportation Sub-Commission  
(Rail Division) ✓  
Food Sub-Commission

3313



Transportation Officer (Rail)  
Lazio Umbria Region

Date - 6 February 1949  
Reference Tsc/RD/5

Transportation Sub Commission (Mov-Rail)  
H.Q., A.C.

Subject :- Grain for Frascati

Ref-ence your AC 25/133/RM of 6 January notifying  
that Frascati & Mende-la Stations were now available for traffic.

The official Rome-Frascati service scheduled as  
operating as from yesterday, 5th February on Mondays & Thursdays,  
is limited to a capacity of 100 tons gross per trip, including  
a box car for passengers and a car for general goods.

It is noted from the loading programme that 210 tons  
of wheat from Assisi and 210 tons from Chiusi have been accepted  
for Frascati, making a total of 420 tons for the week.

This is about the maximum amount which could be  
accepted if the Frascati service were a daily one. As it is  
only a bi-weekly service, it is far in excess of what the service  
can take, and unless some special arrangement is made, there is  
likely to be an accumulation of loaded wagons in Rome waiting  
transfer to Frascati.

*E. W. Dear*  
Capt.  
For Regional Transportation Officer  
Lazio Umbria Region.

*Major Pina*  
*(for Information).*

3312



100/267

ALLIED FORCE  
MILITARY RAILWAY SERVICE  
Office of Director - Italy

A.P.O. 512  
2 February 1945

531.7 T

SUBJECT: Civilian Train Service, Rome - Frascati, Line 267

TO : Commanding Officer, 715 Railway Operating Battalion  
Capo Compartimento, ISR, Rome

1. Effective Monday, 5 February 1945, bi-weekly civilian train service will be established between Rome Termini and Frascati, Line 267, as set forth in schedule below.

| <u>To run Mondays and Thursdays in each direction</u> |         |              |                 |
|-------------------------------------------------------|---------|--------------|-----------------|
| Train No.                                             |         | Train No.    |                 |
| 6863                                                  |         | 6864         |                 |
|                                                       | Lv 0755 | Rome Termini | Ar 1750         |
| Ar 0821                                               | Lv 0822 | Capanelle    | Ar 1723 Lv 1724 |
| Ar 0837                                               | Lv 0847 | Ciampino     | Ar 1709 Lv 1711 |
| Ar 0910                                               |         | Frascati     | Lv 1643         |

2. Train will handle one box car equipped to carry fare-paying passengers and will move other general goods freight as offered except total weight of train will be limited to 100 gross tons per trip.

3. 715 ROB and I.S.R. will arrange details in connection with providing locomotives, crews, and equipment necessary to protect the new service on the days trains are scheduled to operate, commencing with effective date referred to in paragraph 1.

For the Director:

*S. E. London*

S. E. LONDON  
Captain, TC

Superintendent Transportation

cc:- DMRI  
DDMRI  
ADDMRI  
DD-Operations  
ADD-Equipment  
Hq. Ry. Mil. Police  
Rail Divn., AC Trans Sub/Comm  
Director General, ISR  
Movements Rome  
RTO, Rome Terminal

3211



Sergt. Ricci

ROME-MANDELA  
ROME-FRASCATI

ISR to arrange and check issue of tickets by private arrangement.

There is an ordinary passenger service, in hands of ISR - no permits as for Civitavecchia are required. Please advise all concerned. The permits are issued on Civitavecchia line as the coach is attached to an ISR workers' train and overcrowding cannot be permitted.

A.C. FING., MAJOR.  
2/1/45

A Ing. Sottile 2/2/45

3310



AC/100/264/Tn 4

Remarks on ISR Letter T. M.211/3376/198/Segr 2/33/28 of 27 Jan. 1945  
Bi-weekly train Roma-Frascati

The timings whereof above letter have been reckoned for steam traction, according to a max. speed of 25 km/hrs on the heavy grade Ciampino-Frascati.

For Diesel-electric traction (allied engines) a max. speed of 20 km/hrs must be reckoned with, and in this case following schedule is suggested:

|           |         |                 |         |           |
|-----------|---------|-----------------|---------|-----------|
| 0755      | dep     | Roma            | arr     | 1750      |
| 0821/0822 | dep/arr | Capannelle      | arr/dep | 1727/1728 |
| 0837/0840 | " "     | Ciampino        | " "     | 1715/1717 |
| 0849      | transit | Galleria        | transit | 1704      |
| 0855      | "       | Valle Vermiglia | "       | 1657      |
| 0910      | arr     | Frascati        | dep     | 1643      |

3339





MINISTERO  
DELLE COMUNICAZIONI

FERROVIE DELLO STATO  
DIREZIONE GENERALE

SERVIZIO MOVIMENTO

Roma, 27 GEN 1945 194 - A.

N. M. 211/2376/198/Sup. 2333/28

NO. 160/264/Tn4 del 10 c.m.

Commissione Alleata  
Sottocommissione Trasporti

R O M A

OGGETTO

Treni bisettimanali

Roma - Frascati

I - Il dettaglio dell'orario che si propone per i treni bisettimanali per civili fra Roma e Frascati è il seguente:

TM. 6863

p. 7.55  
a. 8.21 " 8.22  
" 8.37 " 8.41  
" 9.10

Roma Termini  
Capannelle  
Ciampine  
Frascati

TM. 6864

a. 17.50  
" 17.23 p. 17.24  
" 17.09 " 17.11  
p. 16.43

II - Entrambi i treni dovranno effettuarsi nei giorni di lunedì e giovedì.

III - I viaggiatori per essere ammessi in detti treni, dovranno essere muniti di speciale autorizzazione, come attualmente viene praticato per l'ammissione nei treni della linea Roma - Civitavecchia.

IV - Salvo contrario avviso il nuovo servizio avrà inizio dal 1° febbraio.

IL DIRETTORE GENERALE

*Indi R...*

3308



Ministry of Transports  
I.S.R. Movement Service  
Subject: Bi-weekly trains  
Rome-Frascati

Rome 27 GEN. 1945  
M.211/2316/198/Seq. 2°/2333/28  
Re: AC/160/264/Tn4 of 18 January  
Allied Commission  
Transportation Sub Commission

Rome

- 1) Please find below detailed schedule suggested for the bi-weekly trains for civilians, between Rome and Frascati:

| <u>TM. 6863</u> |           |              | <u>TM 6864</u> |           |
|-----------------|-----------|--------------|----------------|-----------|
|                 | dep. 0755 | Rome Termini | arr. 1715      |           |
| arr. 0821       | " 0822    | Capannelle   | " 1723         | dep. 1724 |
| " 0837          | " 0841    | Ciampino     | " 1709         | " 1711    |
| " 0910          |           | Frascati     |                | " 1643    |

- 2) Both these trains are to be operated on Mondays and Thursdays.  
3) To board on these trains, the passengers must be furnished with a special authority, as done at present on the Rome Civitavecchia line.  
4) Contrary orders excepted, the new service will be started effective from 1st February.

Director General  
signed Di Raimondo

3307

Ca ng26/1



TRANSPORTATION SUB-COMMISSION REPRESENTATIVE  
ROME DIVISION

Date 19 January 1945  
Ref. Tsc/RD/I4.

Transportation Sub-Commission (Rail)  
HQ. A.C.

Subject :Rome-Frascati Line (264)

1. Reference the re-opening of the Rome-Frascati Line.
2. Owing to the gradient between Ciampino and Frascati, the M.R.S. have given instructions for a "runaway" track to be placed on the Frascati line just north of Ciampino to protect the main line in case of breakaway.
3. The 715 Railway Operating Battalion have been made responsible in conjunction with the I.S.R. for this work to be carried out.
4. An Italian coal-burning loco will be provided by San Lorenzo Roundhouse to work the service, timings of which to be arranged by A.C. with I.S.R.
5. The section Ciampino-Frascati will be under the jurisdiction of A.C.

3306





1022/201

ACP/ic

TRANSPORTATION SUB-COMMISSION, AG.  
(RAIL SECTION)  
C/o Transportation Increment  
C.M.P.

Tel: 843218

Our Reference: AC/100/257/M 4

18 January 1945

TO : ISR  
Building

SUBJECT : Train service Rome - Frascati.

1. It now being agreed by MRS/AG that a service may operated between Rome and Frascati twice weekly, you are invited to suggest timings, and days of operation.
2. The locomotive will be based on San Lorenzo, consequently the service will essentially be Rome-Frascati-Rome.
3. One box car for passengers et authorised fares is permitted, one car for general goods (subject to approval of our Movements Section) and three ordinary freight cars, the total load not to exceed 100 tons.
4. Please let me know that all necessary regulations will be complied with for operation over heavy grade Ciampino-Frascati.

3305

*R. Lindberg*  
O.H. LINDBERG  
Lt. Col. N.E.,  
Chief, Rail Section



Tel: 243238

Our Reference: AC/10/267/Tn 4

18 January 1945

TO : ISR  
Building

SUBJECT : Train service Rome - Frascati.

1. It now being agreed by MRS/AC that a service may operated between Rome and Frascati twice weekly, you are invited to suggest timings, and days of operation.
2. The locomotive will be based on San Lorenzo, consequently the service will essentially be Rome-Frascati-Rome.
3. One box car for passengers at authorised fares is permitted, one car for general goods (subject to approval of our Movements Section) and three ordinary freight cars, the total load not to exceed 100 tons.
4. Please let me know that all necessary regulations will be complied with for operation over heavy grade Ciampino-Frascati.

Copy to: G 4 Mov & Tn AFHC  
Mov Tn Sub-Comm.  
MRS  
Capt E.W. Dean; c/o HQ. Rome Region.

3305

*R. C. Lindberg*  
C. H. LINDBERG  
Lt. Col. R.F.,  
Chief, Rail Section



ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR ITALY

A.P.O. 512  
16 January 1945

531.7 OP

SUBJECT: Train Service, Line 264, (Rome-Frascati)

TO: Director, Tn. Sub-Commission, Allied Commission.  
Commanding Officer, 701st Railway Grand Division.  
Commanding Officer, 715th Railway Operating Battalion.  
Director General, Italian State Railways.  
Capo Compartimento, Rome.

1. It is agreed that two trips per week be made from Rome to Frascati, Line 264, effective immediately.
2. That portion of the line, between Ciampino and Frascati, will be under jurisdiction of the Allied Commission.
3. Italian coal-burning locomotive will be provided by the San Lorenzo Roundhouse to protect this service. The Allied Commission will work out schedules with the Italian State Railways.

For the Director:

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

cc-G-4, Mov & Tn, AFHQ  
Supt. Transportation, 774th Ry Grand Division

3304



ALLIED FORCE  
MILITARY RAILWAY SERVICE  
OFFICE OF DIRECTOR ITALY

100/867

A.P.O. 512  
16 January 1945

531.7 OP

SUBJECT: Train Service, Line 264, (Rome-Frascati)

TO: ✓ Director, Th. Sub-Commission, Allied Commission.  
Commanding Officer, 701st Railway Grand Division.  
Commanding Officer, 715th Railway Operating Battalion.  
Director General, Italian State Railways.  
Capo Compartimento, Rome.

1. It is agreed that two trips per week be made from Rome to Frascati, Line 264, effective immediately.
2. That portion of the line, between Ciampino and Frascati, will be under the jurisdiction of the Allied Commission.
3. Italian coal-burning locomotive will be provided by the San Lorenzo Roundhouse to protect this service. The Allied Commission will work out schedules with the Italian State Railways.

For the Director:

*R. P. Moss*  
R. P. MOSS  
Lt. Col. T.C.  
Deputy Director-Operations

cc-C-4, Mov & Tr, AFHQ.  
Supt. Transportation, 774th Ry Grand Division.



Transportation Sub Commission Representative  
Rome Division

Date 9 January 1949

Reference Tsc/RD/14

Transportation Sub Commission (Rail)  
H.Q., A.C.

Subject :- Rome - Frascati Line

Attached is a letter from the Mayor of Frascati appealing for consideration of a passenger service on the Rome-Frascati line.

I cannot at this stage say anything further than was contained in my report of 13 October last.

Although we are now open to bid for goods traffic on this line, apart from 2 or 3 wagons per day of grain for the mills, there is very little likelihood of there being sufficient traffic to operate a daily service with sufficient regularity to warrant adding wagons or coaches for passengers.

On the other hand, although Frascati is served by the S.T.F.R. trams, a train in the morning and evening business hours might be considered.

*E. W. Dean*  
Captain



*3 days service  
each way*

*Notes*

*One day  
each way*

*3/5  
Rome - Frascati  
2 services*

*15 min p.  
15 min from Frascati*



4 2700  
*Lezio Reg. ca 2722*  
*Municipio di Frascati*  
*Sup. D. V.*  
*COMUNE DI FRASCATI*

Sede distaccata in Roma - Via Cesare Battisti, 6

*Prot. N. 1617* *Proposta a nota N.* *Div. del*  
*Oggetto* *{ Allegati N.*

*MT 3055/12*  
*12-12-1941*

FRASCATI 21/12/1941

AL GOVERNO MILITARE ANSATO

M. C. M. A.



Questa cittadina e mio mezzo porge viva grazie per la  
 determinazione presa per il ripristino del tronco ferroviario  
 Trastevere-Roma: e sembra si è prodigato per dare tutti  
 gli aiuti possibili alle squadre addette ai relativi lavori,  
 si augura di veder presto ultimato l'opera e ripreso  
 il servizio che è vitale per questa cittadinanza.

Con l'occasione i cittadini uniscono perche alla ripresa  
 del servizio si tengano presenti le necessità cittadine,  
 nel senso che il servizio stesso possa essere fatto non  
 solo per le merci, ma anche per i viaggiatori, che pure con  
 limitato numero delle corse, per gli orari delle quali sono  
 bene interpellare questa Amministrazione.

Ringrazio per la benevolenza che certo avrà la presente.

IL SINDACO -  
 (T. Santinelli) 2391



TRASCRITTO 21/12/1944

AL GOVERNO MILITARE AMBATO

R. O. M. A.



Questa cittadinanza è mio mezzo porre viva grazie per la determinazione presa per il ripristino del tronco ferroviario Trascetti-Roma: e mentre si è profidata per dare tutti gli aiuti possibili alla squadra addetta ai relativi lavori, si augura di veder presto ultimata l'opera e ripreso il servizio che è vitale per questa cittadinanza.

Con l'occasione i cittadini pregano perché alla ripresa del servizio si tengano presenti le necessità cittadine, nel senso che il servizio stesso possa essere fatto non solo per lo scalo, ma anche per i viciniori, sia pure con limitato numero delle corse, per gli orari della quali sarà bene interpellare questa Amministrazione.

Ringrazio per la benevolenza che certo avrà la presente.

IL SINDACO -  
(T. Santinella) 3301  
*[Signature]*

*My thanks  
Candace  
Stanton*

ACC. V. 1944  
30 GEN 1945  
F. H. 700 (a)  
E. C. and M.  
*[Signature]*



NOTE FOR CAPT. PING

With reference to the possible opportunity of reopening to traffic the Railway line Rome - Frascati, reconstructed by I.S.R. voluntary employees of different qualifications, and in compliance with your verbal request the following facts are reported for your benevolent attention.

The flour mill Fratelli Mobiloni of Frascati is authorized to be supplied daily with 50 tons of the wheat arriving by rail at the Rome Tuscolana station and furnishes daily to Rome area localities 10 tons of flour.

At present this transport is carried out by a great number of small lorries (1 - 1.5 tons load each), requires not less than 350 liters of petrol daily and causes a very conspicuous consumption of tyres.

Not taking into account at present any other transport of essential commodities between Rome and Frascati it would appear that such road transportation could be advantageously substituted with a daily service of one train arriving at Rome Tuscolana in the morning and returning to Frascati in the afternoon.

The composition of this train hauled by an Italian locomotive type 740 could be as follows: from Rome 3 wagons of wheat - one wagon of general goods and one box car fitted with seats for passengers permitted to travel by competent authorities.

This would require a permanent use of two wagons - the three loaded with wheat would be released the following morning. The locomotive could be utilized for switching operations in the Rome yards during the day. The quantity of coal required would not exceed a ton per day.

3320

at least at the present stage,



reported for your benevolent attention.

The flour mill Fratelli Nibiloni of Frascati is authorized to be supplied daily with 50 tons of the wheat arriving by rail at the Rome Tuscolana station and furnishes daily to Rome area localities 10 tons of flour.

At present this transport is carried out by a great number of small lorries (1 - 2.5 tons load each), requires not less than 350 liters of petrol daily and causes a very conspicuous consumption of tyres.

Not taking into account at present any other transport of essential commodities between Rome and Frascati it would appear that such road transportation could be advantageously substituted with a daily service of one train arriving at Rome Tuscolana in the morning and returning to Frascati in the afternoon.

The composition of this train hauled by an Italian locomotive type 740 could be as follows: from Rome 3 wagons of wheat - one wagon of general goods and one box car fitted with seats for passengers permitted to travel by competent authorities.

This would require a permanent use of two wagons - the three loaded with wheat would be released the following morning. The locomotive could be utilized for switching operations in the Rome yards during the day. The quantity of coal required would not exceed a ton per day.

It would furthermore appear, at least at the present stage, that the traffic between Rome and Ciampino would not be seriously affected.

Incidentally it would appear that such concession might also have a general moral effect of some value.

*Giacomo Polverari*

Liaison Office

C.B.



Translation  
Bishop' Court  
FRASCATI

30 October 1944  
N. 178/44

To Direction General

M R S Rome

His Most Reverend Eminence the Cardinal Marchetti Selvaggiani,  
Bishop of Tuscolana Diocese, charged me to express to your Command  
the fervent wish of Frascati and neighbouring towns' inhabitants; this  
wish is also an urgent necessity: the reoperation of the passengers  
and goods service on the railway line Roma - Frascati.

The life of this town, cruelly proved by war events, is started  
again with full efficiency, but cannot be wholly developed on its li-  
mits only; it needs to have a necessary and more direct connection  
with Rome, where a large part of said people have to go for reasons  
of employment, work, study, and sundry interests.

The tramway service of "Castelli" line, although already in ope-  
ration, is still insufficient to the afflux of people coming, in large  
number from the areas of Grottaferrata, Rocca di Papa, Marino, Albano  
ect.. The operation of the railway line could allow a big reduction  
of over crowding, with instant benefit for Frascati, Monte Porzio,  
Monte Compatri, Rocca Priora and other neighbouring "Castelli".

A problem of a capital interest, could also be solved or made  
much easier, making possible the arrival by railway, to "Nobiloni"  
mill of a big quantity of wheat necessary to feed many towns of this  
Province, with a remarkable reduction of transport expenses, <sup>3299</sup>  
are charged such towns and consequently the population.

The works required to reoperate the railway line Rome-Frascati,  
namely the Ciampino- Frascati section line, are not so important so  
that it would be possible to allow a prompt reoperation of that service.



His Most Reverend Eminence the Cardinal Marchetti Selvaggiani, Bishop of Tuscolana Diocese, charged me to express to your Command the fervent wish of Frascati and neighbouring towns' inhabitants; this wish is also an urgent necessity: the reoperation of the passengers and goods service on the railway line Roma - Frascati.

The life of this town, cruelly proved by war events, is started again with full efficiency, but cannot be wholly developed on its limits only; it needs to have a necessary and more direct connection with Rome, where a large part of said people have to go for reasons of employment, work, study, and sundry interests.

The tramway service of "Castelli" line, although already in operation, is still insufficient to the afflux of people coming, in large number from the areas of Grottaferrata, Rocca di Papa, Marino, Albano ect.. The operation of the railway line could allow a big reduction of over crowding, with instant benefit for Frascati, Monte Porzio, Monte Compatri, Rocca Priora and other neighbouring "Castelli".

A problem of a capital interest, could also be solved or made much easier, making possible the arrival by railway, to "Nobiloni" mill of a big quantity of wheat necessary to feed many towns of this Province, with a remarkable reduction of transport expenses, which are charged such towns and consequently the population.

The works required to reoperate the railway line Rome-Frascati, namely the Ciampino-Frascati section line, are not so important so that it would be possible to allow a prompt reoperation of that service.

The Most Eminent Cardinal Bishop hopes very much that the Allied Command, always ready to help the right interests of our people, would seriously study the possibilities and fulfil their request, as it is quite necessary for the rehabilitation and the development of the sundry activities in Frascati and neighbouring "Castelli".

././



Thanking you very much, I am with respect

The Auxiliary Bishop  
Signed Biagio BUDELACCI



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

CU 6/n.g.



ACP/elc

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Commission  
APO 394

19 October 1944

Tel : 478701

Our Ref : ACC/TW/100/267

TO : M.R.S.  
Rome

SUBJECT : Rome-Ciampino-Frascati line.

1. Reference is to request from I.S.R. to reconstruct this line at a cost of L. 1,300,000.

2. Our Rome representative reports as under:

"Prior to the war, there was a passenger service operating about 12 trains in all a day, including two late trains back from Rome for people who had spent the evening in the capital.

So far as I can ascertain there was little, if any, goods carried. The STREETER trains ran an hourly service, with additional trams at morning and evening peak hours - in all 23 per day from 0600 to 2200 hrs.

The provincial Commissioner, Lt Col Arnold, is of the opinion that there is no justification for putting the railway back in operation, and he himself has never been approached to support any application for its resumption. The line does not supply or serve any industrial area, and any train service operating would solely be for civilian passenger travel.

There may be some limited quantities of agricultural produce or wine for supplying Rome, but in view of the short haul, the obvious transport would be lorry.

I suggest therefore that the economic necessities do not justify either the monetary outlay, nor the use of material which could be better utilized on more important work."

3. With your concurrence, it is the intention of all to advise I.S.R. that such a reconstruction is not only not justifiable, but indication of a lack of sense of priority and proportion.



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3. With your concurrence, it is the intention of all to advise I.S.R. that such a reconstruction is not only not justifiable, but indication of a lack of sense of priority and proportion.

4. Your agreement to such a course is sought. 2208

*Capm main message.*

*Archie Carr*

D.S. ADAMS

Colonel C.I.

Director Tn. Sub-Comm



Memorandum: Lt. Col. I. E. Vining.

Subject: ISR Request for authority to rebuild Ciampino-Frascati  
line - L 1,300,000.

The line Rome-Ciampino-Frascati, which presumably at the present time would travel on Line 90 tracks from Rome to Ciampino is a line of 24 kilometres in all, with Frascati as a terminus, so that the line at no time will be able to offer any facilities for diversion from other lines. Capt Deek, ACC Div. Supt. Rome, reports as under:-

Prior to the war, there was a passenger service operating about 12 trains in all a day, including two late trains back from Rome for people who had spent the evening in the capital. So far as I can ascertain there was little, if any, goods carried. The SUFFRER trams ran an hourly service, with additional trams at morning and evening peak hours - in all 23 per day from 0500 to 2200 hrs.

The Provincial Commissioner, Lt Col Arnold, is of the opinion that there is no justification for putting the railway back in operation, and he himself has never been approached to support any application for its resumption. The line does not supply or serve any industrial area, and any train service operating would solely be for civilian passenger travel.

There may be some limited quantities of agricultural produce or wine for supplying Rome, but in view of the short haul, the obvious transport would be lorry.

I suggest therefore that the economic necessities do not justify either the monetary outlay, nor the use of material which could be better utilised on more important work.

E. W. Dean, Capt.

The opinion is expressed that the ISR are not maintaining a sense of priority and proportion in respect of rebuilding needs.

For instance, the bad state of repair of the line Campoleone-Rome should be remedied by all available means, before a project of this kind.

A. C. Ping, Capt.

2007



time would travel on line 90 tracks from Rome to Campione of 24 kilometres in all, with Frascati as a terminal, so that the line at no time will be able to offer any facilities for diversion from other lines. Capt Deen, AGC Div. Supt. Rome, reports as under:-

// Prior to the war, there was a passenger service operating about 12 trains in all a day, including two late trains back from Rome for people who had spent the evening in the capital. So far as I can ascertain there was little, if any, goods carried. The SPERER trams ran an hourly service, with additional trams at morning and evening peak hours - in all 23 per day from 0600 to 2200 hrs.

The Provincial Commissioner, Lt Col Arnold, is of the opinion that there is no justification for putting the railway back in operation, and he himself has never been approached to support any application for its resumption. The line does not supply or serve any industrial area, and any train service operating would solely be for civilian passenger travel.

There may be some limited quantities of agricultural produce or wire for supplying Rome, but in view of the short haul, the obvious transport would be lorry.

I suggest therefore that the economic necessities do not justify either the monetary outlay, nor the use of material which could be better utilised on more important work.

E. W. Dean, Capt.

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A. C. Ping, Capt.

2507



ACC. To Representative  
40 Capo Compartimenti  
ROME.

13 October 1944

Director

Ref Tsc/RD/14

Transportation Sub-Commission HQ

Subject Rome - Frascati Line (ISR).

Reference request for rehabilitation of the  
Rome-Frascati line.

Prior to the war, there was a passenger service  
operation about 12 trains per day, including 2 late  
trains back from Rome to Frascati (2258 + 0.45) for people  
who had been spending the evening in Rome. So far as I  
can ascertain there was very little, if any, goods or  
merchandise carried. The STEFER trains ran an hourly  
service, with additional trains at morning + evening peak  
hours - in all 23 per day from 6.00 to 22.00 hours.

At present the train operates a service + Frascati  
may probably be served by omnibus.

The Provincial Commissioner, Lt Col Arnold, is of  
the opinion that there is no justification for  
putting the railway back in operation, & he himself  
has never been approached to support any  
application for its resumption.

3296

The line does not serve any industrial area and  
any train service operating would solely be for



civilian passenger travel.

There may be some limited quantities of agricultural produce or wine for supplying Rome but in view of the short haul, the obvious transport would be by lorry.

I suggest therefore that the economic necessities do not justify either the monetary outlay, or the use of material which could be better utilized on more important work.

J. W. Dean  
Capt





1045

L.O/13/LAROS/3cca/952/9

7 OCT 1944

Subject:  
Reconstruction of the line  
Giampino - Frascati

- General Direction of
- ✓ Military Railway Service
- ✓ Allied Control Commission  
(Transport Sub-Commission)
- ✓ Allied Control Commission  
(Area Engineering)
- ✓ Allied Control Commission  
(Mineral Sub-Commission)

REPORT

1. The line Giampino - Frascati, has been damaged because of war contingencies, these damaged, to permanent ways and masonry works are not serious and can be repaired in a short time and by an expense of L.1.300.000, as results by the here inclosed report.

2. The necessary works should be the following:
- a) remove the ruins and covered coers damaged by the bombardments from the entrance of the tunnel of Giampino (on the Frascati side)
  - b) reconstruct the above mentioned entrance, that has been damaged for a lenght of about six meters and perform temporary works to avoid the earthy material slide on the east.
  - c) reconstruct the abutment on the Giampino side of the under-way at Km 3 + 000 and substitute the iron beam that is no more available, with another of three meters span about.
  - d) substitute some trucks that has been torn up by bombs.
3. We can manage to care for these works by our own means; we only ask to be helped by this Commission for the supply of:
- 1) 40 Quintals of lime
  - 2) 2.000 bricks.

3296

4. As the necessary expenses and the quantity of materials are not considerable, this Direction should like to be able to



1. The line Giampino Frascati, has been damaged because of war contingencies, these damaged, to permanent ways and necessary works are not serious and can be repaired in a short time and by an expense of L.1.300.000, as results by the here enclosed report.

2. The necessary works should be the following:

- a) remove the ruins and several cars damaged by the bombardments from the entrance of the tunnel of Giampino (on the Frascati side)
- b) reconstruct the above mentioned entrance, that has been demolished for a length of about six meters and perform temporary works to avoid the earthly material slide on the sent.
- c) reconstruct the abutment on the Giampino side of the underground at Km.1 + 000 and substitute the iron beam that is no more available, with another of three meters span short.
- d) substitute some trucks that has been torn up by bombs.

3. We can manage to care for these works by our own means; we only ask to be helped by this Commission for the supply of:

- 1) 60 quintals of lime
- 2) 8.55.000 bricks.

3294

4. As the necessary expenses and the quantity of materials are not considerable, this direction should like to be able to repair this line in a short time, to be fit for the operation and to be especially utilized for the traveler's traffic, from Frascati to Rome and viceversa, so that the communications with the cities of Castelli Romani could become easier.



5. We wait for this Commission kindly to examine this matter and to give the authorization for the works and of the opening to the operation of the above mentioned line.

The Director General

P.V./S.C.B.

P.L. DANCHEVICHOV



Rome  
Giampino - Frascati

Re-a  
2° Ripari di Palestrina

The execution of first aid works for the resumption of operation of the line Giampino - Frascati.

57 - Expenses to repair war damages caused by war actions -  
Art. 622

Chapter 1

Works and supply allotted by private competition

P.M.

Chapter 2

Works and supply by contract competition

P.M.

Chapter 3

Works and supply allotted by private treating

Chapter 4

Works and supply by job work

a) Job works of single amount superior to Lira 100.000

Ground and masonry works

1st Job work

1. A) arrangement of yard by filling up of the hole caused by  
air raids in a lot 40.000

B) Rebuilding of frontal wall blind

tunnel of Frascati

2. Masonry of broken stone with usual  
mortar and broken stone of the

Administration

3. Arrangement of the frontal wall

crow with cutting stone of the Admini-

stration

4. Arrangement of the embankment

retaining the entrance road to

the station

cubic m. 35 2.500 75.000

3293

stone 15 200 30.000

in a lot 150.000



Works and supply allotted by private competition

P.M.

## Chapter 2

Works and supply by contract competition

P.M.

## Chapter 3

Works and supply allotted by private treating

## Chapter 4

Works and supply by job work

Job works of single amount superior to Lira 100.000

Ground and masonry works

### 1st Job work

- 1 A) arrangement of yard by filling up of the hole caused by air raids in a lot 40.000

- B) Rebuilding of frontal wall blind tunnel of Frascati

Masonry of broken stone with usual mortar and broken stone of the Administration

cubic m. 35 7.500 75.000  
 3293

3. Arrangement of the frontal wall crown with cutting stone of the Administration

meters 15 200 30.000

- 4 Arrangement of the embankment retaining the entrance road to the station

in a lot 150.000

- 5) Building of a masonry hut to be used as office and travellers shelter

/s/e.b.

./.



|                                                                                                |                                                                                                                                                   |             |      |         |
|------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|-------------|------|---------|
| 6.                                                                                             | Masonry in bricks and broken stone with material of the Administration                                                                            | cubic m. 70 | 2500 | 175.000 |
| 8.                                                                                             | Digging for disambankment and foundation                                                                                                          | cubic m. 80 | 80   | 1.000   |
| 7.                                                                                             | Air passage with no walled broken stone of the Administration                                                                                     | cubic m. 12 | 90   | 1.080   |
| 8.                                                                                             | Floor with used clinkers of the administration, included the massive and the mortar roof                                                          | sq. m. 50   | 300  | 15.000  |
| 9.                                                                                             | Covering with tiles earcellase included the warping with timber of the Administration and listels and flat tiles to be supplied by the contractor | sq. m. 90   | 800  | 54.000  |
| 10.                                                                                            | Ceiling with wire netting or with cane mats plastered included the warping                                                                        | sq. m. 50   | 220  | 11.000  |
| 11.                                                                                            | Plastering as civil use, with usual mortar on the inside walls                                                                                    | sq. m. 90   | 60   | 3.400   |
| 12.                                                                                            | Inside whitening with milk lime                                                                                                                   | sq. m. 140  | 5    | 700     |
| 13.                                                                                            | Supply on the spot of fixture of outside doors with glassed and completed panels                                                                  | sq. m. 7    | 3000 | 21.000  |
| 14.                                                                                            | Supply on the spot of fixture of windows with inside panels                                                                                       | sq. m. 4    | 2400 | 3.600   |
| 15.                                                                                            | Tickets window                                                                                                                                    | in a lot    |      | 2.000   |
| B) Arrangement of the narrow street entering to the station and of some short portions of lock |                                                                                                                                                   |             |      | 3292    |
| in a lot                                                                                       |                                                                                                                                                   |             |      | 10.000  |

Total 456780



|                                                                                                                                                     |          |     |      |         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|----------|-----|------|---------|
| administration, included the massive and the mortar roof                                                                                            | sq. m.   | 50  | 300  | 15.000  |
| 9. Covering with tiles earcellare included the warping with timber of the administration and listels and flat tiles to e supplied by the contractor | sq. m.   | 20  | 600  | 54.000  |
| 10. Ceiling with wire netting or with concrete plastered included the warping                                                                       | sq. m.   | 50  | 220  | 11.000  |
| 11. Plastering as civil use, with usual mortar on the inside walls                                                                                  | sq. m.   | 90  | 30   | 3.400   |
| 12. Inside whitening with milk lime                                                                                                                 | sq. m.   | 140 | 5    | 700     |
| 13. Supply on the spot of fixture of outside doors with glassess and completed panels                                                               | sq. m.   | 7   | 3000 | 21.000  |
| 14. Supply on the spot of fixture of windows with inside panels                                                                                     | sq. m.   | 4   | 3400 | 9.600   |
| 15. Tickets window                                                                                                                                  | in a lot |     |      | 2.000   |
| B) Arrangement of the narrow street entering to the station and of some short portions of look                                                      |          |     |      | 3200    |
| in a lot                                                                                                                                            |          |     |      | 10.000  |
| Total                                                                                                                                               |          |     |      | 456700  |
| Unforeseen 10% and round sum                                                                                                                        |          |     |      | 48220   |
| Total first job work                                                                                                                                |          |     |      | 503.000 |



2nd Job work

Reconstruction of the standing

down of the underway k-9 + 0-23

|                                                                                                                     |          |       |       |         |
|---------------------------------------------------------------------------------------------------------------------|----------|-------|-------|---------|
| 1. Masonry of broken stone with usual mortar                                                                        | cubic m. | 40    | 2,500 | 100,000 |
| 2. Support in c.s. (concrete?) included the putting in the spot of the required iron supplied by the Administration | "        | 2,500 | 5,000 | 12,500  |
| 3. Removal of debris and arrangement of the road-complex                                                            | in a lot |       |       | 15,000  |
| 4. Indemnity on the masonry price for arrangement of face walls                                                     | sq.m.    | 35    | 100   | 3,500   |
| Total                                                                                                               |          |       |       | 131,000 |
| Unforeseen 10% and round sum                                                                                        |          |       |       | 13,500  |
| Total second job work                                                                                               |          |       |       | 144,500 |

3rd Job work

Reconstruction and arrangement

of Claspino Tunnel, Prescott

entrance side

|                                                                                   |          |    |        |         |
|-----------------------------------------------------------------------------------|----------|----|--------|---------|
| 1. Masonry in bricks with cement mortar                                           | cubic m. | 20 | 31,000 | 100,000 |
| 2. Restoring of standing masonry                                                  | in a lot |    |        | 30,000  |
| 3. Masonry in broken stone of the Administration for rebuilding of the front wall | cubic m. | 60 | 2,300  | 150,000 |
| 4. Reconstruction of the [pre]existing of said wall                               | lin.m.   | 20 | 200    | 4,000   |
| 5. Removal of debris and of washed out materials                                  | in a lot |    |        | 50,000  |
| 6. Arrangement of the embankment retaining the road                               | in a lot |    |        | 5,000   |



the gutting in the spot of the required iron supplied by the Administration

|                                                                 |          |       |       |         |
|-----------------------------------------------------------------|----------|-------|-------|---------|
| 3. Removal of debris and arrangement of the road-complex        | in a lot | 2,500 | 5,000 | 12,500  |
| 4. Indemnity on the masonry price for arrangement of face walls | sq.m.    | 38    | 100   | 3,500   |
| Total                                                           |          |       |       | 15,000  |
| Unforeseen 10% and round sum                                    |          |       |       | 131,000 |
|                                                                 |          |       |       | 15,000  |
| Total second job work                                           |          |       |       | 144,000 |

3d Job Work

Reconstruction and arrangement of Ciampino Tunnel, Present entrance side

|                                                                                   |          |    |       |         |
|-----------------------------------------------------------------------------------|----------|----|-------|---------|
| 1. Masonry in bricks with cement mortar                                           | cubic m. | 30 | 50000 | 100,000 |
| 2. Restoring of standing masonry                                                  | in a lot |    |       | 20,000  |
| 3. Masonry in broken stone of the Administration for rebuilding of the front wall | cubic m. | 60 | 2,500 | 150,000 |
| 4. Reconstruction of the front wall                                               | lin.m.   | 30 | 300   | 4,000   |
| 5. Removal of debris and of washed out materials                                  | in a lot |    |       | 30,000  |
| 6. Arrangement of the embankment retaining the road                               | in a lot |    |       | 3291    |
| Total                                                                             |          |    |       | 15,000  |
| Unforeseen 10% and round sum                                                      |          |    |       | 319,000 |
|                                                                                   |          |    |       | 31,000  |
| Total 3d Job Work                                                                 |          |    |       | 350,000 |



1054

4th Job Work

Works for rehabilitation of the

watering plant

|                              |                                                                               |          |    |      |        |
|------------------------------|-------------------------------------------------------------------------------|----------|----|------|--------|
| 1.                           | Recenty in broken stone for the reservoir's support                           | cubic m. | 25 | 2500 | 62500  |
| 2.                           | Reconstruction of the masonry well for hydraulic column and relative drains   | in a lot |    |      | 20000  |
| 3.                           | Removal of debris of destroyed watering plant                                 | in a lot |    |      | 3000   |
| 4.                           | Putting in the spot of the hydraulic column to be carried from Albano station | in a lot |    |      | 7000   |
| 5.                           | Rehabilitation of water pipes from the reservoir to the hydraulic column      | in a lot |    |      | 12000  |
| 6.                           | Supply on the spot of water reservoirs 3 cubic meters capacity                | U.S      |    |      | 5000   |
| Total                        |                                                                               |          |    |      | 131500 |
| Unforeseen 10% and round sum |                                                                               |          |    |      | 15500  |
| Total 4th Job Work           |                                                                               |          |    |      | 145000 |

Total of job work of single amount superior to Lire 100.000

1.145000

b) Job works of single amount less than Lire 100.000

1st Job work

Works to the line plants

1. Rehabilitation of 200 meter track at Traversati station to

3290



|                                                                                                                                                                      |            |           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-----------|
| 2. Reconstruction of the masonry well for hydraulic column and relative drains                                                                                       | in a lot   | 20000     |
| 3. Removal of debris of destroyed watering plant                                                                                                                     | in a lot   | 5000      |
| 4. Putting in the spot of the hydraulic column to be carried from Albano station                                                                                     | in a lot   | 7000      |
| 5. Rehabilitation of water pipes from the reservoir to the hydraulic column                                                                                          | in a lot   | 14000     |
| 6. Supply on the spot of water reservoirs 9 cubic meters capacity H.2                                                                                                |            | 5000      |
| Total                                                                                                                                                                |            | 131500    |
| Unforeseen 10% and round sum                                                                                                                                         |            | 13500     |
| Total 4th Job Work                                                                                                                                                   |            | 145000    |
| Total of Job work of single amount superior to Lire 100.000                                                                                                          |            | 1.145000  |
| b) Job works of single amount less than Lire 100.000                                                                                                                 |            |           |
| 1st Job work                                                                                                                                                         |            |           |
| 1. Rehabilitation of 200 meter track at Frascati station to complete the 3d and 4th line, with materials to be recovered from the unnecessary tracks on said station | meters 200 | 60 160000 |
| Works to the line plants                                                                                                                                             |            | 3290      |

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|                                                                      |               |
|----------------------------------------------------------------------|---------------|
| 2. Displacement of a point from 5th to 4th line in a lot             | 10,000        |
| 3. Revision and reaping of the station tracks (1st, 3d and 4th line) | 20,000        |
| 4. Filling up of rails in correspondence with the underway Km. 9+000 | 4,500         |
|                                                                      | <u>50,500</u> |
| Unforeseen 10% and round sum                                         | 4,500         |
| Total 1st Job work                                                   | <u>55,000</u> |

2d Job WorkWorks to be performed by I.E.S. Office

|                                                                                                     |               |
|-----------------------------------------------------------------------------------------------------|---------------|
| 1. Removal of wires and supports along the line and on Frascati station, to free the mould in a lot | 20,000        |
| Unforeseen 10% and round sum                                                                        | <u>3,000</u>  |
| Total 2nd Job Work                                                                                  | <u>23,000</u> |

3rd Job WorkWorks to be performed by I.E.S. Office

|                                                                           |               |
|---------------------------------------------------------------------------|---------------|
| 1. To put in operation a telephone between Ciampino and Frascati in a lot | 80,000        |
| Unforeseen 10%                                                            | <u>8,000</u>  |
| Total 3rd Job work                                                        | <u>88,000</u> |

Total of Job work of single amount less than 100,000 Lire 177,000

Chapter 5thMetallic materials for linesupplied by the Store for

( for notice )



50,800  
4,800  
55,600

Total  
Unforeseen 10% and round sum  
Total 1st Job work

2d Job Work

Works to be performed by I.A.S. Office

1. Removal of wires and supports along the line and on Frascati station, to free the mould in a lot

45,000  
8,000  
53,000

Unforeseen 10% and round sum  
Total 2nd Job work

3rd Job Work

Works to be performed by I.A.S. Office

1. To put in operation a telephone between Ciampino and Frascati in a lot

80,000  
8,000  
88,000

Total 3rd Job work

Total of Job work of single amount less than 100,000 lire 177,000

Chapter 6th

Metallic materials for line supplied by the Store for

( for notice )

3289

Chapter 7th

Various matters and materials supplied by the Store

( for notice )

1.



Chapter 8th  
Transportations  
(for notice)

Chapter 9th  
Expropriations  
(for notice)

Summary

A) Total sum of Job works  
of single amount superior  
to Lire 100.000

L. 1.145.000

B) Total sum of Job works  
of single amount less  
than Lire 100.000

L. 171.600

Total amount of the  
Report

L. 1.313.000

Rome 23th September 1944

The Compiler  
Signed.....

The Chief Group Southern  
Departments

The Chief of Works Section



1059

Summary

A) Total sum of Job works  
of single amount superior  
to Lire 100.000

L. 1.145.000

B) Total sum of Job works  
of single amount less  
than Lire 100.000

L. 171.000

Total amount of the  
report

L. 1.313.000

Rome 24th September 1944

The Chief Group Southern  
Department

The Compiler

Signed.....

The Chief of Works Section

9288



L.5/13/18939/22cca/952/9

Alla D.G. del Servizio Ferroviario Militare

alla Commissione An. di C. 1116  
alla Commissione An. di C. 1116  
alla Commissione An. di C. 1116

Alla A.C.C. (Ingegneria della Regione)

Alle A.C.C. (Sotto Commissione Finanze)

Oggetto  
Riattivazione linea  
Ciampino- Frascati

ALLEGATO  
OGGETTO  
R.C.M.A.

1) La linea ferroviaria Ciampino- Frascati ha subito in seguito ai noti eventi bellici, danni di limitata entità sia all'armamento che alle opere d'arte, danni che potrebbero essere riparati in breve tempo e con una spesa complessiva di L.1.300.000 come risulta dall'unità perizia-

- 2) I lavori occorrenti consisterebbero:
- a) sgomberare dalle macerie e da vari carri danneggiati dai bombardamenti l'imbocco lato Frascati, della Galleria di Ciampino;
  - b) ricostruire il suddetto imbocco che è stato demolito per una lunghezza di circa 6 metri ed eseguire opere provvisorie per evitare scoscendimento di materie terrose sulla sede;
  - c) ricostruire la spalla, lato Ciampino, del sottovia al Km.9+023 e sostituire la travata metallica, che non si ritiene più idonea, con altra della luce di tre metri
  - d) sostituire alcune campate di binari che furono divelte dalle bombe-
- 3) Alla esecuzione di tutti i detti lavori verrebbe provveduto con i nostri mezzi, si chiederebbe l'aiuto di codesta Direzione soltanto per la fornitura di:

- a) Qli 40 di cemento
- b) N.25.000 mattoni
- 4) Data pertanto la limitata spesa e la lieve entità dei materiali, questa Direzione avrebbe desiderio che la linea



Oggetto

Riattivazione linea  
Ciampino- Frascati

all. N.1

Alle A.C.C. (Sotto Commissione Finanze)

ESASME

ESATTERIO II

R.O.M.A.

1) La linea ferroviaria Ciampino- Frascati ha subito in seguito ai noti eventi bellici, danni di limitata entità sia all'armamento che alle opere d'arte, danni che potrebbero essere riparati in breve tempo e con una spesa complessiva di L.1.300.000 come risulta dall'unità perizia-

2) I lavori occorrenti consisterebbero:

- a) sgomberare dalle macerie e da vari carri danneggiati dai bombardamenti l'imbocco lato Frascati, della Galleria di Ciampino;
  - b) ricostruire il suddetto imbocco che é stato demolito per una lunghezza di circa 6 metri ed eseguire opere provvisorie per evitare scoscendimento di materie terrose sulla sede;
  - c) ricostruire la spalla, lato Ciampino, del sottovia al Km.9+023 e sostituire la travata metallica, che non si ritiene più idonea, con altra della luce di tre metri
  - d) sostituire alcune campate di binari che furono divelte dalle bombe-
- 3) Alla esecuzione di tutti i detti lavori verrebbe provveduto con i nostri mezzi, si chiederebbe l'aiuto di codesta Direzione soltanto per la fornitura di:

a) Qli 40 di cemento

b) N.25.000 mattoni

4) Data pertanto la limitata spesa e la lieve entità dei materiali occorrenti questa Direzione avrebbe desiderio che la linea venisse riparata per aprirla all'esercizio ed utilizzarla prevalentemente per il traffico viaggiatori da e per Frascati e Roma, agevolando le comunicazioni con i paesi dei Castelli Romani-

3287

BM



5) și exprimă la fiduciară încredere în judecătoria de drept comun, care este

(referred to as the "Act")

**ALL DIRETTORE GENERALE**

ANDERSON

ST. J.

Foto D. RAIMONDO

1) La linea ferroviaria Ciamolino-Tirasceti ha subito

all'armamento che alle opere d'arte, danni che non potrebbero essere in seguito al noti eventi bellici, danni di limitata entità sia

1.1.300.000 come riantes dell'unità berlus-  
 loniana in preda tempo e con una abissi complessiva di

5) I lavori occorrono costantemente:

evitare accostamento di materie ferree sulla sede;  
l'altezza di circa 6 metri ed eseguire opere provvisorie per  
ricostruire il suddetto imbocco che è stato demolito per una  
variazione dell'imbocco lato "Varesotti" della galleria di Ciampino;  
e) agglomerare dalle macerie e dai vari carri danneggiati del pom-

c) ricostruire la spalla, lato Ciampino, del sottovia al Km. 0+053 nei, con altre della luce di tre metri e sostituire la travata metallica, che non si ritiene più idonea.

compensare  
9) sostituire alcune campagne di prima che furono divelte dalle

3) Alla esecuzione di tutti i detti lavori verrebbe provveduto soltanto per la fornitura di:

p) 17.52.000 mltrom

7825

11. Data treatment is immediate space is the level and the  
12. Data treatment is immediate space is the level and the







Proposta per l'esecuzione dei lavori di prima necessità per la riapertura all'esercizio della linea Ciampino - Frascati

# PERIZIA DELLA SPESA

Lavori in conto 57 "Spese per riparare danni di guerra causati da azioni belliche" Part. 622

| Numero progressivo | INDICAZIONI                                                                                                                      | Unità di misura | QUANTITÀ | PREZZO | IMPORTO  |        |
|--------------------|----------------------------------------------------------------------------------------------------------------------------------|-----------------|----------|--------|----------|--------|
|                    |                                                                                                                                  |                 |          |        | Parziale | Totale |
|                    | <p>-----</p> <p>CAPITOLO 1°</p> <p>-----</p> <p>Lavori e forniture in appalto a licitazione privata</p> <p>P.M.</p> <p>-----</p> |                 |          |        |          |        |
|                    | <p>-----</p> <p>CAPITOLO 2°</p> <p>-----</p> <p>Lavori e forniture in appalto-concorso</p> <p>P.M.</p> <p>-----</p>              |                 |          |        |          |        |
|                    | <p>-----</p> <p>CAPITOLO 3°</p> <p>-----</p> <p>Lavori e forniture in appalto a trattativa privata</p>                           |                 |          |        |          |        |
|                    |                                                                                                                                  |                 |          |        |          | 3286   |

F.I.

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| Numero<br>progressivo | INDICAZIONI                                                                           | Unità<br>di misura | QUANTITÀ   | PREZZO  | IMPORTO  |         |
|-----------------------|---------------------------------------------------------------------------------------|--------------------|------------|---------|----------|---------|
|                       |                                                                                       |                    |            |         | Parziale | Totale  |
|                       | <u>D.M.</u>                                                                           |                    |            |         |          |         |
|                       | <u>CAPITOLO 4°</u>                                                                    |                    |            |         |          |         |
|                       | Lavori e forniture a cottimo                                                          |                    |            |         |          |         |
|                       | a) Cottimi d'importo singola                                                          |                    |            |         |          |         |
|                       | <u>superiore a L. 100.000-</u>                                                        |                    |            |         |          |         |
|                       | <u>Lavori di terra e murari</u>                                                       |                    |            |         |          |         |
|                       | <u>1° Cottimo</u>                                                                     |                    |            |         |          |         |
| 1                     | A) Sistemazione piazzale con<br>riempimento di buche prede-<br>te da bombardamenti    |                    | e corpo    |         | 49.000-  |         |
|                       | <u>B) Rifacimento muro frontale<br/>Galleria cieca di Vrescati</u>                    |                    |            |         |          |         |
| 2                     | Struttura di pietrame con malta<br>comune e pietrame dell'Ass.ne                      |                    | mc. 30-    | 2.500-- | 75.000-  |         |
| 3                     | Sistemazione del coronamento<br>del muro frontale con pietra da<br>taglio dell'Ass.ne |                    | ml. 240 -- |         | 3.000-   |         |
| 4                     | Sistemazione terrapieno a so-<br>slegno della strada di accesso                       |                    | e corpo    |         |          | 15.000- |

CAPITOLO 4°

Lavori e forniture a cottimo

a) Cottimi d'importo singolo superiore a L. 100.000-

Lavori di terra e murari

1° cottimo

1 A) Sistemazione piazzole con riempimento di buche prodotte da bombardamenti

a corpo 40.000-

B) Rifacimento muro frontale Galleria circa di Prascati

2 Muratura di pietrame con malta comune e pietrame dell'Ann. ne

mc. 30-- 2.900-- 75.000-

3 Sistemazione del coronamento del muro frontale con pietra da taglio dell'Ann. ne

ml. 200 -- 3.000-

4 Sistemazione terrapieno a sostegno della strada di accesso alla stazione

a corpo 15.000-

C) Costruzione di una baracca in muratura ad uso Ufficio e ricovero viaggiatori

A riportare

133.000-



1067

L-15 (interno).

| Numero Progress. | INDICAZIONI                                                                                                                                           | Unità di misura | QUANTITÀ | PREZZO | IMPORTO  |        |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------|--------|----------|--------|
|                  |                                                                                                                                                       |                 |          |        | Parziale | Totale |
|                  |                                                                                                                                                       |                 | Riparto  |        | 133000 = |        |
| 5                | Muratura di mattoni e pietrame con materiale dell'Am.m.ne                                                                                             | mc.             | 70 -     | 2500 - | 175000 = |        |
| 6                | Scavi di splattamento e fondaz.                                                                                                                       | "               | 50 -     | 80 -   | 4000 =   |        |
| 7                | Pavimento con pietrame a secco dell'Amministrazione                                                                                                   | "               | 12 -     | 90 -   | 1080 =   |        |
| 8                | Pavimento con mattonella usate dell'Amministrazione compreso il massetto e il letto di malta mq.                                                      | mq.             | 50 -     | 300 -  | 15000 =  |        |
| 9                | Copertura con tegole alla mar-<br>sigliese compresa l'orditura con legname dell'Am.m.ne e con listelli e tegole piano da for-<br>marsi dal cottimista | "               | 90 -     | 500 -  | 45000 =  |        |
| 10               | Soffitto con rete metallica e con teli di canna intonacata comprese l'orditura                                                                        | "               | 50 -     | 220 -  | 11000 =  |        |
| 11               | Intonaco a stabilizzazione civile con malta comune sulle pareti interne                                                                               | "               | 90 -     | 60 -   | 5400 =   |        |
| 12               | Imbiancatura interna con latte di calce                                                                                                               | "               | 140 -    | 5 -    | 700 =    |        |
| 13               | Fornitura in opera di infissi di porte esterne a vetri con sportelli interni completi                                                                 | "               | 7        | 3000 - | 21000 =  |        |
| 14               | Fornitura in opera di infissi di finestre complete di sportelli interni                                                                               | "               | 4 -      | 2400 - | 9600 =   |        |
| 15               | Spostello biglietti                                                                                                                                   | a corpo         |          |        | 2000 =   |        |

Polygraph - 19-2-59 (Anno VII) - Ord. n. 0635 - L. 88 - 15X12 - Copie 54.000



|                                                                                        |                                                                                                                                                       |    |     |     |      |       |       |         |
|----------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|----|-----|-----|------|-------|-------|---------|
| 7                                                                                      | Vespale con pietrame a secco dell'Amministrazione                                                                                                     | "  | 12  | -   | 90   | -     | 1000  | =       |
| 8                                                                                      | Pavimento con mattonelle usate dell'Amministrazione compreso il massetto e il letto di malta mq.                                                      | 50 | -   | 300 | -    | 15000 | =     |         |
| 9                                                                                      | Copertura con tegole alla mar-<br>sigliese compresa l'orditura con legname dell'Am. de e con listelli e tegole piane da for-<br>marsi dal costruttore | "  | 90  | -   | 500  | -     | 14000 | =       |
| 10                                                                                     | Soffitto con rete metallica o con teli di canne intonacate comprese l'orditura                                                                        | "  | 50  | -   | 220  | -     | 1000  | =       |
| 11                                                                                     | Intonaco a stabilitura civile con malta comune sulle pareti interne                                                                                   | "  | 90  | -   | 60   | -     | 5400  | =       |
| 12                                                                                     | Imbiancatura interna con latte di calce                                                                                                               | "  | 140 | -   | 5    | -     | 700   | =       |
| 13                                                                                     | Fornitura in opera di infissi di porte esterne a vetri con sportelli interni completi                                                                 | "  | 7   | -   | 3000 | -     | 21000 | =       |
| 14                                                                                     | Fornitura in opera di infissi di finestre complete di sportelli interni                                                                               | "  | 4   | -   | 1400 | -     | 5600  | =       |
| 15                                                                                     | Sportello biglietti a corpo                                                                                                                           |    |     |     |      |       | 2000  | =       |
| b) Sistemazione della stradella di accesso alla stazione di piccoli tratti di chiusura |                                                                                                                                                       |    |     |     |      |       |       |         |
| a corpo                                                                                |                                                                                                                                                       |    |     |     |      |       |       |         |
| A riportarsi                                                                           |                                                                                                                                                       |    |     |     |      |       |       |         |
|                                                                                        |                                                                                                                                                       |    |     |     |      |       |       | 10000 = |
|                                                                                        |                                                                                                                                                       |    |     |     |      |       |       | 44780 = |

3285

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Reg. An. Poligrafico - 1955 (Anno VII) - Ed. n. 665 - L. 80 - 1954 - 1955 - 1956 - 1957 - 1958 - 1959 - 1960

L-18 (interno).

| Numero<br>progress. | INDICAZIONI                                                                                         | Unità<br>di misura | QUANTITÀ | PREZZO    | IMPORTO  |         |
|---------------------|-----------------------------------------------------------------------------------------------------|--------------------|----------|-----------|----------|---------|
|                     |                                                                                                     |                    |          |           | Parziale | Totale  |
|                     | <u>H) Sistemazione del cordonato<br/>dei marciapiedi e del piano<br/>caricatore</u>                 | a corpo            | Riparto  | L.        | 44.750=  |         |
|                     |                                                                                                     |                    |          |           | 15000=   |         |
|                     |                                                                                                     |                    |          | L.        | 456750=  |         |
|                     |                                                                                                     | sondano            |          | "         | 45220=   |         |
|                     | Imprevisti 10% e arrotondamento                                                                     |                    |          |           |          | 503000= |
|                     | Importo del 1° cottimo                                                                              |                    |          |           |          |         |
|                     | <u>2° Cottimo</u>                                                                                   |                    |          |           |          |         |
|                     | <u>Ricostruzione del piedritto<br/>a valle del sottovia km. 1+623</u>                               |                    |          |           |          |         |
|                     | 1 Murature di pietrame con malta<br>ordinaria                                                       | m <sup>2</sup> .   | 40       | 2500 -    | 100000=  |         |
|                     | 2 Guancinetto di appoggio in c.a.<br>compresa la posa in opera del<br>ferro occorrente dell'amm. di | "                  |          | 1505000 - | 12500=   |         |
|                     | 3 Sgombero macerie e sistemazio-<br>ne del corpo stradale                                           | a corpo            |          |           | 15000=   |         |
|                     | 4 Compenso al prezzo della mura-<br>tura per la sistemazione della<br>fecola vista                  | m <sup>2</sup> .   | 35       | 100 -     | 3500=    |         |
|                     |                                                                                                     |                    |          |           |          |         |
|                     |                                                                                                     | sondano            |          |           |          | 131000= |
|                     |                                                                                                     |                    |          |           |          | 13000=  |



Sommano

Imprevisti 10% e arrotondamento

Importo del 1° cottimo

2° Cottimo

Ricostruzione del piedritto

a valle del sottovia km. 1+023

1. Murature di piedrame con malta ordinaria

2. Cuocinetto di appoggio in c.a.

compresa la posa in opera del ferro occorrente dell'amm.na

3. Sgombero macerie e sistemazione del corpo stradale

4. Compenso al prezzo della muratura per la sistemazione della faccia viata

Sommano  
Imprevisti e arrotondamento

Importo del 2° cottimo

A riportare

L. 456750=

" 45220=

503000=

mq. 10 - 2500 - 100000=

1505000= 12500=

15000=

35 - 100 - 35000=

L. 131000=

" 13000=

144000=

L. 647000=

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L-16 (interno)

| Numero<br>Progress. | INDICAZIONI                                                                                                                     | Unità<br>di misura | QUANTITÀ | PREZZO     | IMPORTO  |         |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------|--------------------|----------|------------|----------|---------|
|                     |                                                                                                                                 |                    |          |            | Parziale | Totale  |
|                     | <u>3° Cottimo</u><br><u>Ricostruzione e sistemazione</u><br><u>tubocco into Frascati della Gel-</u><br><u>leria di Ciampino</u> | ml.                | Importo  |            |          | 647000= |
| 1                   | Muratura di mattoni con malta<br>cementizia per la ricostruzione<br>della calotta                                               | mq.                | 20 -     | 3235=      | 647000=  |         |
| 2                   | Risarcitura della muratura dei<br>piedritti                                                                                     | mq.                | corpo    |            | 10000=   |         |
| 3                   | Muratura di pietrame dell'area.<br>per la ricostruzione del muro<br>frontale                                                    | "                  | 60 -     | 2500=      | 150000=  |         |
| 4                   | Ricostruzione del coronamento<br>del muro suddetto                                                                              | ml.                | 20 -     | 200=       | 4000=    |         |
| 5                   | Scavo di macerie e delle ma-<br>terie frantumate                                                                                | mq.                | corpo    |            | 30000=   |         |
| 6                   | Sistemazione terrapieno di<br>appoggio della strada                                                                             | "                  |          |            | 15000=   |         |
|                     | <u>Sommario</u><br><u>Imprevisti 10% e arrotondamenti</u>                                                                       |                    |          | L. 310000= |          |         |
|                     | <u>Importo del 3° Cottimo</u>                                                                                                   |                    |          | " 31000=   |          | 150000= |
|                     | <u>4° Cottimo</u><br><u>Lavori per il ripristino dello</u><br><u>impianto acqua per rifornimento</u><br><u>locomotive</u>       |                    |          |            |          |         |

|            |                                                                                   |        |          |        |        |
|------------|-----------------------------------------------------------------------------------|--------|----------|--------|--------|
| 1          | muratura di mattoni con malta<br>cementizia per la ricostruzione<br>della calotta | mq. 20 | 20000    | 100000 |        |
| 2          | Risarcitura della muratura dei<br>piedritti                                       | corpo  |          | 20000  |        |
| 3          | muratura di pietrame dell'arco<br>per la ricostruzione del muro<br>frontale       | " 50   | 2500     | 100000 |        |
| 4          | Ricostruzione del coronamento<br>del muro suddetto                                | ml. 20 | 100      | 4000   |        |
| 5          | Sgombero di macerie e delle ma-<br>terie frantumate                               | corpo  |          | 30000  |        |
| 6          | Sistemazione terrapieno di<br>sostegno della strada                               | "      |          | 10000  |        |
| Sommano    |                                                                                   |        |          |        |        |
|            | Imprevisti 10% e arrotondamento                                                   |        | 1. 34000 | 34000  |        |
|            | Importo del 1° Contino                                                            |        |          |        | 190000 |
| 4° Contino |                                                                                   |        |          |        |        |
|            | Lavori per il ripristino della<br>impianto acqua per rifornimento<br>locomotive   |        |          |        |        |
| 7          | muratura di pietrame per il<br>sostegno del serbatoio                             | mq. 25 | 25000    | 62500  |        |
|            | A riportare                                                                       |        |          | 62500  | 197000 |

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L-16 (inter)

| Numero Progresso | INDICAZIONI                                                                  | Cassa di Impianti | QUANTITA' | PREZZO | IMPORTO   |         |
|------------------|------------------------------------------------------------------------------|-------------------|-----------|--------|-----------|---------|
|                  |                                                                              |                   |           |        | Parziale  | Totale  |
| 2                | Ricostruzione del perimetro in muratura per la C.I. e dei relativi foglietti |                   | Riparto   | L.     | 62500     | 197000  |
| 3                | Rimozione delle macerie del RI-fornitore distrutto                           |                   | a corpo   |        | 20000     |         |
| 4                | Pose in opera della C.I. da prelevare dalla stat. di Albano Incisale a corpo |                   | a corpo   |        | 5000      |         |
| 5                | Ripristino condotte acque dal rifornitore dalla Col. Idr.                    |                   | a corpo   |        | 12000     |         |
| 6                | Fornitura in opera di serbatoi per acque della capacità di m.5 N° 3          |                   |           | 5000   | 15000     |         |
|                  | Gommone                                                                      |                   |           |        |           |         |
|                  | Imprevisti 10% e arrotondamento                                              |                   |           |        | L. 131500 |         |
|                  | Importo del 1° Cuttino                                                       |                   |           |        | " 13500   |         |
|                  |                                                                              |                   |           |        |           | 145000  |
|                  | IMPORTO CANTIERI D'INTERNO SOTTO SUPERFICIE                                  |                   |           |        |           |         |
|                  | ALLA L. 100.000 (Lavori in terra e murari)                                   |                   |           |        |           | 1142000 |
|                  | b) Costi di importo singolo                                                  |                   |           |        |           |         |
|                  | inferiore a L. 100.000                                                       |                   |           |        |           |         |
|                  | 1° Cuttino                                                                   |                   |           |        |           |         |
|                  | Lavori all'armamento                                                         |                   |           |        |           |         |
|                  | Ripristino di m.200 di binario in stazione di Frascati per collegare         |                   |           |        |           |         |
|                  | 1° e 4 linea con materiali da ci-                                            |                   |           |        |           |         |



|   |                                                                                                                                                                                                          |          |          |
|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|
| 3 | Rinvenzione delle macerie del rif-<br>ornitore distrutte                                                                                                                                                 | 6 corpo  | 5000-    |
| 4 | 7000 in opera della C.I. da prele-<br>vare dalla staz. di Albano Laziale a mezzo                                                                                                                         |          | 7000-    |
| 5 | Ripristino condotte acqua dal<br>rifornitore della Col. Idr.                                                                                                                                             | 6 corpo  | 12000-   |
| 6 | Fornitura in opera di serbatoi<br>per acqua della capacità di mq. 5 N° 3                                                                                                                                 | 5000     | 15000-   |
|   | <b>Importo del 4° Contino</b>                                                                                                                                                                            |          | 145000-  |
|   | <b>Importo Contini 9° Impiego Ufficio Superiore</b>                                                                                                                                                      |          | 1152000- |
|   | ALLE L. 100.000 (Lavori in terra e mazzali)                                                                                                                                                              |          |          |
|   | <b>b) Contini di importo singolo<br/>inferiore a L. 100.000-</b>                                                                                                                                         |          |          |
|   | <b>1° Contino</b>                                                                                                                                                                                        |          |          |
|   | Lavori all' armamento<br>Ripristino di ml. 200 di binario in<br>stazione di Frascati per completare<br>la 3 e 4 linea con materiali da ri-<br>cuperare dai binari non necessari<br>nella stazione stessa | ml. 200- | 10000-   |
| 2 | Spostamento di uno scambio                                                                                                                                                                               |          |          |
|   | <b>A riportare</b>                                                                                                                                                                                       |          | 15000    |

| Numero<br>Progressivo | INDICAZIONI                                                                                                       | Unità<br>di misura | QUANTITÀ | PREZZO  | IMPORTO  |        |
|-----------------------|-------------------------------------------------------------------------------------------------------------------|--------------------|----------|---------|----------|--------|
|                       |                                                                                                                   |                    |          |         | Parziale | Totale |
|                       | Riparto                                                                                                           |                    |          |         | 16.000-  |        |
|                       | Dalla 5 <sup>a</sup> alla 4 <sup>a</sup> linea                                                                    |                    | a corpo  |         | 10.000-  |        |
| 3                     | Revisione e ripassatura dei bi-<br>nari della stazione (1 <sup>a</sup> -3 <sup>a</sup> e 4 <sup>a</sup><br>linea) |                    | "        | "       | 20.000-  |        |
| 4                     | Permessione di fasci di rete<br>in corrispondenza sottovie Ka.                                                    |                    | "        | "       | 4.500-   |        |
| 9+023                 |                                                                                                                   |                    |          |         | 50.500-  |        |
|                       | Imprevisti 10% e arrotondamento                                                                                   |                    |          |         | 4.500-   |        |
|                       | Importo del 1 <sup>o</sup> cottimo                                                                                |                    |          |         | 35.000-  |        |
|                       | 2 <sup>o</sup> Cottimo                                                                                            |                    |          |         |          |        |
|                       | Lavori da eseguirsi dall'Uffiz-<br>cio I.R.S.                                                                     |                    |          |         |          |        |
| 1                     | Sgombero dei fili e sostegni<br>lungo linea e in stazione di<br>Frascati per liberare la sagoma                   |                    | a corpo  | 25.000- |          |        |
|                       | Imprevisti 10% e arrotondamento                                                                                   |                    |          |         | 3.000-   |        |
|                       | Importo del 2 <sup>o</sup> Cottimo                                                                                |                    |          |         | 28.000-  |        |
|                       | 3 <sup>o</sup> Cottimo                                                                                            |                    |          |         |          |        |
|                       | Lavori da eseguire dall'Ufficio<br>I.R.S.                                                                         |                    |          |         |          |        |
| 2                     | Impianto di un telefono fra Gian-<br>pino e Frascati                                                              |                    | a corpo  |         | 80.000-  |        |
|                       | Imprevisti 10%                                                                                                    |                    |          |         | 8.000-   |        |



|                                         |                                                                                          |   |         |           |            |
|-----------------------------------------|------------------------------------------------------------------------------------------|---|---------|-----------|------------|
| 3                                       | Revisione e ripescature dei binari della stazione (1°-3° e 4° linea)                     | " | "       | 20.000-   |            |
| 4                                       | Formazione di fasci di rotaie in corrispondenza sottovia Km. 9+023                       | " | "       | 4.300-    |            |
|                                         | Imprevisti 10% e arrotondamento                                                          | " | "       | 50.300-   |            |
|                                         | Importo del 1° cottimo                                                                   | " | "       | 4.300-    | 55.000-    |
| <u>2° Cottimo</u>                       |                                                                                          |   |         |           |            |
| Lavori da eseguirsi dall'Ufficio I.M.S. |                                                                                          |   |         |           |            |
| 1                                       | Sgombero dei fili e sostegni lungo linea e in stazione di Frascati per liberare la segna |   | a corpo | 4.25.000- |            |
|                                         | Imprevisti 10% e arrotondamento                                                          | " | "       | 3.000-    |            |
|                                         | Importo del 2° Cottimo                                                                   |   |         |           | 48.000-    |
| <u>3° Cottimo</u>                       |                                                                                          |   |         |           |            |
| Lavori da eseguire dall'Ufficio I.M.S.  |                                                                                          |   |         |           |            |
|                                         | Impianto di un telefono fra Giarpine e Frascati                                          |   | a corpo | 60.000-   |            |
|                                         | Imprevisti 10%                                                                           |   |         | 6.000-    |            |
|                                         | Importo del 3° Cottimo                                                                   |   |         |           | 66.000-    |
|                                         | Importo Cottimi d'importo inferiore alle L. 100.000                                      |   |         |           | 2.171.000- |
|                                         |                                                                                          |   |         |           | ./.        |



| Numero<br>proiettivo | INDICAZIONI                             | Unità<br>di misura | QUANTITÀ | PREZZO | IMPORTO  |              |
|----------------------|-----------------------------------------|--------------------|----------|--------|----------|--------------|
|                      |                                         |                    |          |        | Parziale | Totale       |
|                      | <u>CAPITOLO 6°</u>                      |                    |          |        |          |              |
|                      | <u>Materiali metallici d'armamento</u>  |                    |          |        |          |              |
|                      | <u>seministrati dal magazzino</u>       |                    |          |        |          |              |
|                      | ( p. memoria )                          |                    |          |        |          |              |
|                      | <u>CAPITOLO VII°</u>                    |                    |          |        |          |              |
|                      | <u>Materie e materiali diversi som-</u> |                    |          |        |          |              |
|                      | <u>ministrati dal magazzino</u>         |                    |          |        |          |              |
|                      | ( p. memoria )                          |                    |          |        |          |              |
|                      | <u>CAPITOLO VIII°</u>                   |                    |          |        |          |              |
|                      | <u>Trasporti</u>                        |                    |          |        |          |              |
|                      | ( p. memoria )                          |                    |          |        |          |              |
|                      | <u>CAPITOLO 9°</u>                      |                    |          |        |          |              |
|                      | <u>Espropriazioni</u>                   |                    |          |        |          |              |
|                      | ( p. memoria )                          |                    |          |        |          |              |
|                      | <u>RIASSUNTO</u>                        |                    |          |        |          |              |
|                      | A) Importo totale dei Cottimi           |                    |          |        |          |              |
|                      | di importo singolo superiore            |                    |          |        |          |              |
|                      | superiore alle £.100.000                |                    |          |        |          | £.1.142.000- |
|                      | B) Importo totale dei cottimi           |                    |          |        |          |              |
|                      | di importo inferiore alle £.100.000-    |                    |          |        |          | 171.000-     |

( p. memoria )

CAPITOLO VII°

Materie e materiali diversi som-  
ministrati dal magazzino

( p. memoria )

CAPITOLO VIII°

Trasporti

( p. memoria )

CAPITOLO 9°

Espropriazioni

( p. memoria )

RIASSUNTO

A) Importo totale dei Cottimi  
di importo singolo superiore  
superiore alle £.100.000

B) Importo totale dei cottimi  
di importo inferiore alle £.100.000-

IMPORTO TOTALE DELLA PERIZIA

Roma, li 23 Settembre 1944

IL COMPILATORE  
Pte

IL CAPO DELLA SEZIONE LAVORI

IL CAPO GRUPPO REPARTI SUD

£.1.142.000-

171.000-

£.1.313.000-  
=====





MINISTERO DELLE COMUNICAZIONI  
FERROVIE DELLO STATO

M - 105

Stazione di \_\_\_\_\_

## DISPACIO DI SERVIZIO (in partenza, in arrivo o in transito)

|                       |                      |           |                       |                      |           |
|-----------------------|----------------------|-----------|-----------------------|----------------------|-----------|
| RICEVUTO da _____     | il _____             | ore _____ | TRASMESSO a _____     | il _____             | ore _____ |
| per Circuito N. _____ | dell'impiegato _____ | 194 _____ | per Circuito N. _____ | dell'impiegato _____ | 194 _____ |
| LA PRESENTAZIONE      |                      |           | ORA _____             |                      |           |
| -----                 |                      |           | -----                 |                      |           |

SZIO ROMA DA ROMA 923 14 1440 --

- CAP S E LONDON SOVRAINTENDENTE TRASPORTI

UFFICIO DEL DIRETTORE DELEGATO APO 512 ROMA

-- M 23-141-2312 SEQUITO PRECEDENTI

COMUNICAZIONI PREGASI AUTORIZZARE AGGIUNTA

UN CARRO CHIUSO PER SERVIZIO COLLETTAME

GIORNI LUNEDI GIOVEDI ET SABATO TRENI 1851

ET 1850 FRA ROMA ET MANDELA ET GIORNI

MARTEDI GIOVEDI ET SABADO TRENI 6863 ET

6865/ FRA ROMA ET FRASCATI -- MOSCATELLO --



London  
Communications Department



